



Stockton-on-Tees
BOROUGH COUNCIL

Regeneration and Environment Local Plan

Regulation 19 Publication Draft

February 2015



Stockton-on-Tees
BOROUGH COUNCIL

Economic Regeneration and Transport

Big plans for an outstanding Borough

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1 Introduction

- 1.1 The Regeneration and Environment Local Plan (RELP) sets out the Council's policies and site allocations to deliver the development strategy contained in the Core Strategy, which was adopted in March 2010. It also includes a revised Housing Spatial Strategy and the policies and site allocations that will deliver it. Along with the Core Strategy, the Gypsy, Traveller and Travelling Showpeople Site Allocations Local Development Document, the Minerals and Waste Core Strategy and Sites and Allocations Development Plan Document and a number of Supplementary Planning Documents, it will make up the Development Plan for the Borough from 2015 until 2030.
- 1.2 The document should be read alongside the Core Strategy and national planning guidance, including the National Planning Policy Framework and Guidance. The policies are consistent with national policy requirements, but do not repeat them, other than 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.
- 1.3 As the RELP reaches 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 A schedule of saved Local Plan policies and Core Strategy Policies that have been superseded by policies in the Regeneration and Environment Local Plan is contained at Appendix 1.

Preparing the Regeneration and Environment Local Plan

- 1.4 The RELP includes a review of the housing location policies that were previously part of the Core Strategy. In 2012, the Council recognised that the housing location strategy in the adopted Core Strategy (2010) would not deliver the housing requirement for the Borough. The Council subsequently reviewed the housing location strategy, the results of which have been incorporated into the RELP.
- 1.5 The RELP was originally intended to be three separate documents: the Regeneration DPD, the Environment DPD and the Yarm and Eaglescliffe Area Action Plan. The three documents were brought together into a single document at the Preferred Options stage. Each had previously been the subject of a separate Issues and Options consultation, as had the review of housing location strategy in the Core Strategy.

What is the evidence base for this document?

- 1.6 All Local Development Documents need to be founded on an up to date and robust evidence base. The evidence base is the information and data gathered by local authorities to inform policy development and support the soundness of the policy approach. Appendix 2 lists the documents which make up the evidence base for the RELP.

The Duty to Co-operate

- 1.7 The Council has worked with neighbouring authorities and other stakeholders at all stages in the preparation of the RELP and will continue to do so as necessary and in

particular, on strategic cross boundary matters. A range of issues have been considered under the duty to co-operate. These include:

- How the Wynyard area should be developed
- The relationship between the housing delivery aspirations of the Tees Valley authorities
- Work on joint infrastructure needs
- Strategic mitigation for sites of functional importance for the integrity of the Teesmouth and Cleveland Coast Special Protection

Supporting Documents

- 1.8 The following documents support the Regeneration and Environment Local Plan are the following documents:
- Consultation Statement: This outlines the consultation undertaken at the Preferred Options stage of the RELP and how the representations received have been considered and have influenced the content of the of the final policies.
 - Infrastructure Strategy and Infrastructure Schedule: The Strategy identifies the Borough's baseline infrastructure and future needs. The Schedule details individual infrastructure projects, up to date cost estimates, timings, funding sources and mechanisms, and those responsible for delivery
 - Sustainability Appraisal Report: This has been used to inform the preparation of the RELP and will be published alongside this Publication version of the RELP.
 - Habitat Regulations Assessment: A report for the Habitat Regulation Assessment will be published for consultation alongside this Publication version of the RELP.

Monitoring and Implementation

- 1.9 The Council will monitor both the implementation of the RELP and the effectiveness of its policies using the Implementation Plan and Monitoring Framework set out in Appendix 3 of the document. This will be reported in the Authority Monitoring Report which is published annually.

Publication Draft Consultation

- 1.10 The Publication version is the document that the Council considers ready for independent examination by the Planning Inspectorate on behalf of the Secretary of State. This consultation provides the local community and other interested parties with an opportunity to make comments on the Publication version of the RELP before it is submitted for that examination.
- 1.11 The representations received will be submitted to the Planning Inspectorate alongside the Publication version of the RELP and all accompanying evidence for an Examination in Public. A Planning Inspector will consider the representations as part of deciding whether the plan is a sound plan for the Borough.
- 1.12 At this stage you need to consider whether the Publication version of the RELP meets the tests it will be examined on later in the process. These tests relate to the

way in which the RELP has been prepared (legal issues) and its content. The content of the RELP is assessed against the tests of soundness, which are shown below.

- 1.13 If you consider the plan to be unsound, you will be asked if you want to take part in the Examination - you can ask to appear or rely on your written representation, although the Planning Inspector will decide which matters will be discussed and who may speak.
- 1.14 Questions to consider (the tests of soundness) are:
- Is the plan positively prepared?
 - Is it justified?
 - Will it be effective?
 - Is it consistent with national policy as set out in the National Planning Policy Framework?
- 1.15 More information about the tests of soundness can be found at www.stockton.gov.uk/localplanexamination

How to comment

- 1.16 A consultation period of XXX weeks from XXX to XXX is provided for people to make formal representations on the Publication version RELP. 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 XXX.
- 1.17 You can make comments 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 Services, Stockton-on-Tees Borough Council, Municipal Buildings, Church Road, Stockton-on-Tees, TS18 1LD.
 - **In person:** All comments must be made in writing, but you can 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.
- 1.18 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.

How we use your information

- 1.19 Please be aware that your comments may be made publicly available on our website, in our offices, and in subsequent publications. Your name and comments you make may be placed on file for the public to view. 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 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.
- 1.21 Anonymous comments may be submitted but any comments made anonymously will carry significantly less weight. All representations received within the statutory consultation period will be submitted to the Secretary of State, who will appoint an Inspector to carry out an independent examination of the Local Plan. Neither the Council nor the Planning Inspector will be able to substantiate the submitted comments without any contact details.

Next Steps

- 1.22 Following this consultation period, we will submit the document to the Secretary of State for Examination in Public by a Planning Inspector, along with all the comments people have made and the evidence which supports the policies. If we can make any minor changes requested in the comments, we will also tell the Inspector that, so they don't need to be debated at the examination.
- 1.23 If you make comments, you will be informed of the details of the examination, and whether your comments will be addressed through written representations, or whether you will be invited to speak at a hearing session.
- 1.24 Once the Inspector has heard all the evidence, he or she will prepare a report on the RELP, saying whether or not the plan is a sound plan for the Borough. It may say that the plan is not sound, but suggest changes which will make it acceptable. Once the Council considers the plan is sound, it will be adopted as planning policy and will be used alongside the Core Strategy to determine applications for planning permission.

2 Strategic Policies

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. The policy acknowledges and reflects the presumption in favour of sustainable development.

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.**

- 2.2 Following publication by the Government of the National Planning Policy Framework, the Planning Inspectorate published model wording for a presumption in favour of sustainable development policy and advised that incorporating this policy into Local Plans is an appropriate way of meeting the Government's expectation that Local Plans are based upon the presumption in favour of sustainable development and have clear policies that guide how the presumption should be applied locally.
- 2.3 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.

- 2.4 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.

Housing Spatial Strategy

- 2.5 The Housing Spatial Strategy sets out the Council's preference for how housing need and demand should be met.

Strategic Policy SP2 - Housing Spatial Strategy

- 1. The Council will support housing development in the Core Area and conurbation.**
- 2. The sites of Harrowgate Lane and Yarm Back Lane are allocated to form a strategic urban extension to the west of Stockton.**
- 3. A sustainable new settlement is allocated at Wynyard.**
- 4. The council's approach to housing densities will be as follows:**
 - The Council will be flexible regarding housing densities in the Core Area.**
 - In locations with a particularly high level of public transport accessibility, such as Stockton, Billingham and Thornaby town centres, high densities may be appropriate subject to considerations of the character of the surrounding area.**
 - In other locations such as parts of Yarm, Eaglescliffe and Norton, which are characterised by mature dwellings and large gardens, low densities may be appropriate.**
 - Urban extensions are expected to deliver a typical density range for suburban housing of 25 to 35 dwellings per hectare.**
 - Densities at Wynyard Village will reflect the exclusive nature of this development.**
- 5. The Council will support the renovation and improvement of existing housing stock and the enhancement of the surrounding environment. Proposals for demolition and redevelopment of obsolete and unsustainable stock will be undertaken in consultation with local communities.**
- 6. The majority of rural housing need will be met within the conurbation. Infill rural housing development that respects the character and density of villages will be supported within sustainable villages as identified in the latest *Planning the Future of Rural Villages study*.**
- 7. Rural affordable housing need will be met in locations that are adjacent to, as well as within, sustainable villages as identified in the latest *Planning the Future of Rural Villages study*. The Council will require that rural affordable housing is affordable in perpetuity and meet a need identified in the locality.**

8. The Council will only consider allowing market housing in rural locations outside village limits if developers provide robust evidence, in the context of the economic viability of development, that it is needed to support the delivery of rural affordable housing in the locality.

- 2.6 The Council's preference is to deliver the housing requirement on brownfield sites within the Core Area and the conurbation. However, the Council recognises that brownfield sites within the Core Area and the conurbation will not deliver the full housing requirement and has therefore decided to allocate urban extensions which will become part of the conurbation. In selecting urban extensions the Council prioritised the most sustainable locations.
- 2.7 The conurbation is defined as land within the limits to development, which are shown on the Policies Map.
- 2.8 The allocation of Harrowgate Lane and Yarm Back Lane is combined with a shared infrastructure policy and will form a strategic urban extension that makes a major contribution to the delivery of market and affordable housing over the plan period. The West Stockton Strategic Urban Extension will be comprehensively masterplanned to ensure that it is properly integrated into the conurbation and that the provision of the infrastructure which is essential to this objective is properly co-ordinated.
- 2.9 The strategy includes the allocation of a sustainable settlement at Wynyard. Although the Wynyard area includes a substantial existing community at Wynyard Village, the release of additional land for housing at Wynyard Village and Wynyard Park represents an opportunity to create a new sustainable settlement. The Wynyard allocations now have planning permission. However, the Council has also identified land to be safeguarded for further housing at Wynyard Park.
- 2.10 A broad overview of anticipated housing densities is provided in the policy. The approach in the Core Area is a pragmatic acknowledgement of the need for flexibility to bring sites forward in this area. The general approach seeks to balance the desirability of achieving densities that can support local shops and services with the need to respect existing character, particularly where this makes a valuable contribution to local distinctiveness. The approach at Wynyard Village reflects the Council's wish to maintain the exclusive brand of this development. The Housing Mix Policy provides further context to this approach.
- 2.11 The policy recognises different options regarding existing housing stock where action is required. This allows for enhancing the existing stock where appropriate, whilst recognising that the 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.
- 2.12 The Stockton-on-Tees 2013 Rural Housing Needs Assessment identified a shortfall of rural affordable and market housing over the period 2013 to 2018. The villages in the Borough are close to the conurbation; that is to say the rural part of the Borough

is not a deeply rural area. The Council's view therefore is that the majority of rural housing need can be met within the conurbation.

- 2.13 Sustainable villages are referred to in the policy and the context to this is provided by the *Planning the Future of Rural Villages in Stockton-on-Tees Borough Report* published in 2008. The purpose of the report was to underpin and support policy development. The study establishes the levels of facilities available within the Borough's rural villages and assesses their sustainability. The outlying villages were grouped into tiers based on their sustainability, with tier 1 being the most sustainable and tier 4 being the least. Only those villages falling within either tier 1 or 2 have been considered to be sustainable enough to accommodate further infill housing. The latest update of the study was undertaken in 2012.
- 2.14 The NPPF advises local planning authorities to consider whether allowing some market housing would facilitate the provision of significant additional affordable housing to meet local needs in rural areas. The policy acknowledges this guidance by allowing for rural market housing to come forward where it is necessary as a mechanism for delivering rural affordable housing.
- 2.15 Appendix 4 complements this policy by setting out how the Council expects robust justification to be demonstrated for any applicant who contends that market housing is necessary to support the delivery of rural affordable housing.

Locating Development

Strategic Policy SP3 – Locating Development

1. **Development within the limits to development will be acceptable, in principle, subject to compliance with other relevant national and local policies.**
2. **A more restrictive approach to development will be applied on land outside of the limits to development in accordance with the protection afforded to strategic gaps and green wedges.**
3. **The Council will support development in the countryside (land outside limits to development and green wedge) providing it is of an appropriate scale and does not harm the character and appearance of the countryside; where it provides:**
 - I. **Development necessary for a farming or forestry operation; or**
 - II. **Farm diversification; or**
 - III. **Equestrian activity; or**
 - IV. **A recreation or tourism proposal requiring a rural location; or**
 - V. **Facilities adjacent to villages which are essential to their social and community needs; or**
 - VI. **A suitable scale extension within the curtilage of a residential building or to an existing business; or**
 - VII. **Other development that requires a rural location for technical or operational reasons; or**
 - VIII. **New dwellings where they:**

- **Are essential for farming, forestry or the operation of a rural based enterprise; or**
 - **Represent the best viable use of a heritage asset or would be appropriate enabling development to secure the future of a heritage asset; or**
 - **Would re-use redundant or disused buildings and lead to an enhancement of the immediate setting; or**
 - **Are of an exceptional quality or innovative nature of design**
- 4. Development within the countryside should in the first instance be directed towards existing underused buildings on the site for re-use or conversion and only where it can be demonstrated these would not be appropriate for the intended use should new buildings be considered.**
- 5. Development within the vicinity of a major hazard site or major accident hazard pipeline will only be permitted where there is no unacceptable risk to human health and the environment.**

- 2.16 Policy CS1 of the Adopted Core Strategy and Policy SP2 within this document set 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.
- 2.17 Limits to development seek to direct and support development in locations appropriate to their intended use in accordance with the Spatial Strategy and Housing Spatial Strategy. They are drawn around each settlement to define the conurbation and by directing development help to provide a high quality natural environment close to residential communities, thereby enhancing the quality of life in the Borough.
- 2.18 Core Strategy policy CS10 identifies that the separation between settlements will be maintained through the protection and enhancement of the openness and amenity value of strategic gaps and green wedge. This is achieved through directing development to land within the limits to development and taking a more restrictive approach within the strategic gaps and green wedge.
- 2.19 Within the green wedge numerous uses may be considered appropriate including farming, horticulture, recreation (including equestrian activity), tourism and forestry provided that any physical development associated with these uses is of a design and scale appropriate to their setting and does not negatively impact upon openness and amenity. It will also be important to ensure that any proposals within the green wedge do not negatively impact upon the other green infrastructure benefits provided by the green wedge.
- 2.20 The countryside is defined as land beyond the limits to development and green wedge. The NPPF identifies that planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development. Within the countryside development will be supported where it requires a rural setting or meets other criteria set out within this policy. Isolated homes within the countryside are supported by this policy in accordance with paragraph 55 of the NPPF.

- 2.21 Other considerations regarding scale, design and landscape character will be important when considering proposals within the countryside; further detail regarding this as well as policies on the conversion and re-use of buildings, farm diversification and horticultural nurseries, equestrian activity, and agricultural, forestry and other rural based enterprise dwellings is provided in the 'Environmental Protection and Enhancement' section of this document.
- 2.22 The Health and Safety Executive (HSE) sets a consultation distance around the major hazard site or major accident hazard pipeline, within which a planning authority must consult HSE over relevant developments which are likely to lead to an increased population around the major hazard. In order to maintain public safety the Council will consult the HSE where required and determine applications in accordance with advice; the advice of HSE will not be overridden without the most careful consideration.

Infrastructure Delivery, Planning Obligations and Contributions

- 2.23 Infrastructure is the vital to the Borough's economic growth, social and environmental well-being. It supports future growth and the development that is planned and needed to realise the Council's Core Strategy vision for safe, healthy, prosperous, inclusive and sustainable communities.
- 2.24 Working alongside the Tees Valley Local Enterprise Partnership, developers and service providers, and beginning with the drafting of the Adopted Core Strategy Infrastructure Strategy in 2010, the Council has developed an understanding of the Borough's current and future infrastructure needs.

Stockton's Infrastructure Challenge

- 2.25 Stockton's primary strategic infrastructure challenges lay around transport and education. To keep people and goods on the move, and encourage economic growth, the Council is seeking to secure and improve the quality of rail, road, air and water transport links. Critically, the Borough's strategic and local highway networks are under particular stress both in terms of capacity and quality, with notable congestion on the major trunk roads which dissect the Borough now spilling onto local routes.
- 2.26 In an environment where local control and funding for schools has diminished, the Council is focussing limited resources on improving the capacity and condition of existing schools. Whilst residents traditionally look to the Council to provide local places, opportunities and facilities, those bringing forward sustainable housing developments are, where financially viable, expected to make timely provision for the schools places generated by their particular development which could be through facilities on sites or financial contributions.
- 2.27 An increasing and ageing population also places demands on opportunities for recreation and leisure facilities and changes demands on health and social care. Current uncertainties around the structure and location of hospital and health services also add to local concerns and present difficulties to those planning for other infrastructure provision.

Infrastructure Strategy and Schedule

- 2.28 The Council has developed an Infrastructure Strategy which identifies the Borough's baseline infrastructure and future needs, and an Infrastructure Schedule which details individual infrastructure projects, up to date cost estimates, timings, funding sources and mechanisms, and those responsible for delivery.
- 2.29 The Infrastructure Strategy and Schedule, alongside the list of projects or types of development to be wholly or partly funded by the Community Infrastructure Levy known as the Regulation 123 List, will help guide the priorities, projects and delivery programmes in the future. These documents will be used to inform the Council's financial and wider infrastructure planning processes as well as delivery partners and the general public.
- 2.30 The Infrastructure Strategy, Schedule and Regulation 123 List are living documents which need to be reviewed and updated as necessary to reflect any new requirements as they arise.

Infrastructure Delivery

Strategic Policy SP4 Infrastructure Delivery

- 1. Infrastructure delivery will support sustainable growth and regeneration in Stockton.**
- 2. The Council will seek to secure the timely provision of physical, social and green infrastructure identified in the Infrastructure Strategy and Schedule and Community Infrastructure Levy Regulation 123 (Infrastructure) List, and any additional requirements arising in support of new development and changes to the character of the Borough to provide for safe, healthy, prosperous, inclusive and sustainable communities.**
- 3. Working where appropriate with communities, partners, developers and service providers, the Council will keep the Infrastructure Strategy and Schedule and Regulation 123 List under review and revise as and when necessary.**

- 2.31 The Council recognises that successful infrastructure delivery requires close and continued working with communities, service providers and delivery partners and maintaining those new relationships forged in developing the strategies, policies and allocations in this Plan. They are integral to taking infrastructure planning forward in the plan period and beyond.
- 2.32 Policy SP4 – Infrastructure Delivery recognises effective joint working, and combined with the Core Strategy vision for sustainable development in the Borough sets out the Council's expectations for infrastructure planning and provision. This policy underpins the approaches taken in Policies SP5 – Infrastructure and Development, and SP6 – Developer Contributions.

Infrastructure and New Development

- 2.33 Policy SP5 sets out the Council's approach to the provision of infrastructure for new development.

Strategic Policy SP5 Infrastructure and Development

- 1. All new development will be required to provide for the necessary on-site and where appropriate off-site infrastructure needs.**
- 2. The Council will, where appropriate and development pressure justifies, seek timely improvements to the quality, quantity and capacity of existing infrastructure, facilities and services.**
- 3. The Council will encourage and support the provision of appropriate new infrastructure where its provision can be justified and would not give rise to unacceptable adverse impacts on the local community and environment**

- 2.34 Changes to the scale, character and nature of our communities brought about by new development bring their own pressures and can have adverse impacts on existing and new local communities, facilities, services and the natural environment. Timely investment in new infrastructure may be required in mitigation of those impacts, and where appropriate and development impacts and pressure justify, improvements also to the quality, quantity and capacity of existing infrastructure.
- 2.35 The infrastructure needed to provide for sustainable communities and the programmes for new, improvements and renewal of infrastructure by service providers can also have adverse impacts, and those impacts need careful consideration.
- 2.36 The housing allocations in Policies H1 – H40 also have specific infrastructure needs and they are set out in each site policy, as well as those more significant broader requirements identified in the Infrastructure Strategy and Schedule. Whilst particular infrastructure needs have been identified, it is inevitable that other infrastructure needs will arise throughout the plan period.

Developer Contributions

Strategic Policy SP6 Developer Contributions

- 1. Where a need for infrastructure is identified to deliver sustainable development, subject to viability considerations, the Council will seek to negotiate with developers to provide and secure that infrastructure by obligations in Section 106 agreements, planning conditions or other appropriate mechanisms, will use Community Infrastructure Levy funds (or any subsequent replacement), and any other relevant funding.**
- 2. Contributions from pooled Section 106 agreements will be used where this meets the legal tests as set out in the Community Infrastructure Levy Regulations. Section 106 agreements will continue to be used for site specific infrastructure**

provision and costs and affordable housing.

3. The Community Infrastructure Levy, upon implementation of the Charging Schedule, will be used to pool developer contributions towards local and strategic infrastructure that will serve a wider area than any one development in particular. The Council will not require developers to pay for the same item of infrastructure through a combination of S106 Planning Obligation and Levy funds or a Section 278 agreement and Levy funds.

- 12.15 Infrastructure can be expensive to provide and maintain, and whilst the Council can satisfy some demand and help to support others, developers are expected to make a contribution to mitigate the adverse impacts of their development. A contribution can be secured in a number of ways and can take the form of financial commitments – capital and revenue; establishment and initial costs; provision of facilities; and where appropriate land for such uses.
- 12.16 Planning conditions can be used where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. Where it is not possible to address impacts in a planning condition, planning obligations in what is commonly known as a Section 106 agreement (made under the Town and Country Planning Act 1990 – as amended) would be appropriate. Section 106 agreements can be used where they are necessary to make the development acceptable in planning terms; they are directly related to the development; and fairly and reasonably related in scale and kind to the development. Section 278 agreements (made under the Highways Act 1980) can be used to by the Council to secure part or full financial contributions towards highway works.
- 12.17 Stockton's Community Infrastructure Levy (CIL) is a mandatory charge at a rate(s) set by the Council based on the size and type of development. The monies collected in this way can be used to partly or wholly fund infrastructure specified in the Regulation 123 List. CIL may be used to fund the provision, improvement, replacement, operation or maintenance of infrastructure but only that which arises as a result of demand directly related to the new development, but cannot be used in conjunction with S106 or S278 agreements. In appropriate circumstances, the Council may accept the provision of infrastructure or land in lieu of the Levy charge.
- 12.18 The Council recognises that for some developments there is evidence of sufficient fragility around economic viability to justify some flexibility around the extent and nature of planning obligations that would be sought. In the case of Affordable Housing, Policy H42 and Supplementary Planning Document 8 – Provision of Affordable Housing and the Need for Viability Evidence refer.
- 12.19 Unforeseen developments over the plan period may well give rise to unanticipated infrastructure needs. The continued and selective use of S106 agreements and other mechanisms alongside CIL funds in the future will give the Council flexibility to satisfy emerging infrastructure needs.

3 Sustainable Transport

- 3.1 Effective planning for sustainable transport and travel will support the Borough's economic growth and competitiveness, tackling climate change, improving health and protecting the natural environment.
- 3.2 The Council's approach to promoting sustainable transport is based on the spatial strategy, which encourages development to locate where the use of sustainable modes of transport can be maximised and where, as far as the nature and location of the site allow, all opportunities for sustainable transport, can be taken up. The development of new transport infrastructure which will widen transport choices and enable people to make greater use of sustainable modes will also be supported, as will the provision of new highway infrastructure, where it is required to deliver sustainable development in the Borough or to ensure the delivery of a reliable and efficient network across the Tees Valley.

Minimising the Need to Travel

- 3.3 The Council's spatial strategy seeks to locate developments that will generate significant movement in locations where the need to travel is minimised and the use of sustainable travel can be maximised. Accessibility via sustainable means and impact on the highway network have been key factors in the assessment and selection of site allocations, particularly through the Strategic Housing Land Availability Assessment and the Employment Land Review.
- 3.4 Where proposals for new developments and changes of use come forward during the plan period, they will be assessed against the relevant policies which seek to locate development in the most sustainable locations, reducing the need to travel and maximising the potential for the use of sustainable transport modes

Protecting and Taking Up Opportunities for the Use of Sustainable Modes of Transport

- 3.5 Policies T1 and T2 seek to maximise the use of sustainable modes of transport throughout the Borough. T1 protects existing routes and infrastructure, as well as ensuring any opportunities to promote their use through the location and design of new development are taken up. T2 seeks to widen transport choice by safeguarding the routes of planned improvements to the Borough's network of sustainable travel infrastructure and encouraging the development of a strategic network of footpaths, bridleways and cycleways across the Borough.

Policy T1 Protecting and Taking Up Opportunities for the Use of Sustainable Modes of Transport

- 1. Opportunities for the use of sustainable transport modes will be protected and taken up across the Borough.**
- 2. Developments which include and, where appropriate contribute to, infrastructure for walking, cycling, public transport and the charging of ultra-low emission vehicles will be supported. This infrastructure should be integrated into existing strategic networks and any proposed extensions to**

them.

- 3. Existing infrastructure for walking, cycling, public transport and the use of ultra-low emission vehicles will be protected from development which would impair its functioning or attractiveness for accessing employment opportunities, shops and other community facilities, and for recreation.**
- 4. The efficient delivery of goods and supplies by sustainable means should be maximised when locating and designing new developments, alterations to existing developments or changes of use.**
- 5. New developments, alterations to existing developments and changes of use should, where practical and reasonable, ensure suitable access for all people, integrated into the local transport infrastructure.**

- 3.6 To support and encourage the use of sustainable transport modes, developments will be expected to include an appropriate scale of infrastructure for walking, cycling, public transport and ultra-low emission vehicles within the site, taking into account existing strategic routes and any planned extensions to them. SPD 1 Sustainable Design Guide gives further advice on how connectivity with the surrounding area can be achieved and how successful layouts can promote movement within the site. Other infrastructure which facilitates the use of sustainable modes of transport such as cycle storage and showering and changing facilities will also be encouraged. In some cases, the improvements needed to support development will be located off site; developers may be asked to contribute to off-site works support their scheme.
- 3.7 As well as contributing to and integrating with existing and proposed infrastructure for walking, cycling, public transport and the use of ultra-low emission vehicles, proposals will be expected to ensure that development will not make existing or proposed routes less attractive as alternatives to the private vehicle. This could include ensuring routes remain accessible, reasonably direct, safe and secure. Further advice on design and connectivity is provided in SPD 1 Sustainable Design Guide.
- 3.8 Proposals which will require the delivery of goods and services should be located and designed with these requirements in mind. Relevant locational policies within the Development Plan support proposals which locate in the most sustainable locations, including close proximity to existing transport interchanges. In particular, Policies EMP2 and EMP 4 safeguard land in close proximity to Billingham Riverside and Durham Tees Valley Airport for port or river based uses and airport related logistics respectively, encouraging proposals which would make use of the facilities in these locations. Existing infrastructure which facilitates the movement of freight by rail or water is protected by Core Strategy Policy CS2. Beyond these specific policies, opportunities for the use of sustainable modes of transport for the delivery of goods and services should be exploited wherever possible. Care should also be taken to protect the infrastructure and routes serving existing developments.
- 3.9 Whilst all developments will be in accordance with the requirements of the Disability Discrimination Act (2005), Policy T1 also encourages developers to ensure that links with existing and new sustainable transport infrastructure from their scheme are accessible to all people.

Widening Transport Choice

- 3.10 Stockton-on-Tees' existing network of sustainable transport infrastructure includes byways, footpaths, bridleways and cycle ways, as well as that associated with the bus and rail networks and charging points for ultra-low emission vehicles. It contributes to sustainable transport, health and environmental objectives by providing sustainable choices when travelling both within and beyond the Borough. Policy T2 seeks to ensure this infrastructure is developed, both in its own right and in association other developments, to maintain and widen transport choice for Stockton-on-Tees' residents and visitors.

Policy T2 Widening Transport Choice

- 1. Development of the Borough's strategic network of footpaths, bridleways and cycleways will be supported.**
- 2. Sites and routes which will play a role in developing infrastructure to widen transport choice will be safeguarded from development which would impact negatively on their delivery or attractiveness to potential users:**
 - a. Connect2 bridges and their links across the Rivers Tees and Leven between Ingleby Barwick and Eaglescliffe and Yarm**
 - b. Cycleway/footway between Tees Bridge and Victoria Bridge on the western bank of the River Tees**
 - c. Cycleway/footway on the northern bank of the River Tees at Yarm**
 - d. Cycleway/bridleway from Durham Road, Thorpe Thewles to Wynyard Woodland Park**
 - e. Cycleway/footway to the north of Mill Lane, Long Newton**
 - f. Cycleway/footway from Greatham Creek to Transporter Bridge**
 - g. Bridge and its linkages across the A689 at Wynyard**
 - h. Car parking to the west of Eaglescliffe Station and foot bridge over railway line**

- 3.11 Policy T2 supports the objectives set out in the Green Infrastructure Strategy and associated Delivery Plan, and the Local Transport Plan to address significant gaps in the existing access networks and to enhance the quality of some routes, including developing better links with public transport infrastructure.
- 3.12 These strategies identify encouraging active and sustainable travel as a key strategic objective and seek to enhance and expand networks to achieve this. They seeks to develop an extensive network of local routes that can be used for everyday journeys to work, to school, or to the shops, as well as providing opportunities for recreational walking, cycling, walking and horse-riding.
- 3.13 The Green Infrastructure Delivery Plan shows a large number of potential schemes which will contribute to the delivery of the Green Infrastructure Strategy and other related plans and strategies such as the Playing Pitch Strategy, Rights of Way Improvement Plan and Cycleway Improvement Plan. Some of these schemes are largely aspirational and could only be delivered over a long period of time, however

the Delivery Plan will be updated throughout the plan period and will include a list of 'Active Projects' where work is currently being done to develop or implement a project on the ground.

Walking and Cycling

- 3.14 Residents of Ingleby Barwick currently access key services in Yarm and Eaglescliffe; however, the lack of suitable crossing points on the Rivers Tees and Leven means that they often travel by car rather than by more sustainable means. Through the Sustrans Connect2 project, detailed feasibility work has been carried out for two bridges – one over the River Tees between Ingleby Barwick and Eaglescliffe and one over the River Leven between Ingleby Barwick and Yarm. These bridges would provide safe and direct traffic free access for pedestrians and cyclists. Whilst these schemes do not currently have identified funding, the two bridges, along with the land needed to link them to the existing rights of way network have been safeguarded to facilitate their delivery should funding become available in the future. This will deliver CS2 – Sustainable Transport and Travel, point 4 iv. Should other schemes to link Ingleby Barwick with Eaglescliffe and Yarm come forward during the plan period, they would be assessed under point 1 of policy T2 and any other relevant policies, particularly Strategic Policy SP4 Green Wedge.
- 3.15 The Boathouse Lane Planning and Design Brief Supplementary Planning Document (adopted in June 2006) set out the Council's aspirations for the Boathouse Lane area and was designed to assist in the area's comprehensive redevelopment. Alongside other plans, the SPD included realigning existing right of way within the site to run along the River Tees and upgrading it to a cycle way and footpath, continuing the Eight Bridges Cycle Way, which links the eight bridges which span the river Tees from Victoria Bridge in the west to the Transporter Bridge in the east. The footpath and cycleway has been included in the planning applications approved on the site, either as part of the proposal or via developer contributions. As these permissions have not yet been implemented, the route is safeguarded alongside the residential site allocation (see Policy H5) due to its strategic importance.
- 3.16 The development of an off-road route for walkers and cyclists in the area to the east of Billingham to connect with other access routes near Greatham Creek to the north and the River Tees to the south is an important strategic priority in the Green Infrastructure Delivery Plan. A route through this area could form part of the developing England Coast Path, as well as increasing opportunities for people to cycle to work in the Tees Estuary and Seal Sands area. It would also provide sustainable transport links between important visitor attractions including Teesmouth National Nature Reserve, RSPB Saltholme and the Transporter Bridge at Port Clarence.
- 3.17 The development of an off-road cycle/bridleway link from Durham Road in Thorpe Thewles to the Wynyard Woodland Park would provide a safe and attractive 'gateway' to this popular countryside site. Utilising the existing pedestrian A177 underpass, the proposed path would provide a direct, traffic free link between the village and the park, and would also provide an alternative route for users of National Cycle Network Route 1, which currently crosses the A177 dual carriageway to the north east of Thorpe Thewles.

- 3.18 A cycleway/foot way to the north of Mill Lane would close a gap in the cycle network between Darlington and Stockton. At present National Cycle Network Route 14 is continuous from Darlington to Middleton St George to the west and from Long Newton to central Stockton to the east, with just this section not benefitting from either a segregated cycleway or quiet road route. Mill Lane is the main link from the A66 through to Durham Tees Valley airport and as such carries a large volume of vehicles including HGV's and is a 60mph limit road. Construction of a link to the northern side of Mill Lane would complete this strategically important cycle route between Darlington and Stockton as well as providing safer local connectivity for residents of Middleton St George and Long Newton.
- 3.19 The Borough's Sustainable Transport Strategy sets out the need for a route which would enable cyclists to avoid a challenging route along Yarm High Street, which includes an identified pinch point at Yarm Bridge and the large numbers of vehicle movements resulting from the town's parking arrangements. A route running along the north bank of the River Tees has been identified which would improve the alignment of an existing right of way, moving it away from the river and making the gradient more attractive to commuters. Implementing the proposal would require a bridge across the River Tees, and significant private sector funding; however, the lack of realistic alternative solutions to the identified issue means this route has been safeguarded to facilitate its delivery in future.
- 3.20 The spatial strategy supports the allocation of a sustainable settlement at Wynyard, including both housing and employment uses to the north A689 at Wynyard Park, and housing development to the south at Wynyard Village. In order to support the development of the Wynyard settlement, it is important that both sides of the road are linked by a safe, sustainable footway and cycleway, connected to the existing rights of way network. Whilst the method of crossing the road is not specified in the allocations relating to housing and employment land, it is considered that this can best be achieved by a bridge over the road. Therefore, the preferred route of the bridge and its linkages to the existing network has been safeguarded from development which would prejudice their delivery.

Public Transport

- 3.21 Public Transport is key to providing people with a means to access jobs, education, health care and leisure activities without the need for a car. It is important to ensure the new development makes use of and supports the network and does not negatively impact upon it.
- 3.22 The implementation of the Tees Valley Bus Network Improvement Scheme has upgraded a number of core bus routes in Borough's and across the sub-region. The physical works are largely complete meaning that no site allocations have been made, however the routes are protected in Policy T1.
- 3.23 The Borough also has six rail stations along two rail lines. Since the Core Strategy's adoption, the Tees Valley Metro project has been rebranded as the Tees Valley Rail Improvement Scheme. The Borough will benefit from the scheme's proposals including improvements at Darlington Station which will improve service frequency on the Saltburn to Darlington line and new stations just beyond the Borough's boundary, particularly Teesside Park and Durham Tees Valley Airport.

- 3.24 Eaglescliffe Station has seen a significant increase in patronage in recent years due to the extended range of services offered from the station, particularly the Grand Central service to London. This has led to pressure on the existing station infrastructure including car parking. The station's car park was significantly extended in 2014; however, if rail patronage continues to grow another car park will be required. As there is no further land availability on the east side of the line, it is critical to ensure land to the west of the station is available for this provision.

Highways Infrastructure

- 3.25 The continued functioning of the strategic and local road networks is essential to supporting development and attracting investment to the Borough. Whilst site allocations have been selected with a view to minimising their impact on the road network and future proposals will be expected to locate in the most appropriate sustainable locations, the maintenance, adaptation and expansion of the existing highway network must be planned for alongside measures to widen transport choice and protect and exploit opportunities for the use of sustainable modes of transport.

Policy T3 Highways Infrastructure

- 1. The routes of the following schemes will be safeguarded against development which would prevent or impair their development and functioning:**

- a. **A1046 Portrack Relief Road**
- b. **A19 Second Access to Wynyard**

- 2. The following schemes are identified to support future growth:**

- a. **A19 Widening Norton to A689 (including replacement of the concrete carriageway)**
- b. **A66 Elton Interchange to A19 Stockton Road Interchange Safety Scheme**

- 3.26 The Tees Valley Strategic Infrastructure Plan is a constantly evolving transport planning response to the changing development aspirations of the Tees Valley, developed through collaboration between the Highways Agency, Tees Valley Unlimited and the five Tees Valley local authorities. This work has identified a number of areas of potential congestion, along with a number of potential highways schemes which could mitigate these impacts. Most of these schemes have not been developed or assessed in detail, particularly in terms of their deliverability and wider social and environmental impacts, nor are they directly linked to the delivery of other site allocations within the development plan. In addition, were they to be required, many of them could be implemented within the existing highway.
- 3.27 Where schemes are suitably developed and it is necessary to protect land to ensure their delivery, their routes are safeguarded through Policy T3. Some highways schemes do not require a safeguarding policy, either because they are included within the policies for the site allocations they will deliver, or because they are not directly linked to the delivery of other site allocations within the development plan. However, where the latter have been identified, they have been included within Policy T3 to support growth across the Borough and the sub-region. In particular, the

A19 has been identified as having particularly high traffic densities per lane compared to other roads nationally, and operates beyond its theoretical capacity. It has been acknowledged as a barrier to growth across the Tees Valley and a scheme to widen the carriageway to three lanes between Norton and the A689 has been identified. Similarly, investment in the A66(T) is anticipated between Elton interchange and the Borough's eastern boundary to improve safety and enable development across the Borough beyond the plan period.

3.28 The Portrack Relief Road scheme includes the creation of a new 1.3km highway link along the former Billingham Beck Branch Railway between Marston Road and the A1032 Newport Bridge Approach Road. The Tees Valley Area Action Plan has identified the A19(T) between the A66(T) and the A1046 as one of the most heavily congested roads in the region, with both existing and future capacity constraints. Removing local traffic from this section of highway via the Portrack Relief Road will free up capacity to deliver development across Stockton and the Tees Valley. A bid for funding for the scheme has been made to the Local Growth Fund.

3.29 The A19 Second Access to Wynyard scheme is situated to the north of the A19/A689 junction and involves re-opening the former north bound entry slip from the A1185 roundabout and an A19 underpass route connecting to the Wynyard One development and the North Burn Strategic Investment site in Hartlepool. The new grade separated access will be complementary to the Highways Agency pinch point scheme at the A689/A19 junction which included ramp metering and signalisation. The scheme will support the Council's ambitions for the development of Wynyard Park and Wynyard Village for commercial, industrial and residential uses and will support the delivery of the new hospital planned within Hartlepool's boundary at Wynyard Park.

Parking and Facilities for Charging Electric Vehicles

3.30 Encouraging the use of sustainable modes of transport will help reduce reliance on the private car, however, will still be necessary to ensure that there is attractive and convenient car parking to support the Borough's economy and promote highway safety, particularly in Town Centre locations.

Policy T4 Local Parking Standards

- 1. New developments and changes of use should be able to demonstrate sufficient accessible and convenient operational and non-operational parking for vehicles and cycles and where practicable, incorporate facilities for charging plug-in and other ultra-low emission vehicles.**
- 2. Any new or revised parking provision should be of a sufficient size and layout to facilitate its safe and efficient operation.**

3.31 The Council has set locally defined standard for the quantum and design of car and cycle parking and the provision of facilities for charging electric vehicles in the SPD3: Parking Provision for Developments. These standards will be used in determining applications for new developments or changes of use which require or include new parking facilities.

- 3.32 The Council is seeking to improve the quality of Town Centre car parking through the Borough Wide Car Parking Strategy (2011), which sets out proposed parking management strategies for the Borough and is monitored each year through the Annual Car Parking Report. The strategy notes that effective parking management can complement the vitality and viability of commercial centres in the Borough, making specific reference to Stockton, Billingham, Thornaby, Yarm and Norton Centres.

4 Sustainable Living

- 4.1 The Core Strategy, Policy CS3, sets 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 improved connectivity or the use of renewable energy. The following policies aim to demonstrate the Council's continued support for growing technologies, such as renewable energy and communications infrastructure, while maintaining a high quality environment and protecting the amenity of local residents.

Development and Amenity

Policy SL1: Development and Amenity

- 1. Development will be designed to provide a satisfactory level of amenity for future occupants.**
- 2. Development will be designed to avoid an unacceptable detrimental impact on the amenity of occupants of neighbouring properties.**

- 4.2 Development should provide an acceptable level of amenity for future users and 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).
- 4.3 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.

Housing Standards for Accessibility and Space

- 4.4 In 2013, the Government carried out a review of standards imposed on new housing developments. Proposed changes to the Building Regulations 2010 and planning functions, arising from this review, may give the Council the opportunity to adopt a national minimum space standard for new dwellings and additional standards for Accessible and Adaptable Dwellings or Wheelchair User Dwellings. The Council will consider the need for these standards to be adopted for the Borough following any changes to legislation and process and may undertake a partial plan review.

Renewable Energy Generation

Policy SL2 - Renewable Energy Generation

- 4. Suitable proposals for medium to small-scale renewable energy generation will be supported, where:**
 - i) The proposal, including any associated infrastructure, does not result in**

significant individual or cumulative adverse impacts upon the natural environment, heritage assets, landscape character and sensitivity or visual amenity; and

- ii) **There are no significant adverse impacts upon the amenity of the area from such effects as noise, dust, emissions, odour or traffic generation, during construction or operation.**

- 4.5 The Council recognises the important contribution made by renewable energy generation towards adapting to climate change and moving towards a low carbon economy. The Council supports, in principle, schemes to generate energy from renewable sources within the Borough where any impacts from the proposals can be satisfactorily addressed.
- 4.6 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.
- 4.7 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.
- 4.8 Alternative sources of renewable energy generation for the Borough include biomass. Biomass powered energy plants often require a location suitable for heavy industry and will require good road and river freight links. It is considered that the specific requirements of a biomass powered energy plant would allow its location within the North Tees and Billingham areas identified within Policy EMP2 – North Tees and Billingham.

Supporting Infrastructure for Renewable or Low Carbon Energy

- 4.9 The Council also supports the provision of infrastructure for low carbon decentralised energy systems and Policy CS3 of the Core Strategy encourages all major development proposals to make use of renewable and low carbon decentralised energy systems.
- 4.10 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 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.

- 4.11 Further investigations into a potential heat network in the Borough have since identified potential a network to serve properties that include local authority buildings, large commercial premises and a prison. This North Tees District Heating Scheme is supported by Government funding through the Tees Valley City Deal. Detailed heat mapping and exploration of network routes work is being developed to determine the economic feasibility of the scheme.

Communications Infrastructure

Policy SL3: Communications Infrastructure

- 1. The Council supports the expansion of communications networks, including telecommunications and high speed broadband; especially where this addresses gaps in coverage.**
- 2. The Council will aim to keep the numbers of radio and telecommunications masts and the sites for such installations to a minimum consistent with the efficient operation of the network. Existing masts, buildings and other structures should be used, unless the need for a new site has been justified. Where new sites are required, equipment should be sympathetically designed and camouflaged where appropriate.**
- 3. When considering applications for communications development, the Council will have regard to the operational requirements of communications networks and the technical limitations of the technology.**
- 4. Developers should demonstrate how proposals for new homes, employment or main town centre uses will contribute to and be compatible with local fibre and internet connectivity. This could be through a 'Connectivity Statement' provided with planning applications.**
- 5. The Council requires developers of new homes, employment or main town centre uses to deliver, as a minimum, on-site infrastructure including open access ducting to industry standards, to enable new premises and homes to be directly served by local fibre and internet connectivity. This on-site infrastructure should be provided from homes and premises to the public highway or other location justified as part of the planning application. Where possible and desirable, additional ducting should be provided to support the expansion of the network.**

- 4.12 The provision of high quality communications networks is increasingly important in the modern world and is essential for sustainable economic growth. The Council are supportive of expanding and enhancing communications infrastructure and are actively working with partners to improve broadband connectivity in key locations.
- 4.13 The world of telecommunications and connectivity is a changing environment with new technological advances occurring all the time. However, it is considered that the

provision of fibre connections is the most robust and future-proof method of connectivity, and this should be the aim for all developments.

5 The Economy

- 5.1 National Planning Policy Framework (NPPF) Paragraph 20 states that, 'To help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century'. Core Strategy Policy 4 sets out the economic vision and strategy for sustainable economic growth in Stockton on Tees Borough, along with a number of strategic locations which will meet this requirement.
- 5.2 The policies within this chapter set out additional site allocations to match this strategy, as well as providing guidance on the type of uses appropriate and the expected design quality at each site. This chapter of the document sets out the site allocations that will provide strategic sites for the economic development and inward investment needs that are set out in the Core Strategy.
- 5.3 The NPPF also identifies that sites which are allocated for employment use where there is no prospect of development should be released. Since the adoption of the Core Strategy the Council has sought to re-allocate several employment sites for alternative uses, including sites at Wynyard, and Urray Nook.

Land Requirements

- 5.4 This chapter of the document seeks to deliver the development needs as set out in the adopted Core Strategy, which specifically cover the period 2004 to 2021. The Core Strategy recognised that the supply of employment land required long term strategic decisions, and the allocations set out in the document were sufficient to provide for a 25 year time period, which was identified in the Employment Land Review and the revoked Regional Spatial Strategy.
- 5.5 This strategic planning decision to identify the employment land needs over a 25-year time frame, has built additional flexibility to allow the Council to extend the land requirement beyond the 2021 time horizon identified in the adopted Core Strategy to the end of the plan period for this document in 2030.
- 5.6 The Council recognises the significant impact of the economic crisis since 2007 and the impact of this on employment land demand. However, the Local Economic Partnership is committed to a growth agenda, as are adjacent local authorities, and it is essential that a significant employment land supply is retained to allow new inward investment and also to allow expansion and retention of existing businesses. However, the economic crisis resulted in a drop in land take-up during the period.
- 5.7 An adjustment has been made to the land supply in the plan to reduce land that is no longer needed. This has resulted in two significant allocations at sites with very different planning and economic backgrounds. Both of these sites were also considered as sustainable locations for new residential development and are allocated in this document.
- 5.8 The Urray Nook site is identified in the Core Strategy as a future location for employment land development. The Employment Land Review initially identified the removal of the site from the land portfolio because of a lack of market interest. However, this site was recommended for retention by the Employment Land Review because of market interest. Following the economic crisis this interest waned and the original reasons for de-allocating have been accepted by the Council.

- 5.9 Wynyard is a strategically important land allocation. However, there is a significant supply of land in Stockton on Tees Borough as well as Hartlepool Borough. The supply of general employment land in this location increased in 2005 after a relaxation of the planning permission at the former Samsung site. The site was then absorbed in to Wynyard Business Park, boosting the level of land that had previously been available.
- 5.10 As a result, the level of employment land in the Wynyard area exceeded the level of need identified in the Core Strategy. The Council therefore took the decision to de-allocate an area of employment land and re-allocate it for housing. However, the Core Strategy requirement identified for the Wynyard area has still been met.
- 5.11 Table 1 below summarises the employment requirement and the amount of land taken up since 2004. The table identifies the residual general employment land requirement between 2014 and 2030. The allocations within this policy provide a balanced portfolio of sites to meet these economic development needs.

Table 1 – Residual employment land requirement

Category	Core Strategy Requirement	Take Up	Residual	Allocations
General Employment	255 ha	77	178	155 ha
Wynyard Park	70 ha	26 ha	44	57 ha
Total	325 ha	103 ha	222 ha	212 ha

- 5.12 The general employment allocations in the document are about 10 hectares less than the needs outlined in the Core Strategy, minus past land take-up. However, the Council considers that the level of provision in the plan remains sufficient to meet the employment needs of businesses for a considerable part of the plan. This land availability coupled with the positive strategy of directing employment development to existing premises, some of which remain vacant following the economic crisis, should provide a balanced supply of land. If monitoring or market signals indicates that the supply of employment land may be insufficient to meet needs, the Council will progress a revision of the needs and strategy in the plan.

General Employment Land

Policy EMP1 –Employment Land Portfolio

1. Wynyard Park is designated as a regionally important prestige employment location, 57 hectares of land are allocated for development. The area is a strategic office location as well as a location that provides large-scale development opportunities for strategic inward investors. A high standard of landscaping and design will be expected at the site to maintain the high quality setting of Wynyard Park. The footprint of all buildings will be limited to 25% of the developable plot area and built development will be restricted around the North Burn Valley.
2. The following strategically important principal office locations should be considered as edge of centre sites when determining proposals for office development only:
 - a. North Shore, including 8ha of available land
 - b. Teesdale, including 3 ha of available land
 - c. Thornaby Place

- 3. The following sites are strategically important secondary office areas that are sustainable out-of-centre locations where office development will be preferred, alongside other general employment development, when there are no sequentially preferable sites and premises:**
 - a. Bowesfield and Preston Farm**
 - b. Portrack Lane**
- 4. General employment development will be directed to appropriate sites and premises in established industrial estates including the following areas. Development proposals should focus on logistics (B8 use class) manufacturing and engineering (B2 use class) sectors:**
 - a. Durham Lane including 33 ha of available land**
 - b. Teesside Industrial Estate including 32 ha of available land**
 - c. Durham Tees Valley Airport 20 ha general employment land**
 - d. Industrial estates around Portrack Lane, including 13 ha of available land at Portrack Interchange, and 3 ha at Malleable industrial estate**
 - e. Bowesfield and Preston Farm, including 12 ha of available land**
 - f. Cowpen Lane, including 4 ha of available land**
 - g. Smaller industrial estates including Black Path, St Ann's, Bon Lea & Mandale Triangle, Primrose Hill, Phoenix Sidings, Stillington and Oxbridge Lane where 2 ha of land is available**
- 5. High quality proposals for office development, research and development, and light industrial uses linked to the process industries will be encouraged at Belasis (17ha) and Billingham House (3 ha).**
- 6. Where there are no suitable or available locations for development, uses, such as large scale office development, will be allowed providing there is no significant adverse impact on the operation of nearby businesses.**

- 5.13 The Wynyard Park site is a regionally prestigious employment location. Developments focusing here differ from other locations within the employment sites portfolio due to the high quality vision and branding of the site. As such the site attracts investment that may not be attracted to other locations within the Borough or the Tees Valley giving it a regional role. The site also straddles the administrative boundary with Hartlepool Borough Council. Both local authorities recognise this role and exclude the site from the general employment requirement.
- 5.14 The Council has identified 58 hectares of employment land at Wynyard Park, the majority of this land has extant planning permissions for development. This figure is less than the 70 hectares identified in the Core Strategy and the RSS, as it reflects take-up which has previously occurred at the site. The Council expects that any revised planning permissions at Wynyard Park would be designed to maintain an attractive setting at this prestigious location.
- 5.15 Traffic modelling work identifies sufficient highway capacity to deliver employment development at Wynyard Park for the first 10 years of the plan. The Council and key

partners are seeking a number of infrastructure improvements which will enable delivery of the remaining employment land allocation. Widening the A19 to 3-lanes, as identified in policy T3, is a crucial infrastructure need to deliver the full aspirations of the site.

- 5.16 National planning policy identifies office development as a main town centre use. This policy directs office development proposals to the main centres, then edge-of-centre locations and principal office locations, recognising that some large businesses / business park development may be too large to be accommodated in town centres.
- 5.17 The Council recognises that the Government has liberalised the change of use regime allowing offices to convert to residential use under a temporary prior approval regime. It is understood that this prior approval regime will be made permanent from 2016 and that this process will include criteria that protect sites recognised in planning policy as 'strategically important office locations'. This policy sets out these locations and gives these out-of-centre sites additional prominence in the sequential test.
- 5.18 Significant planning permissions also exist for office development at Portrack Interchange and Preston Farm. These sites are largely situated in the Core Area as identified in the Core Strategy, already have office development, and are more accessible and sustainable business locations than other industrial estates in the Borough. This recognition allows the areas to be preferred locations for development over alternative locations, and also allows the strategic importance of office premises to be considered in prior approval applications.
- 5.19 Furthermore, where there is limited site availability, and limited impact, additional large scale office development, as well as other uses, may be permitted in general industrial estates, which are not as well connected as the principal office locations. This raises the potential conflict of noise from general industry and the potential sensitivity of other uses. Where a proposal has a significant adverse impact on an existing industrial operation that cannot be mitigated, planning permission will not normally be granted.
- 5.20 Two of the sites allocated in this policy are defined as Enterprise Zones. North Shore is a flagship brownfield regeneration scheme of sub-regional importance which spans approximately 1km of riverside frontage from Stockton Town Centre to the Tees Barrage. The site is linked to the Teesdale Business Park, Durham University Queens Campus and Stockton Riverside College via Infinity Bridge. The sites Enterprise Zone status provides business rate relief for businesses in the 'digital' sector. Businesses within this sector generally require serviced office location and the site is therefore identified as a principal office location and is also allocated under policy TC3 for some town centre use development
- 5.21 Belasis is an established business park with a large amount of available land, which also benefits from business rate relief. Given the close proximity of the site to the North Tees employment cluster, and the character of the area, sites and premises available at Belasis Business Park, along with the site previously occupied by Billingham House, provide opportunities for developments linked to the process industries.

The Process Industries

Policy EMP2 - North Tees and Billingham

- 1. Development proposals for hazardous installations and uses related to the process industries will be directed to the following locations:**
 - a. Billingham Chemical Complex including 49 ha of available land**
 - b. North Tees including 47 ha of available land**
 - c. Seal Sands**
 - d. Port Clarence including 23 ha of available land**
- 2. No land is allocated for development in the Seal Sands area as all available land is cumulatively important for bird species associated with the Teesmouth and Cleveland Coast SPA and Ramsar site. Appropriate development proposals will be encouraged at locations within the limits to development where:**
 - i. Land has been identified to provide appropriate strategic mitigation; or;**
 - ii. The applicant can demonstrate that the proposed development, in-combination with other proposals, will not adversely impact the Teesmouth & Cleveland Coast SPA and Ramsar site.**
- 3. Uses considered appropriate in these areas 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.**
- 4. Proposals for port and river based uses will be directed to the following sites at Billingham riverside:**
 - a. Billingham Reach including 9 ha of available land**
 - b. Casebourne Site including 6 ha of available land**
 - c. Haverton Hill including 23 ha of available land**
- 5. In these locations the following uses are considered to be suitable:**
 - i. Operational facilities, including wharves, jetties, slipways;**
 - ii. River based logistics, warehousing, hard standing, and storage;**
 - iii. Storage of hazardous substances awaiting import or export**
 - iv. Fabrication, maintenance or decommissioning of marine vessels, oil rigs and other large structures requiring transportation by sea; and**
 - v. Energy generation plants and infrastructure that are reliant on a port/riverside location.**
- 6. Alternative uses may be supported if it can be demonstrated that:**
 - i. The proposal complements anticipated investment in the area;**
 - ii. There are no other locations within the employment land portfolio which can accommodate the proposed development; or**
 - iii. The proposed development is essential for sustainable development, operational relationships with existing processes in the area, or other sustainability considerations.**
- 7. Proposals which require hazardous substance consent should be designed and located to prevent an unacceptable increase in the level of risk to human health and the environment from an industrial accident or prejudice adjacent operational facilities or allocated sites.**

- 5.22 Process industries and port related sites are excluded from the general supply of employment land to provide a supply of land for exceptional developments with specific locational requirements.
- 5.23 The Core Strategy identifies that up to 340 hectares of land should be allocated for the chemical and steel industries. This total has been reduced as a result of site development and de-allocation of land where it has been demonstrated that there would be an impact on the Teesmouth and Cleveland Coast Ramsar site. This policy allocates about 118 hectares for the process industries, a further 40 hectares is identified for port related uses.
- 5.24 Whilst the Council continues to encourage economic growth in the area, site allocations have not been made in the Seal Sands part of North Tees. This is because of the potential cumulative impact development of this land could have on the SPA, as strategic mitigation is required to mitigate the impact of the land allocation. As this cannot be delivered, the Council is unable to allocate the land. Further detail on this issue is provided in policy EMP3.
- 5.25 The land which this policy makes available is also important to the delivery of Tees Valley Unlimited strategies, and NPPF Core Planning Principle of driving the economy to a low carbon future. The North and South Tees Industrial Framework provided 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 have informed the uses which are appropriate in the process industries.
- 5.26 The North South Tees Study also identifies Billingham Riverside and Haverton Hill as areas for port related development. The uses in this study have influenced this policy as well as a number of uses considered to be 'water-compatible development' in national planning policy.
- 5.27 The Council recognises that proposals may emerge for general employment development which would not normally be encouraged in these areas. The tests within this policy provide a basis to deal with development proposals whilst protecting existing and future investment in the area. To demonstrate that the new use is complementary to existing uses in the area, the applicant will be required to demonstrate that their proposal is resilient to potential new development or expansions.
- 5.28 The policy recognises the sensitivity of this type of development and the need for some proposals to be appropriately designed to prevent an increased risk to society. Extensions of existing facilities or new development that introduces a new industrial facility, which increase the risk to the public are subject to consultation with the Health and Safety Executive in accordance with European directive 2012/18/EU.

Nature Conservation at North Tees

Policy EMP3 – 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 appropriate 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:**
 - i. retain and maintain an undeveloped margin between developments and sensitive areas and the Seal Sands SSSI;**
 - ii. retain and maintain an undeveloped margin between development and land known as the Vopak Foreshore; and**
 - iii. provide, where necessary, appropriate mitigation and compensation measures to offset any loss of identified habitats. Mitigation and compensation measures should be appropriately designed and established prior to the commencement of development.**
- 3. Elsewhere within the North Tees and Seal Sands area, the Council will require developers to take into account the combined or cumulative impact of any development proposals on birds of the Teesmouth and Cleveland Coast SPA and Ramsar site.**
- 4. The Council will support proposals which provide appropriate strategic mitigation which will off-set the impact of development on the integrity of the Teesmouth and Cleveland Coast SPA and Ramsar site.**

- 5.29 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 the Teesmouth and Cleveland Coast Special Protection Area (SPA) and Ramsar site which is recognised in policy ENV2.
- 5.30 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.
- 5.31 This work had significant involvement from Natural England and the RSPB and allowed the Council to identify sites which are of functional importance for the Teesmouth and Cleveland Coast SPA and Ramsar site. These sites were recommended for de-allocation in the study as they 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.
- 5.32 A number of site allocations were also recommended subject to the identification of a site suitable to provide strategic mitigation. This mitigation would off-set the cumulative impact of the development of these allocations on the functional importance of the Teesmouth and Cleveland Coast SPA.
- 5.33 Following significant efforts to identify a site, no strategic mitigation was forthcoming and the Council is unable to allocate the land. Whilst policy EMP2 recognises the Council's support for economic development, it also recognises the conflict with the adjacent environmental designation. The legal framework requires this conflict to be settled in favour of protection of the SPA and Ramsar site. Therefore these sites cannot be allocated in the plan.

- 5.34 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. Therefore development in the area should be designed with regard to potential impacts on other habitats, including, where the proposal is below the mean high water spring mark, the regulatory requirements of the Marine Management Organisation and Inshore Fisheries and Conservation Authority.

Durham Tees Valley Airport

Policy EMP4 Durham Tees Valley Airport

- 1. Approximately 135 ha of land at Durham Tees Valley Airport are safeguarded for the continued operation of a regional airport. Airport related uses supported within this area, include, operational infrastructure; terminal facilities; car facilities; maintenance facilities; offices; warehousing/distribution; training centres and hotel accommodation.**
- 2. In order to promote a thriving and sustainable airport, 50 ha of land is allocated for airport related logistics uses to the south of the runway. To support this expansion a further 20 ha of general employment land for uses in the logistics sector is also allocated south of the runway.**
- 3. The following transport improvements will be supported to enable future aviation and economic growth at the airport:**
 - i. Public transport access to the airport; and**
 - ii. Road access to the Southside employment site taking in to consideration the public safety zone at the eastern end of the runway.**
- 4. Future revisions of the masterplan will require the airport operator to:**
 - i. Identify an appropriate time horizon setting out realistic short, medium, and long term growth assumptions for the airport;**
 - ii. Specify the type and scale of any development or infrastructure requirements needed to deliver this growth; and**
 - iii. Assess the significant environmental implications of airport growth during the masterplan process.**
- 5. New development proposals which are not identified within points 1 and 2 above, or which come forward from an airport masterplan, will only be permitted where it can be demonstrated that:**
 - i. The proposed development is necessary to enable the long term sustainability and viability of the airport;**
 - ii. The amount and type of development will not adversely impact on the Council's ability to deliver the locational strategy and key development sites of the Local Plan and its wider strategic objectives;**
 - iii. The developer can clearly demonstrate that existing land, buildings and facilities are not suitable for the development; and**
 - iv. The environmental impacts of any proposal is mitigated.**
- 6. Proposals for development within the official safeguarding area surrounding the**

airport will be consulted on and determined in accordance with Government Circular 1/2003 or any successor policy guidance.

7. Proposals for development within the Public Safety Zones adjacent to the airport runway will be determined in accordance with the Government Circular 1/2010 or any successor guidance.

- 5.35 National planning policy states that planning for airports should take in to account the growth and role in serving business, leisure, training and emergency service needs, as well as the principles set out in the Government Framework for UK Aviation. As the airport crosses the administrative boundary with Darlington Borough Council, the two local authorities' strategies for the airport have been developed in tandem.
- 5.36 The Aviation Framework recognises that aviation infrastructure plays an important role in contributing to economic growth; increased trade, connectivity, business efficiency, time savings and improved reliability. The aviation policy framework sets out the requirement for all regional airports to set out a masterplan.
- 5.37 Given the economic importance of the airport the land associated with the site is safeguarded to ensure that the site is retained in this use over the plan period. The Durham Tees Valley Airport master-plan continues to support the economic development uses to the south of the runway in accordance with this policy. This policy recognises this approach, but also provides a criteria based policy to allow the Council to respond to changes in circumstance over the plan period.
- 5.38 Flights operating from the airport connect businesses in the Tees Valley to important destinations, as well as providing routes to tourist destinations. Although passenger numbers have declined during the economic crisis; the operator and other stakeholders remain committed to maintaining a sustainable airport in the long term. The airport also provides premises for a number of businesses including a fire training centre which is operated by Serco.
- 5.39 Increases in passenger numbers and economic development at a successful airport can directly create new jobs, provide an attractive business location and increase tourism to the area. In addition, the quality of an airport influences the perception of the sub-region to visitors, and can be an influencing factor in some key inward investment decisions. Therefore, the continued role of the site as a thriving regional airport is of vital importance to the sub-regional economy.
- 5.40 Policy EMP4 safeguards the role of the airport in line with national planning policy, whilst encouraging the growth required at the airport over the course of the plan period and beyond. The policy also recognises the planning permission which was granted for a logistics focused development to the south of the airport runway, as the main land use allocation required in Stockton on Tees Borough to deliver this growth.
- 5.41 Whilst this significant release of land exists at the airport, 50 hectares of the site is limited to airport related uses (see Table 2 below). This limit recognises the unique importance of the airport as an economic driver, whilst protecting more sustainable business locations within the main urban area. However, a small area of general employment land has been permitted to support the expansion of the airport, an approach which was established in the Regional Spatial Strategy.

Table 2 – Airport related uses

Category	Uses
Operational Infrastructure	Runways; Taxiways; Aircraft Apron; Control Tower; Fire Station; Internal Highways; Service Vehicle Maintenance etc; Aviation Fuel Farm; and Vehicle fuel storage
Terminal Facilities	Airlines Sales, Reservations and Bookings; Passenger Facilities, including Catering; Passenger Retail Facilities; and Public Transport Facilities
Car Facilities	Car Hire; Public Car Parking; Staff Parking; and Petrol Filling Station
Maintenance	Aircraft Maintenance; and Avionics Maintenance and Supply
Offices	Ancillary Uses; and Supporting Functions
Distribution	Freight Forwarding; Freight Agents; In-flight Catering Facilities; and Flight Packaging and Provision Facilities
Training	Airline Training Centres; and Related Training Centres
Hotel	Accommodation; Conference; Ancillary Activities

5.42 As well as safeguarding the on-going use of the airport the policy identifies additional safeguarding zones which have been identified in Government circulars, these include:

- Circular 1/2003, produced jointly by the Office of the Deputy Prime Minister and the Department for Transport, ensures that the operation of aerodromes and technical sites is not inhibited or put at risk by buildings and structures; distracting lighting; and developments which have the potential to increase the number of birds or bird hazard risk.
- Circular 1/2010 protects zones 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 take-off 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.

5.43 In terms of access, the airport already benefits from significant investment in a grade separated road junction on to the A66(T), which was delivered in 2008. Two further elements of infrastructure required to deliver the growth of the airport include: a new access road to the site allocation, and a new passenger station (located within the Darlington administrative area) as part of the Tees Valley Rail Improvement Scheme. It is likely that the access road would be located within the public safety zones identified in this policy. However, paragraph 18 of Circular 1/2010 states that 'Low intensity transport infrastructure, such as minor or local roads, can be permitted within Public Safety Zones'.

6 Town Centres

- 6.1 The policies in this section address the management and growth of town centres during the plan period, seeking to produce environments which can compete with out of centre competitors and internet retailers, as well as any future economic changes. The policies seek to ensure the Borough's centres continue to fulfil an important role for both residents and visitors by supporting their vitality, viability and retail offer.
- 6.2 Stockton-on-Tees' Town, District and Local centres are located within the Tees Valley's hierarchy of designated centres. Within this hierarchy, Middlesbrough is recognised as the sub-regional centre; however, Stockton-on-Tees' centres continue to have an important role in fulfilling the population's needs for retail, leisure and other town centre functions. Additional sites are also allocated to ensure that the need for retail, leisure, office and other main town centre uses can be met in full during the plan period in the most sustainable locations, and are not compromised by limited site availability.

Supporting the Town Centre Hierarchy

- 6.3 Stockton-on-Tees has a well-established network of Town, District and Local centres which make up the Town Centre Hierarchy. These are set out in Core Strategy Policy CS5. The Council actively supports these centres and has invested in them significantly, particularly in improving the public realm, parking provision, marketing and business support. The following policies will support centres, ensuring access to goods and services continues to be convenient and accessible to the Borough's residents.

Policy TC 1 Supporting Town Centres

1. A balance of retail and supporting uses which are appropriate in scale and type to the relative position of each centre in the Town Centre hierarchy will be encouraged. Main town centre uses will be directed to sites allocated for town centre uses in Policy TC3 and suitable, available sites and premises in the Town Centre Hierarchy.
2. Subject to the scale and catchment of the proposal, retail (A1 use class) development will be directed to suitable, viable and available sites and premises in defined centres, in the following sequence:
 - i. Stockton Town Centre Primary Shopping Area; then,
 - ii. Sites within the boundaries of Stockton Town Centre and the District Centres; then
 - iii. Sites on the edge of Stockton Town Centre and the District Centres which have the opportunity to connect to the defined Primary Shopping Area or District Centre's main shopping areas; then,
 - iv. Sites within the Local Centres; then
 - v. All other sites on the edge of Stockton Town Centre, the District Centres and Local Centres which are well served by public transport and have a high likelihood of forming links with the centre; and finally
 - vi. Sustainable out-of-centre locations within the limits to development.
3. All other main town centre uses will be directed to the most sequentially

preferable suitable, viable and available sites and premises in the following locations, subject to the scale and catchment of the proposal:

- i. Town and District Centres; then,**
 - ii. For office development only, Principal Office Locations; then,**
 - iii. Within the boundaries of the Local Centres; then,**
 - iv. Sites on the edge of the Town, District and Local Centres which are well served by public transport and have a high likelihood of forming links with the centre; and finally**
 - v. Sustainable out-of-centre locations within the limits to development.**
- 4. Proposals will only be supported in less sequentially preferable locations where it has been demonstrated that there are no available, suitable and viable sites or premises in sequentially preferable locations and that a flexible approach to scale and format has been applied.**
- 5. Except for small scale convenience facilities designed to meet local needs, Neighbourhood Centres will be considered to be out of centre locations for the purpose of the sequential test.**

Policy TC2 Protecting Town Centres

- 1. Proposals which include retail, office and leisure uses over 280 square metres (net) located:**
 - i. outside of a designated centre (including Principal Office Locations for offices only) or site allocated for specific town centre uses in Policy TC3; or**
 - ii. in a centre which does not reflect the scale and catchment area of the proposal will only be supported where it can be demonstrated through a proportionate impact assessment that the development will not have a significant adverse impact on:**
 - a. Existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and**
 - b. The vitality and viability of existing centres in the catchment area of the proposal, including local consumer choice and trade in the centre and wider centre up to five years from when the application is made (for major schemes, up to ten years from when the application is made).**
- 2. Impact assessments will be required to have regard to existing, committed and planned investment and regeneration schemes in these centres, as well as having regard to the proposal's cumulative impact with other out of centre developments.**

- 6.4 Stockton-on-Tees' Town Centre hierarchy is well-established network of centres ranging from historic High Streets to shopping parades built alongside residential schemes. They provide local residents and visitors to the Borough with access to goods, services and facilities in accessible locations at a range of sites and scales. Designated centres also provide retailers, service providers and employers with a

mix of suitable premises in which to locate their businesses. Encouraging proposals to locate at appropriate scale centres within the Town Centre hierarchy benefits both consumers and businesses, leading to greater accessibility and facilitating linked trips. It also protects amenity elsewhere in the Borough.

- 6.5 Stockton Town Centre is the Borough's main town centre environment, containing the Primary Shopping Area, the main location for new retail development in the Borough, alongside other large-scale town centre facilities, evening economy uses and administrative functions. The historic high street area and its surroundings have been the focus of a major regeneration project, including improvements to the public realm, the provision of short stay car parking and development of the centre's role as a space for events, markets and other cultural activities. These physical works have been undertaken alongside a marketing campaign promoting the town's unique offer. There is a continued commitment to attracting new businesses to the area, particularly start up business and independent retailers, as well as developing the town's role as cultural centre, including extending links to the riverside for recreation.
- 6.6 Stockton Town Centre is supported by District Centres at Thornaby, Billingham and Yarm. These provide a range of town centre facilities for local residents at a smaller scale than Stockton Town Centre, including a range of shops selling convenience and comparison goods alongside other complementary uses. Thornaby and Billingham District Centres have both been the focus of regeneration projects and are anchored by strategically managed shopping centres, alongside leisure facilities and other complementary uses. Yarm District Centre follows the historic high street and is not strategically managed. It holds a number of independent retailers and is complemented by a wide range of complementary uses including residential properties and a strong evening economy.
- 6.7 Locally focused facilities are provided in Local Centres at Billingham Green, Ingleby Barwick, High Newham Court and Norton. These contain a smaller range of shops and complementary uses, aimed at providing convenient facilities for meeting the convenience needs for a limited local catchment area, often accessed by sustainable means rather than the private car. They are supported in this role by small clusters of shops in residential areas which cater for the day to day convenience needs of local residents. Some of these are purpose built as part of planned developments, others have grown organically over time.
- 6.8 Core Strategy Policy CS5: Town Centres recognises that Stockton-on-Tees' Town Centre landscape also includes out of centre sites at Teesside Park and Portrack Lane, both of which are popular locations for Town Centre uses, attracting national retailers and leisure providers as well as having a sub-regional catchment area for shoppers. Both of these are relatively inaccessible by sustainable means and their growth, particularly in retail, has had a significant impact on Stockton Town Centre. Therefore, despite historic planning permissions in the area, they are not considered to be sequentially preferable locations for the purpose of a sequential test for Town Centre uses.
- 6.9 The Council is positive about new developments and changes of use for Town Centre uses in the Borough, particularly where they provide jobs, goods and services for local people as well as supporting the Borough's network of designated centres. Policy TC1 seeks to ensure that new development and changes of use are located in the most appropriate locations, in terms of both the nature of the proposed use and

its scale. Proposals will be required to demonstrate that they have conducted a site search beginning with the most sequentially preferable location for their development and only moving onto other locations if there are no suitable, available and viable sites. In determining suitability and availability, applicants will be expected to consider how their business model could fit into a sequentially preferable location including subdividing or agglomerating units, disaggregating different elements of the proposal and the use potential of upper floors.

- 6.10 To further protect the Town Centre hierarchy and existing investment in the Borough, proposals over 280 square metres, locating outside of designated centres or in a centre of inappropriate scale will be expected to demonstrate that they will not have a detrimental impact on any centre or centres in the catchment area of the proposal. This includes the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal, and the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made. For major schemes where the full impact will not be realised in five years, the impact will be assessed up to 10 years from the time the application is made.
- 6.11 The Council has not sought to define a threshold over which a development's impact will be considered significantly adverse, but to ensure all development which could have a significantly adverse impact undergoes an assessment to demonstrate whether it does or does not. The threshold of 280 square metres coincides with the threshold for trading hours for convenience shops and will mean that most proposals which are designed to serve a larger than local catchment area will be required to demonstrate the impact they will have on designated centres. The impact assessment submitted should be proportionate to the significance of the scheme.
- 6.12 Proposals which are not located in the most sequentially preferable, available and suitable locations or which cannot demonstrate that they will not have a significant impact on designated centres will not be supported.

Site Allocations for Major Town Centre Development

- 6.13 The Council has allocated sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community and residential development needed in the town and district centres. As set out in Core Strategy Policy CS5, no new allocations for retail development will be made during the plan period, other than in or on the edge of Stockton Town Centre, although proposals for a regeneration scheme at Billingham District Centre will be supported.

Meeting Retail Need

- 6.14 The Stockton and Middlesbrough Joint Retail Study (2008) and the Stockton Retail Study Update Note (2010) set out the retail needs in the Borough until 2021.
- 6.15 The 2010 update note forecasts that convenience goods expenditure capacity will rise to £46m in 2016 and £62m in 2021, on the basis that the existing market share of facilities within the Borough is maintained. The note identifies that this could support between 5,000 and 14,500 square metres of new convenience retail floorspace by 2021, depending upon the nature of the potential occupiers.

- 6.16 Sufficient floor space to accommodate about £20million worth of expenditure has been identified through the occupation and reoccupation of existing space. Recent monitoring has identified new sites and permissions to augment this spending as well as the fact that some sites have been developed, whilst others are no longer in the pipeline or will happen in the longer term.
- 6.17 The 2010 update study identifies that there is not forecast to be any comparison goods expenditure capacity available to support new floor space until the period to 2021, when there is forecast to be capacity in the region of £92m. This would require the provision of about 17,000sqm of floor space. However, an aspirational approach which seeks to increase the market share of Stockton Town Centre would require more floor space; this would have to be situated within that centre to achieve the stated ambition.
- 6.18 Approximately £25million worth of comparison expenditure can be accommodated in existing commitments. As with convenience goods, recent monitoring has provided an updated picture of floor space provision. This monitoring has identified a significant amount of mezzanine floor space at Teesside Park which can be built lawfully and will provide for some of the identified expenditure to 2021 and beyond.
- 6.19 Overall, the Borough's retail needs can largely be met through a combination of retail commitments and site allocations. A limited amount of retail space is also identified within housing allocations to provide small scale convenience facilities. Any emerging requirement both up to 2021 and beyond will be met through the application of the sequential and impact tests as set out in this policy.

Meeting the Need for Offices

- 6.20 In recent decades there has been a significant increase in office space in the Borough, which is forecast to continue in to the future, despite the set-back of the economic crisis. The Employment Land Review forecast a large requirement for this type of use which cannot exclusively be met within town centres. As a result significant land allocations are made in the employment chapter to meet the need for office development. However, the Council's strategy includes a sequential test which seeks to direct office development to sustainable locations which have the capacity to accommodate this high-trip generating use.

Meeting the Need for Hotels

- 6.21 The Hotel Future Study (2009) and the Stockton Town Centre Evening Economy Study (2010) set out the need for hotel space until 2026. This includes potential for up to three large branded 3 star hotels in the Stockton/Middlesbrough urban core. Within Stockton, the strongest locations for new hotels from the perspective of the market and hotel developer requirements are the riverside area of the town centre; North Shore and sites that are close to businesses along the A66 and A19. There is also potential for hotel development linked to Wynyard Golf Club, Wynyard Park (business area) and Wynyard Hall, as well as a boutique hotel in Yarm, or quality rooms located alongside pubs and restaurants.
- 6.22 Since the study was undertaken, a number of permissions have been granted to enable a hotel at North Shore, along with sites in Middlesbrough. As a result the

Council has resisted proposals for hotel development in out-of-centre locations. In addition, planning permission exists at Wynyard to meet the needs identified in the study. Therefore, no specific allocations have been made for hotel uses; any residual demand for hotel accommodation will be determined in accordance with the relevant policies throughout this document.

Other Town Centre Uses

- 6.23 Given the difficulties in forecasting the needs of other town centre uses, the overlapping catchment areas of centres, and the number of centres and commercial units it is considered that all other town centre uses can be accommodated in town centres using policies in this document. Any genuine exceptions can also be accommodated by considering the policies in this document relating to the sequential test and if appropriate impact test.

Policy TC3 - Development for Town Centre Uses

- 1. The following sites within and on the edge of Stockton Town Centre are allocated for major mixed use developments, including all main town centre uses and residential development:**
 - a. Land to the rear of 90 to 101a High Street, Stockton**
 - b. Southern Gateway, Stockton**
 - c. North Shore, Stockton, including university accommodation, river based intensive sport and recreation use, and opportunities for the digital sector. Town centre uses, in particular retail development, should be prioritised within the town centre and then within walking distance of the town centre having regard to national planning policy**
- 2. Development proposals which contribute towards the on-going regeneration of Billingham District Centre will be supported.**
- 3. Land is allocated for the extension of the anchor supermarket at Ingleby Barwick Local Centre.**
- 4. Within the town centre hierarchy, and at important gateway locations into the centres, plans and projects for high quality built development, urban design improvements and renovation of heritage assets will be supported. All new development should be designed:**
 - i. To respond positively to the local area. Where applicable, a Heritage Impact Assessment demonstrating how any heritage assets will be better revealed will be required;**
 - ii. To respect the scale and massing of the surroundings, whilst maximising opportunities for upper floor uses;**
 - iii. To incorporate appropriately designed shop fronts;**
 - iv. So that main entrance of any building is appropriately connected to the principle frontages of the centre;**
 - v. To improve pedestrian linkages within the centre, and between the centre and the surrounding area;**
 - vi. To recognise the opportunities that may exist to improve the vitality and viability of existing units by providing improved service areas for**

commercial premises.

- 6.24 Locating major development within established centres with good links to residential communities, well serviced by public transport and with a range of retail, leisure and administrative functions will provide the most sustainable pattern of development. Stockton Town Centre continues to be the main focus for main town centre uses within the Borough. In order for Stockton to maintain and increase its existing market share, it is important that there are suitable and available sites within or in close proximity to the centre which can accommodate proposals for major town centre uses.
- 6.25 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 recent investment in the centre's public realm and existing heritage assets in the area. This site is previously developed land which has been partially vacant for a number of years. In addition the site also includes a 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, other town centre uses and residential development, subject to a suitable scheme being devised.
- 6.26 The southern gateway area is considered to be an attractive location for potential retail development and other town centre uses. The site is located adjacent to significant local road infrastructure and is in a prominent location. The scheme to realign Riverside Road has freed up sufficient land to create a suitable development site.
- 6.27 North Shore is a mixed use development on a highly sustainable and attractive location. The mix of uses means that the site is also identified as an Enterprise Zone (paragraph 5.20) and is also identified as a principal office location where B1 uses will be directed to in policy EMP1.
- 6.28 The Council continues to promote regeneration initiatives within Billingham District Centre. A number of development sites exist within the centre where town centre uses will be encouraged. In order to maintain a flexible approach in Billingham the whole of the centre, excluding the recently refurbished Billingham Forum, is identified as a regeneration scheme.
- 6.29 Where new development is proposed, it is important that it supports the host centre's vitality and viability, maintaining its attractiveness and accessibility to the local community. Where other criteria are met, the Council will support development which responds positively to its surroundings, particularly where the centre contains heritage assets. To ensure new development functions as part of the centre, it should respect the scale and massing of existing development and include appropriately designed shop fronts. Connecting main entrances of new buildings to the centre's principal frontages and creating pedestrian links within and around the centre will help to ensure that the centre continues to function as a whole and the positive impact on vitality and viability is extended throughout the centre.

Supporting Developments in the Town Centre Hierarchy

- 6.30 National planning guidance states that local authorities should define the extent of their town centres, primary shopping area and frontages and provide clear policies on which uses will be permitted in each location.

Policy TC4 Stockton Primary Shopping Area

- 1. The Council will seek to maintain a high proportion of retail use (A1 use class) at ground floor level in the Stockton Shopping Frontage as defined on the policies map. The retail function of the centre will be protected and enhanced by maintaining the following proportions of the Stockton Shopping Frontage in retail use:**
 - a. Castlegate Shopping Centre 80%**
 - b. Wellington Square 80%**
 - c. High Street and Dovecot Street 70%**
- 2. Within the Stockton Shopping Frontage, proposals which would result in more than two adjacent units in non-retail use (A1 use class) at ground floor will be resisted.**
- 3. Outside of the Stockton Shopping Frontage a more diverse mix of town centre uses will be encouraged at ground floor level, providing retail remains a prominent element of frontages.**
- 4. Within the Primary Shopping Area, support will be given to proposals which will complement and support the centre's retail offer, including financial and professional services (A2 use class), restaurants and bars (A3 and A4 use class), offices (B1 use class), hotels (C1 use class) and other uses, providing the proposal:**
 - i. Does not result in the loss of a key retail unit which due to its size, location or other characteristic is an important component of the retail function of the centre;**
 - ii. Does not result in a significant proportion of the primary shopping area being taken up by a use that operates principally outside daytime hours; and,**
 - iii. Cannot be located elsewhere within Stockton Town Centre.**

- 6.31 The Primary Shopping Area is focused on the High Street, Wellington Square and the Castlegate Centre but also includes side streets and yards. Prior to 2014, successive Authority Monitoring Reports identified that the previously large Primary Shopping Area had a relatively high rate of vacant units, alongside a pressure for changes of use away from A1 use class. The number of vacant units fluctuated but had remained higher than similar centres in other boroughs for a number of years. The new Primary Shopping Area boundary will consolidate retail and other Town Centre uses in a smaller but more vibrant area.

- 6.32 As recommended in the Stockton Town Centre Study (2009), the Primary and Secondary shopping frontages have been consolidated by reducing significantly their overall length and combining them into one frontage which will be known as

the Stockton Shopping Frontage. Within the Primary Shopping Area but beyond the Stockton Shopping Frontage a high proportion of retail use will be maintained. This will complement shops on the main shopping frontage and ensure that a range of retail units is available to prospective investors.

- 6.33 The Stockton Shopping Frontage has been divided into three sections, based on their location within the Town Centre, their relationship to strategically managed shopping centres and their existing character. This approach allows consideration to be given to the immediate surroundings of a property, in addition to the total length of the shopping frontage. Other uses which complement the centre's retail offer will be encouraged, recognising Stockton's changing Town Centre role; however, their extent will be limited to particular proportions and concentrations in the frontage. The proportions required to be maintained in A1 Use Class have been set with a view to maintaining a high proportion of retail within the consolidated frontage, whilst allowing some flexibility for changes of use during the plan period.

Policy TC5 – Stockton Town Centre

- 1. Commercial and residential development which complements the established character, function and scale of Stockton Town Centre will be supported within the Town Centre boundary.**
- 2. Large retail units will be encouraged in Stockton Town Centre, including the aggregation of smaller units, where the proposal is sympathetic to the historic character of the area. Proposals which include the loss of existing retail units (A1) of over 280 square metres (net), or units in key locations, will only be supported in exceptional circumstances.**
- 3. Non-retail uses which will diversify the centre's offer will be supported where it is clearly demonstrated that the proposal:**
 - i. Will support or enhance the leisure, tourism, evening economy or events role of the centre;**
 - ii. Has synergy with existing, planned and committed investment in the centre;**
- 4. Residential development will be encouraged at upper-floor level in the Primary Shopping Area and at ground floor level in other locations where an acceptable level of residential amenity can be provided, without impacting on existing, planned, or committed investment.**
- 5. A mix of retail, restaurants and cultural facilities will be encouraged in Dovecot Street and Silver Street, as well as in locations adjacent to key cultural and evening economy facilities.**
- 6. Throughout the centre, the Council will consider the cumulative impact of all non-retail proposals on the character, perception and appearance of the area, especially where the proposal would result in more than four adjacent units in non-retail use (A1 use class) or where a proposal would result in an over-concentration of uses that are detrimental to the area.**

- 6.34 Stockton Town Centre is at the top of the Borough's Town Centre hierarchy. Both residential and commercial development will be encouraged in the Town Centre to maintain and contribute to its vitality and viability, particularly where proposals are of a Town Centre scale.
- 6.35 Retailing is an important aspect of the Town Centre environment; however Stockton currently has a limited supply of larger sized units with adequate servicing to attract new retailers or those seeking larger premises. This reduces its ability to compete with out of centre sites, particularly for national brands with multiple stores. Therefore, proposals which aggregate smaller units together to create larger ones will be supported. Similarly, units with over 280 square metres of net sales area will be maintained in retail use unless there are exceptional reasons for approving a change of use.
- 6.36 Elsewhere in the Town Centre, a wide range of uses will be encouraged, particularly where they will contribute to the centre's regeneration by diversifying its offer, synergising with existing and planned investment or drive footfall around the centre. This could include residential development. However, in widening the range of uses in the centre, consideration must be given to the cumulative impact changes of use and new development will have on the vitality and viability of a centre and the amenity of those living in the Town Centre.

Policy TC6 District and Local Centres

- 1. The Council will seek to maintain a high proportion of retail units in all District and Local Centres. Proposals for change of use away from retail (A1) will be supported if it can be demonstrated that:**
 - i. the proposed use will not unacceptably harm the vitality and viability of the centre;**
 - ii. the proposal does not result in the loss of a key retail unit which due to its size, location or other characteristic is an important component of the retail function of the centre;**
 - iii. the proposed use results in no more than four non-retail units adjacent to each other;**
 - iv. the proposal does not result in an over-concentration of one non-retail use to the detriment of the vitality and viability of the centre;**
 - v. in Billingham and Thornaby District Centres, the proposal will generate significant regeneration benefits for the wider centre.**
- 2. To support Yarm and Norton Centre's historic High Street frontages and mix of uses residential properties within and adjacent to the centres, as defined on the policies map, will be protected in that use.**
- 3. New developments or changes of use which reduce the proportion of Yarm District Centre's frontage length in retail use below 50%, or increase food and drink (Use Classes A3, A4, A5), and nightclub uses above 20%, will not be supported.**

- 6.37 It is important that District and Local Centres continue to allow communities to access goods and services in close proximity to their homes. Retailing will continue to be an important aspect of these centres and changes of use away from retailing

will be resisted unless it can be demonstrated that the centre's appeal will not be harmed, either by the loss of a shop, or the addition of the alternative use.

- 6.38 Thornaby and Billingham District Centres are strategically managed centres which do not require a restrictive policy to maintain a specific proportion of retail use. 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.
- 6.39 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 cannot identify regenerative benefits will be judged against the criteria in point 1 of this policy.
- 6.40 The retail units in Yarm District Centre are in multiple ownership and are not strategically managed. This policy imposes a threshold to maintain and manage the proportion of retail uses in this centre at a suitable level. 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.
- 6.41 Yarm also has a vibrant evening economy which is popular with residents across the Borough. It is considered appropriate to impose a limit on further evening economy uses in order to maintain the retail function of the centre, protect the amenity of the area, and maintain opportunities for other town centre and community uses.
- 6.42 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 Yarm District Centre and Norton Local Centre.

Policy TC7 – Small-scale convenience facilities

- 1. Support will be given to the development and retention of an appropriate mix of small-scale convenience retailing and community facilities within the following neighbourhood centres:**
 - a. Billingham – High Grange; Kenilworth Road; Low Grange; Mill Lane; Ochil Terrace; Port Clarence; Station Road; Tunstall Avenue; Windleston Road; Wolviston Court and Wolviston Road.**
 - b. Eaglescliffe and Yarm – Healaugh Park; Orchard Parade; Station Road and Sunningdale Parade.**
 - c. Ingleby Barwick and Thornaby – Bassleton Court; Beckfields Centre; Lowfields Centre; Thorntree Road and Westbury Street.**
 - d. Stockton – Bowsfield Lane; Durham Road; Elm Tree Centre; Hannover Parade; Harper Parade; Lytleton Drive; Marske Parade; Norton Road; Oxbridge Lane; Premier Parade; Ragworth; Redhill Road; Rimswell Parade; Surrey Road; Upsall Grove and Yarm Lane.**
 - e. Wynyard – The Stables**
- 2. Within neighbourhood centres, the Council will seek to maintain a proportion of retail units. Proposals for changes of use away from retail will be supported**

where:

- i. the proposal will contribute to the centre's vitality and viability and an acceptable level of retail uses will be maintained within the centre; or**
 - ii. 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; or**
 - evidence that the unit is no longer physically suited for retail use and cannot reasonably be updated or upgraded.**
- 3. In exceptional circumstances, support will be given to the development and retention of small-scale (under 150sqm) town centre uses for local convenience outside of designated centres which:**
- i. are within an identified catchment area that is deficient in local convenience facilities and are accessible by sustainable means;**
 - ii. cannot be located within a defined centre;**
 - iii. of a scale and function intended to serve a local catchment area; and**
 - iv. do not adversely impact the vitality and viability of any designated centre or existing small scale shop;**
 - v. Are situated within the limits to development, unless the proposal has a**
- 4. Proposals which fail to protect important local shops, services and facilities, including public houses and village shops, will not be encouraged. The assessment of such proposals will examine the local need for the facility, the provision of existing services and where applicable, the attractiveness of the facility to the market.**

6.43 The Borough's neighbourhood centres generally comprise small groups of shops selling mainly convenience goods and providing local services to a largely residential catchment area. They are a well-established part of the borough's retailing landscape and play a valuable role in providing convenience and top up shopping. Usually located within or in close proximity to a significant residential catchment area, these retail uses may be complemented by other services and facilities, such as community and health facilities, financial and professional services and food and drink uses.

6.44 Whilst neighbourhood centres are generally considered to be out of centre locations for the purposes of sequential tests, the retention and development of small scale convenience facilities designed to meet local needs will be supported to enable local residents to meet their day to day convenience shopping needs sustainably. To further support the retailing character of neighbourhood centres and to maintain their role for local people, the loss of a retail use will be resisted unless it can be demonstrated that the new use will make a positive contribution to the centre and that sufficient retailing opportunities will remain. Losses or changes of use will also be supported if it can be demonstrated that a unit is no longer attractive for retail use, however this is likely to be an exceptional circumstance.

6.45 Whilst the Town Centre hierarchy ensures that a mix of shops and services are available within most communities, very small shops and other community facilities also play a role in ensuring that communities can access 'top up shopping' and partake in community activities close to their homes or places of work. Where proposals can demonstrate these exceptional circumstances they will not be

subjected to the full sequential test, as required by policy TC1. The policy relates to proposals under 150 sqm a threshold based on the prior approval process set out in the amended General Permitted Development Order.

- 6.46 In areas which are not in close proximity to centres in the Town Centre Hierarchy, small scale shops and community facilities including public houses can play an important role in supporting sustainable communities. This is particularly the case in rural areas and wards which suffer from high levels of deprivation. Therefore proposals which fail to protect these local facilities will not be encouraged. Where a proposal would result in the loss of such a facility, its importance for the local community will be assessed, taking into account other facilities in the vicinity and where appropriate, the attractiveness of the facility to the market.

Policy TC8 – Food, Drink and Evening Economy Uses

- 1. Within designated centres, the Council will not support proposals for food, drink and evening economy uses that would result in an over-concentration of that use in an area, either as a proportion of the centre overall or as cluster within the centre.**
- 2. Proposals for food and drink uses outside of designated centres will be supported where they can fulfil the requirements of the sequential test and impact assessments set out in Policy TC2 or it can be demonstrated that they are ancillary to an existing major commercial, tourism or community facility area.**
- 3. 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 consider the implications of late night opening on the surrounding area.**
- 4. 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.**

- 6.47 The evening economy is important to many of Stockton-on-Tees’ designated centres. Amongst other uses, public houses, restaurants, nightclubs and takeaway uses draw people into the centres at the end of the working day and into the evening, providing valuable meeting places and community hubs, as well as providing employment and generating spend. The Council’s policy is therefore to direct evening economy uses to designated centres of an appropriate scale.

- 6.48 However, evening economy uses can also generate issues such as noise, litter and anti-social behaviour, particularly if they become over concentrated in a centre. In addition, these uses are often shut during the day, making the centre less attractive to shoppers and other visitors. The Council will therefore seek to prevent such over concentrations occurring, enabling centres to provide goods and services to fulfil their catchment area’s needs.

- 6.49 Although Hot Food Takeaways are not identified in national policy as main town centre uses, the Council will direct hot-food takeaway premises to properties within defined centres, including neighbourhood centres. As these defined centres are largely commercial areas, they will be better suited to accommodate this form of development, improving the potential for linked trips and protecting residential amenity. 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.
- 6.50 Where there are no suitable and available units for Hot Food Takeaways within designated retail centres, they will be encouraged to locate in locations which comply with the Town Centre Hierarchy set out in Policy TC1. However, new Hot Food Takeaways (including changes of use) will be resisted further where they are within 400m schools, parks or play areas, where they present an obstacle to encouraging healthy eating and can contribute to childhood obesity

7 Provision of Facilities

- 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 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

Policy PF1 – Open Space, Sport and Recreation Facilities

1. The Council require new developments to provide and/or contribute towards open space, sport and recreation facilities in accordance with the following quantity standards and guidance within SPD2 Open Space, Recreation and Landscaping.

Open Space Type	Quantity Standard
Parks and Gardens	0.55ha per 1000 people
Natural Greenspace	2ha per 1000 people
Outdoor Sports Facilities (Synthetic Turf Pitches)	1.76ha per 1000 people (0.03 pitches per 1000 people)
Amenity Greenspace	1.39ha per 1000 people
Play Areas and Young People’s Areas	1 play unit per 1500 people
Allotments	0.8ha per 1000 people
Cemeteries	180 burial plots per 1000 people

Built Facility Type	Quantity Standard
Health and Fitness Suite	6.16 stations per 1000 people
Indoor Bowls Centres	0.04 rinks per 1000 people
Indoor Tennis Centres	0.03 courts per 1000 people
Sports Halls	92.22sq.m per 1000 people
Swimming Pools	16.47sq.m per 1000 people
Ice Rinks	7.65sq.m per 1000 people
Community Centres/Village Halls	Capacity of 33 per 1000 people.

2. Where open space is not required on-site the following proximity standards as outlined within the SPD2 Open Space, Recreation and Landscaping will be used to identify how far from a development a contribution to offsite provision or enhancement of existing provision can be used.

Open Space Type	Proximity Standard
Parks and Gardens	Within 2km of all parks and 5km of a strategic park*
Natural Greenspace	Within 1km
Outdoor sports (Synthetic Turf Pitches)	Within 1km (Within 5km)

Amenity Greenspace	Within 600m
Play/Young people's areas	Within 1km
Allotments	Within 5km
Cemeteries	Within 5km
*Currently identified strategic parks are Ropner Park, Preston Park and John Whitehead Park	
Built Facility Type	Proximity Standard
Health and Fitness Suite	Within 5km
Indoor Bowls Centres	Within the Borough
Indoor Tennis Centres	Within the Borough
Sports Halls	Within 5km
Swimming Pools	Within 5km
Ice Rinks	Within the Borough.
Community Centres/Village Halls	Within 2km

- 7.2 Open space, sport and recreation 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 seeks to enshrine the standards identified in SPD2 'Open Space, Recreation and Landscaping' within policy and ensure new developments contribute towards improving and enhancing the quantity and quality of open spaces, sport and recreation facilities within the Borough.
- 7.3 The NPPF states 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 being prepared in accordance with planning guidance. These standards identify what is required to make an application acceptable in planning terms because it identifies the level of mitigation required to ensure that the existing population do not "lose" existing space and facilities through increased population and that new populations are provided for equitably.
- 7.4 Through the use of planning obligations and conditions the Council will seek to improve the quantity and quality of open space, sport and recreation facilities. This will be achieved, in part, through the delivery of schemes identified within the Green Infrastructure Strategy Delivery Plan and other opportunities that may be identified.
- 7.5 Further guidance on assessing when on-site open space is required and calculating planning obligations (as identified within Core Strategy Policy CS11 'Planning Obligations') are contained within SPD2 'Open Space, Recreation and Landscaping'.

Civic Space

Policy PF2 - Maximise Civic Space for Community Interaction

1. 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:

- I. Flat areas of open space to enable performances and events;**
 - II. Seating, possibly removable, to provide flexibility to the space;**
 - III. Screening and shade from the elements;**
 - IV. Provision of water and power; and**
 - V. Surface treatments that can support heavy equipment.**
- 2. The spaces should also relate well to and provide a setting for surrounding buildings.**

7.6 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. Civic spaces should be enhanced in ways that enable events and social interaction.

7.7 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.

Community Facilities

Policy PF3 – Community Facilities

- 1. To ensure that sufficient land and facilities are available for burial and cremation land is safeguard for the provision of a cemetery and crematorium at the former Blakeston School site. In addition the Council will actively explore locations for the delivery of a cemetery to serve the communities of Yarm, Eaglescliffe, Preston and Ingleby Barwick**
- 2. The Council will support the development of a river access with increased moorings/marina and ancillary facilities at Bowesfield.**
- 3. Land will be safeguarded at Ingleby Barwick for:**
 - a. Community centre at Sandgate**
 - b. Community facilities at Blair Avenue**

- 7.8 There is an identified need for the provision of additional burial space within areas of the Borough and for the provision of a crematorium. The merger of Blakeston School and Norton School resulted in the formation of North Shore Academy in a new purpose build facility at the former Tilery Sports Centre. This has released land at Blakeston School for the provision of a cemetery and crematorium. There is limited provision for burial within some areas to the south of the Borough as many cemeteries are either at or nearing capacity. The Council are therefore seeking to identify a location for a cemetery to serve the effected communities.
- 7.9 There has been a long term aspiration for the provision of a Marina at Bowesfield. A review of River Based Leisure Facilities undertaken in 2008 identified a long standing demand for increased access to the River Tees for boat users, canoeists and rowers; this is particularly true of attractive upstream areas of the River around Thornaby, Ingleby Barwick, Yarm and Eaglescliffe. This policy seeks to support the delivery of infrastructure to increase access to the River Tees at this location.
- 7.10 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 owing to the particular needs of the growing population. Land has been identified at Sandgate, Ingleby Barwick for the provision of a community centre; this policy seeks to safeguard this land for the intended use.
- 7.11 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 this land for community use.

8 Housing

8.1 This chapter sets out the housing requirement and, in conjunction with the housing spatial strategy (Strategic Policy SP2), how the Council intends that it will be met. The New Housing Sites Policy shows the sites that the Council has allocated for housing. This includes sites that are existing commitments (benefit from planning permission or a resolution to grant planning permission) but which have not yet started. The Council has allocated these in order to re-affirm support for their delivery. The Council has also safeguarded an area of land for housing at Harrowgate Lane (Policy H18b) and also at Wynyard (Policy H36b). The Affordable Housing Provision Policy H40 show how the Council expects affordable housing to be provided. Supplementary Planning Document No. 8 - Affordable Housing complements the policy. The Housing Mix Policy H41 shows the mix of housing that the Council expects to create sustainable communities. Appendix 4 complements this policy by setting out how the Council expects robust justification to be demonstrated for any applicant who contends that a scheme cannot provide affordable housing within the target range set by the policy.

The housing requirement

8.2 In order to extend the time horizon of the Core Strategy the housing numbers in the latter phase of the plan have been rolled forward to 2030. This will provide a 15-year plan period when the RELP is adopted. Table 1, below, summarises the total housing requirement.

Table 1 – The housing requirement 2015 to 2030

Period	Total dwellings	Dwellings per annum
2015-2016	530	530
2016-2021	2,625	525
2021-2024	1,665	555
2024-2030	3,330	555
Total	8,150	545

8.3 The housing requirement over the 15 year period 2015 to 2030 covered by the plan is 8150 dwellings. The average annual housing requirement over the period 2015 to 2030 is 545 dwellings (figure rounded). An additional allowance will also have to be made for previous under-delivery. This figure will depend on how many dwellings are delivered in 2014/15. An estimate for this figure is included in Table 2.

8.4 The NPPF states that local planning authorities should significantly boost the supply of housing. For this reason the Council will not apply the housing requirement as a ceiling.

How the housing requirement will be delivered

8.5 Policy H1 – New Housing Sites is an umbrella policy for policies H2 to H40 which includes the following components:

- New housing sites allocated
- Planning commitments re-affirmed
- Safeguarded housing allocations

- Small sites windfall allowance
- 8.6 The table below adds these to the other factors that need to be taken into consideration in relation to the housing requirement.

Table 2 – Housing delivery 2015 to 2030 (figures rounded)

Housing requirement	8,150
New housing sites allocated	2895
Planning commitments	6140
Windfall allowance	660
Small sites commitments	160
Total gross supply	9,855
Estimated previous under-delivery	-600
Demolitions	-105
Total net supply	9,150
Contingency allowance	1,000
Safeguarded housing allocations	800

- 8.7 The housing spatial strategy sets out the Council wishes to focus the majority of housing on the conurbation as the most sustainable location for housing development. Where appropriate the Council has allocated sites on the edge of the conurbation and redrawn the Limits to Development to include them in the conurbation.
- 8.8 The Council has also allocated sites at Wynyard to enhance the existing settlement. This includes a safeguarded housing allocation for 400 dwellings. No housing delivery has been projected for this allocation in the plan period because it requires government funding to unlock the necessary capacity on the highway network. Similarly, no housing delivery has been projected for the safeguarded housing allocation at Harrowgate Lane as its delivery is reliant upon interventions from the Highways Agency.
- 8.9 The NPPF states that local planning authorities should set out a housing implementation strategy to ensure that the housing target is met and a rolling five year housing supply maintained. Table 2 shows a contingency allowance which provides additional insurance that these objectives are met.

Housing delivery by phase

- 8.10 The 15 years from the scheduled adoption of the plan (2015 to 2030) are divided into three delivery phases, each of five years and this is shown in the housing trajectory (Appendix 5) This is for ease of reference only and the phasing shown in the trajectory is purely indicative.
- 8.11 The NPPF states that local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years of housing against their housing requirements with an additional buffer of 20% (where there has been persistent under-delivery) moved forward from later in the plan period.

Table 3 – Housing requirement and indicative delivery by phase

Phase	Phase 1	Phase 2	Phase 3
	2015 to 2020	2021 to 2025	2026 to 2030
Total requirement by phase	3156	2745	2220
Total delivery by phase	Approx. 4280	Approx. 3470	Approx. 1950

- 8.12 The housing requirement is set out in Table 1. Table 3 shows the housing requirement over the plan period including bringing forward a 20% buffer from Phase 3 to Phase 1. The anticipated delivery will deliver the housing requirement.

New Housing Sites

- 8.13 The new housing sites that will deliver the housing requirement are set out in the policy. Also included in the policy is planning commitments of 10 dwellings or more that are not started. These are re-affirmed by the policy. The New Housing Sites policy also introduces a small sites windfall allowance and identifies safeguarded housing allocations.

Policy H1 – New Housing Sites

- The housing requirement for the period 2015 to 2030 is 8,150 dwellings.
- The following new housing sites are allocated and existing planning commitments for housing are re-affirmed.
- A small sites windfall allowance of 55 dwellings per year is made from 2018/19.

Policy Ref	Site Name	New site or commitment	Area (ha)	No of units (approx.)
Central Stockton				
H2	Victoria Estate	allocation	5.1	210
H3	Boathouse Lane	allocation	6.9	400
H4	Queens Park North	allocation	9.0	250
H5	Swainby Road	commitment	4.4	174
Wider Stockton conurbation				
H6	Land off Albany Road	allocation	2.8	40
H7	North of Junction Road	allocation	1.5	60
H8	South of Junction Road, Norton	allocation	3.9	40
H9	Darlington Back Lane	allocation	1.0	28
H10	Yarm Road	allocation	1.0	30
H11	Abbey Hill, Norton	allocation	0.4	12
H12	Somerset Road, Norton	allocation	0.9	44
H13	South of Kingfisher Way, Bowesfield	allocation	0.5	30
H14	Bowesfield Riverside	commitment	6.0	148
H15	North of Kingfisher Way,	commitment	1.4	37

	Bowesfield			
H16	Red House School, Norton	commitment	2.9	81
West Stockton strategic urban extension				
H17	Harrowgate Lane & Yarm Back Lane	infrastructure provision	n/a	n/a
H18a	Harrowgate Lane	allocation	69.2	1250
H18b	Harrowgate Lane	safeguarded for housing	19.6	400
H19	Yarm Back Lane	allocation	46	900
H20	Summerville Farm	commitment	17	350
Billingham				
H21	Leeholme Road	allocation	1.0	30
Thornaby				
H22	Land off Cayton Drive	allocation	1.7	50
H23	Queens Avenue	allocation	0.4	12
H24	Thornaby Football Club	commitment	7.0	64
Eaglescliffe				
H25	Land off Urlay Nook Road (Phase 1)	commitment	6.6	145
H26	Allens West	commitment	40.9	845
Ingleby Barwick				
H27	Land off Roundhill Avenue	allocation	5.0	30
H28	Low Lane	commitment	16.5	350
H29	Sand Hill	commitment	7.0	138
H30	Meadowbrook	commitment	12.5	470
H31	Blair Avenue	commitment	0.9	48
Yarm				
H32	Land South of Green Lane	commitment	16.8	370
H33	Tall Trees	commitment	16.3	330
Wynyard new settlement				
H34	Wynyard Village	commitment	82.6	500
H35	The Wellington Club, Wynyard	commitment	17.4	44
H36a	Wynyard Park	commitment	27.3	400
H36b	Wynyard Park	safeguarded for housing	21.5	400
Village sites				
H37	South of Kirk Hill, Carlton	commitment	2.0	36
H38	Morrison Street, Stillington	commitment	1.7	54
H39	South Avenue, Stillington	commitment	1.7	39
Total number of dwellings - new sites, safeguarded land for housing and re-affirmed commitments				8839

8.14 A range of sites are allocated to contribute to meeting the housing need and demand identified in the 2012 TVSHMA. Several sites have been identified in the Core Area which re-affirms the Council's support for regenerating the heart of the conurbation. The scale of the Harrowgate Lane and Yarm Back Lane allocations will make a major contribution to meeting general housing need and demand.

- 8.15 Re-affirming planning commitments is an expression of the Council's commitment to supporting housing delivery. The re-affirmed commitments include a wide range of sites such as executive housing in Wynyard, family housing in Yarm and affordable housing in Billingham.
- 8.16 The re-affirmed housing commitments do not include the planning permission for a retirement village at Mount Leven, Yarm. The Council expects this planning permission to be delivered and it is included in the commitments total when calculating housing supply. However, the Council's support for housing on this site is specifically for a retirement village. Should the retirement village not be delivered then the Council is committed to its current status as part of the Leven Valley green wedge being maintained. For this reason, the planning commitment is not re-affirmed and the green wedge designation is maintained.
- 8.17 The total estimated dwelling capacity on sites that are allocated in Policy H1 is 4,359 dwellings. This compares with 3,759 dwellings shown for allocations in Table 1. This is because some dwellings are expected to be built outside the plan period.
- 8.18 The total number of dwellings on planning commitments that have been re-affirmed is 4451 dwellings. This compares with 6,540 dwellings shown for planning commitments in Table 1. This is because the figure in Table 1 includes commitments that have already started (these do not form part of Policy H1) and because the Council does not expect all of the re-affirmed planning commitments to build out during the plan period.
- 8.19 The re-affirmed planning commitments include some sites that the Council has resolved to grant planning permission to, subject to the signing of a legal agreement called as a Section 106 Agreement. They have been included as planning commitments on the basis that the council expects the agreements to be signed.
- 8.20 Appendix 5 is the housing trajectory that shows how the Council expects the housing sites associated with Policy H1 to build out over the plan period. The housing trajectory also includes 'small sites' (planning permissions for less than 10 dwellings) commitments.
- 8.21 An allowance for windfalls has been introduced under the umbrella of Policy H1. The NPPF states that 'Local planning authorities may make an allowance for windfall sites in the five year supply if they have compelling evidence that such sites have consistently become available in the local area and will continued to provide a reliable source of supply' (Para. 48).
- 8.22 Some of the individual site allocation policies include specific requirements for the development of the site. They do not represent all of the requirements for the sites as the Development Plan needs to be read as a whole. Requirements have been stated where they are specific to the site and it is considered that including them in the individual site allocation policy will be of assistance to developers. Notwithstanding the site specific requirements outlined in the following policies, other contributions or improvements may also be required to appropriately mitigate the impact of individual schemes.

STOCKTON CORE AREA

Victoria Estate

- 8.23 The site is situated close to Stockton Town Centre. The estate has been in physical decline and the Council commissioned the Victoria Estate Masterplan for its redevelopment and has developed a strategy for decanting the residents.

Policy H2 – Victoria Estate, Stockton

- 1 5.1 hectares of land is allocated for approximately 210 dwellings at Victoria Estate, Stockton**
- 2 Preference will be given to development schemes that address the changing demographic profile of the Borough, in particular the ageing population.**
- 3 Development of the site will retain elements of the established landscaping and provide for a satisfactory built form fronting Maritime Road**

- 8.24 The site is allocated in order to support the regeneration of central Stockton through the positive re-use of a brownfield site and to contribute towards addressing the housing challenge presented by demographic changes and thereby contribute to maximising the range of housing sites that the Borough offers.
- 8.25 The Council recognises the housing challenge presented by significant demographic changes that will affect the borough. This is particularly the case with the impact of an ageing population. Addressing the accommodation requirements of older people is going to become a major strategic challenge for Tees Valley Local Authorities over the next few decades, with the number of residents aged 65 or over expected to increase dramatically.
- 8.26 The site is well situated to contribute to addressing this challenge. Proximity to shops and services is particularly important for housing for older persons. Stockton Town Centre is very close to the site. The centre provides a number of amenities. The Council's Housing Strategy team have identified that a range of housing options needs to be in place to support older people including extra care provision.
- 8.27 The Council aim to transform the Victoria Estate site into an exemplar development scheme that supports the regeneration of the wider town centre area. The area was experiencing physical decline. The redevelopment will maximise use of brownfield land, provide improvements to housing, the physical environment and the public realm and improve the range and choice of housing.
- 8.28 The Council recognises that the number of trees that form part of the established landscaping is exceptional for a town centre location and provides an attractive setting for future development. The policy therefore would support their retention where viable (in consultation with the Local Authorities arborist).
- 8.29 Maritime Road is a very busy road. It is important that the frontage with Maritime Road is attractive and that it provides a buffer for the inner areas of the development from the noise and pollution associated with a busy road.

Boathouse Lane

- 8.30 The site is situated along the west bank of the River Tees corridor close to Stockton Town Centre. The site is characterised by industrial and basic commercial buildings with a large area now cleared, although there are some long-standing operators on the site.

Policy H3 - Boathouse Lane

- 1. 6.9 hectares of land is allocated at Boathouse Lane for approximately 400 dwellings.**
- 2. The principal access will be from the retained junction on Bridge Road.**
- 3. Development of the site will include a new secondary left in / left out junction arrangement from 1825 Way.**
- 4. There are significant flood risk issues associated with the majority of the site; development will need to provide appropriate mitigation and flood resilience measures. Compensatory floodplain storage may also be required.**
- 5. The layout of the site should accommodate the need for a riverside walkway / cycleway between Victoria Bridge and Tees Bridge**

- 8.31 The site is allocated in order to support the regeneration of central Stockton through the positive re-use of a brownfield site in a key gateway location and thereby contribute to maximising the range of housing sites that the Borough offers.
- 8.32 The Council recognises that the site is a key gateway location into Stockton Town Centre but it is currently under occupied, under used and unsightly area. Development at Boathouse Lane is supported by Core Strategy Policy CS5 i) which states that initiatives will include improving the main approaches to Stockton Town Centre, through creating new development opportunities and promoting environmental improvements.
- 8.33 The Council also recognises that Boathouse Lane occupies a riverside location and forms one of a string of such sites along the River Tees which are key to the Council's aspirations to maximise the potential of this natural asset.
- 8.34 The Council acknowledges that there is significant flood risk issues associated with the site. The Land south of Hughes Buildings, Boathouse Lane is currently designated as Flood Zone 3 (high risk) on the Environment agency flood risk maps. The majority of the rest of Boathouse Lane is currently designated as Flood Zone 2 (medium risk).
- 8.35 Point 4 of the policy has been included to ensure that development is consistent with Policy TC2 - Widening Transport Choice which includes the safeguarding of the route between Tees Bridge and Victoria Bridge for the provision of cycleway/footway.

Queens Park North

- 8.36 The site is situated between the Durham Road Bypass and Norton Road close to Stockton Town Centre.

Policy H4 – Queens Park North

- 1 9.0 hectares of land is allocated at Queens Park North for approximately 250 dwellings**
- 2 Development of the site will include the following elements:**
 - I. Due to the proximity of the site to Lustrum Beck, development must take account of the Lustrum Beck Flood Alleviation Scheme;**
 - II. Development must take full account of on-site ecology; in particular habitats associated with Lustrum Beck; and**
 - III. Development of the site will provide a good quality frontage to Norton Road.**

- 8.37 The site is allocated in order to support the regeneration of central Stockton through the positive re-use of a brownfield site that is currently neglected and under-used in a key gateway location and thereby contribute to maximising the range of housing sites that the Borough offers.
- 8.38 Development at Queens Park North is supported by Core Strategy Policy CS5 i) which states that initiatives will include improving the main approaches to Stockton Town Centre, through creating new development opportunities and promoting environmental improvements.
- 8.39 The proximity of Stockton Town Centre means that the creation of a new residential community on the site will contribute to the viability and vitality of Stockton Town Centre; upgrading a key gateway location will enhance Stockton's attractiveness for inward investment. The development is therefore consistent with the economic strand of sustainable development.
- 8.40 The Lustrum Beck provides a valuable habitat for plants and wildlife and as such this environment should be protected and enhanced through any proposals.
- 8.41 A good quality frontage to Norton Road will provide continuity with existing attractive frontages and reflect the Council's aspiration to have more good quality frontages to Norton Road.

Swainby Road

- 8.42 The site is located within the Mount Pleasant area of Stockton on the eastern side of Norton Road immediately to the north of the Lustrum Beck.

Policy H5 – Swainby Road, Mount Pleasant

- 1 The planning commitment for up to 174 dwellings at Swainby Road is re-affirmed**
- 2 Development of the site will take full account of the habitats associated with Lustrum Beck. It should enhance the landscape and recreational value of the Lustrum Beck corridor and provide a high quality frontage to Norton Road**

- 8.43 The planning commitment is re-affirmed in order to support the regeneration of central Stockton through the positive re-use of a brownfield site and thereby contribute to maximising the range of housing sites that the Borough offers.
- 8.44 The area was experiencing physical, social and economic decline and has been identified by the Council as a housing regeneration project. The site was formerly occupied by 180 Council owned properties of low quality. These have now been cleared. The Allocating the site for housing provides an opportunity for a well-designed redevelopment that will upgrade the area and form part of wider improvements to the area including the new North Shore Academy School and My Place Youth Facility.
- 8.45 The policy includes a requirement to take account of the habitats associated with Lustrum Beck. The Lustrum Beck provides a valuable habitat for plants and wildlife and as such this environment should be protected and enhanced through any proposals.

WIDER STOCKTON CONURBATION

Albany Road, North of Junction Road, South of Junction Road, Darlington Back Lane, Stockton and Yarm Road, Stockton

- 8.46 The Albany Road site is on the edge of a residential area, to the west of the A19 and north of Holme House Prison. The land north of Junction Road is at the northern edge of Stockton. Both sites formerly had schools located in the vicinity which have been demolished following the joining of Norton and Blakeston Schools to form the North Shore Health Academy. The land to the south of Junction Road site is currently the site of Norton Education Centre. The Council has decided through the Asset Review Programme that the site will be vacated which presents a redevelopment opportunity. The Darlington Back Lane site is situated in the Bishopsgarth area of Stockton. The site is situated towards the south western extent of an area currently designated as open space. The Yarm Road open space is bound by Yarm Road and properties to the west, properties and a railway line to the south and a railway line to the north. Bowesfield Junction is to the east.

Policy H6 – Land off Albany Road

- 1. 1.3 hectares of land is allocated for approximately 40 dwellings at land off Albany Road, Norton.**
- 2. The development should enhance the adjacent area of public open space and facilitate access to it.**

Policy H7 – North of Junction Road

- 1. 2.8 hectares of land is allocated for approximately 60 dwellings at land north of Junction Road.**

- 2. Development will need to take into account the plans for a cemetery and crematorium on land to the west.**
- 3. Development will retain a landscaped corridor with cycle/pedestrian link along the Junction Road frontage.**
- 4. The development's layout and design should take into account the railway line.**

Policy H8 – South of Junction Road, Norton

- 1. 3.9 hectares is allocated at South of Junction Road, Norton for approximately 40 dwellings.**
- 2. Development will retain and enhance a significant area of public open space and to retain and protect the mature trees on the fringe of the site.**

Policy H9 - Darlington Back Lane, Bishopsgarth

- 1. 1.0 hectare is allocated at Darlington Back Lane, Bishopsgarth for approximately 28 dwellings.**
- 2. Development will retain the tree / hedge line along the Darlington Back Lane frontage and create a footway along this frontage that does not impact on the tree / hedge line.**
- 3. The development should enhance the adjacent area of public open space.**

Policy H10 - Yarm Road, Stockton

- 1. 1.0 hectare of land is allocated at Yarm Road, Stockton for approximately 30 dwellings**
- 2. The site layout must take account of the need for public access to the adjacent open space to be maintained and secure informal access for existing residents to the rear of their properties.**
- 3. The Development should facilitate access to the adjacent area of public open space.**

8.47 The sites are situated in the conurbation with access to services and facilities and they will provide family housing and thereby contribute towards maximising the range of housing sites that the Borough offers. The allocation of these sites supports the Council's capital asset strategy. Whilst the development of these sites will involve some loss of open space, this is on the basis that the quality of other/remaining open spaces will be enhanced or replacement open space will be provided.

8.48 Point 2 of Policy H8 has been included in order to ensure that the development is consistent with Policy PF3 – Provision of Community Facilities, states that land at the former Blakeston School site is to be safeguard for the provision of a cemetery, crematorium and open space.

- 8.49 Policy H8 also requires the railway line to be taken into account. The railway line has been identified as having the potential to cause noise disturbance which would impact on the amenity of new residents.
- 8.50 Plans for the retention / creation of a significant area of public open space are Integral to the residential allocation the South of Junction Road site. These plans are still work in progress but will identify the quantum of public open space and the residential / public open space boundary within the area.
- 8.51 In association with the plans for the Yarm Road site the Council has purchased land to the south of Hartburn (Six Fields) to secure long term public access and provide a strategically important natural greenspace which will form an extension to the Council's existing land ownership. In addition, the enhancement of the adjacent area of public open space for the Yarm Road site will ensure that there is net qualitative benefit in the context of public open space provision
- 8.52 The Yarm Road site is located at the only entrance to the adjacent area of public open space and could also potentially act as a barrier to existing residents accessing the rear of their properties which means that it is important that these factors are fully taken into consideration in the site layout.
- 8.53 There is a strong hedge / tree line on the Darlington Back Lane frontage which is an important landscape feature for the site. There is currently no footway along the frontage. It is important to create one in order to ensure that the site is properly integrated into the area within the context of pedestrian linkages.

Abbey Hill, Norton and Somerset Road, Norton

- 8.54 The Abbey Hill site is situated within a predominantly residential area off Darlington Lane and was for formerly the site of workshops but is now vacant and overgrown. The Somerset Road site comprises three pieces of land that are situated close together to the east of Somerset Road.

Policy H11 – Abbey Hill, Norton

- 1. 0.4 hectares of land is allocated at Abbey Hill, Norton for approximately 12 affordable dwellings**

Policy H12 – Somerset Road, Norton

- 1. 0.9 hectares of land is allocated at Somerset Road, Norton for approximately 44 affordable dwellings**

- 8.55 The sites are allocated in order to support the Council's Affordable Housing Delivery Programme, which both sites are identified in and have secured funding from the Homes and Communities Agency for delivery, and because they are situated in the conurbation with access to services and facilities and they will contribute towards maximising the range of housing sites that the Borough offers. In addition the Abbey Hill site is a brownfield site that is not currently been used beneficially.

Bowesfield Park / Riverside area

8.56 The Bowesfield Park / Riverside area is an area on the west bank of the River Tees including a mixed use development site (the Bowesfield development site) and land that is part of the River Tees green wedge. The South of Kingfisher Way, Bowesfield Park site is situated on the southern part of the Bowesfield development site. The Bowesfield Riverside The site is situated immediately to the south of Bowesfield Industrial Estate. The North of Kingfisher Way, Bowesfield Park site is situated along the central eastern section of the Bowesfield development site.

Policy H13 – South of Kingfisher Way, Bowesfield Park

- 1. 0.5 hectares of land are allocated at South of Kingfisher Way, Bowesfield Park for approximately 30 dwellings.**

Policy H14 – Bowesfield Riverside

- 1. The planning commitment at Bowesfield Riverside for 148 dwellings is re-affirmed.**
- 2. Development of the site will include the following elements:**
 - I. A local convenience store of up to 280 square metres; and**
 - II. Provision of a spine road up to the eastern edge of the site and a footpath/cycleway from the spine Road to Bowesfield Crescent.**

Policy H15 – North of Kingfisher Way, Bowesfield Park

- 1. The planning commitment at Kingfisher Way, Bowesfield Park for 37 dwellings is re-affirmed.**

8.57 The Bowesfield Riverside commitment is re-affirmed because of the opportunity to create a high quality development in a riverside setting. The development will benefit from a riverside location and employment and recreation opportunities in the area. The local convenience store is ancillary to the residential development.

8.58 The provision of a spine road and a footpath/cycleway will ensure that the site is connected to the road network and encourage sustainable travel respectively.

8.59 The North of Kingfisher Way commitment and South of Kingfisher Way allocation form part of the Bowesfield development site and will contribute towards the continued build out of this mixed use development site.

Site of Red House School, Norton

8.60 The site comprises the current site of Red House School which is situated within the residential area of Norton. The site is located partly within Norton Conservation Area. Red House School are seeking to re-locate to a new purpose built facility

Policy H16 - Site of Red House School, Norton

- 1. The planning commitments at the site of Red House School, Norton for 81**

dwellings are re-affirmed.

- 2. The design of the site will need to take into account its position within Norton Conservation Area and adjacent to numerous heritage assets including the Grade I listed St Mary's Church.**

8.61 The planning commitments are re-affirmed in order to contribute to maximising the range of housing sites that the Borough offers through the positive re-use of a brownfield site in a location within the conurbation with access to services and facilities.

WEST STOCKTON STRATEGIC URBAN EXTENSION

Harrowgate Lane and Yarm Back Lane

8.62 The sites of Harrowgate Lane and Yarm Back Lane measure a total of 88.8 and 46 hectares respectively. They are located to the west of Stockton and form a strategic urban extension to the settlement.

Policy H17 Shared Infrastructure

- 1. The Development Framework Document (currently under preparation) identifies the following shared infrastructure requirements that are required to be delivered:**
 - I. Land to deliver a primary school at Harrowgate Lane**
 - II. Neighbourhood Centre at Harrowgate Lane**
 - III. Highways improvements at the following junctions:**
 - Elton Interchange;
 - Darlington Back Lane & Yarm Back Lane; and
 - Durham Road, Junction Road & Harrowgate Lane.

Policy H18a Harrowgate Lane

- 1. 69.2 Hectares of land at Harrowgate Lane is allocated for up to 1,250 dwellings.**

Policy H18b Harrowgate Lane (safeguarded land)

- 2. A further 19.6 Hectares of land at Harrowgate Lane are safeguarded for approximately 400 dwellings.**
- 3. Development will be phased and designed in accordance with the Development Framework Document (currently under preparation). Development at H19a will facilitate the future delivery of safeguarded land at H19b to allow a comprehensive development which achieves:**
 - I. East-west and north-south pedestrian and cycle linkages. Including the:**
 - Retention and enhancement of the Castle Eden Walkway, improving the quality of the path and maintaining a broad natural buffer between this and any new development;
 - Creation of high quality cycle/pedestrian links from within the development to Castle Eden Walkway;

- Linkages and necessary off-site works to achieve connectivity for pedestrians and cyclists to community facilities in the existing urban area.
- II. A network of green infrastructure which is integrated into the street hierarchy, movement routes and existing green infrastructure. This should provide enhancements to biodiversity and deliver an integrated Sustainable Urban Drainage System.
- III. De-culverting and improvements to Rosedale Beck which will be incorporated into the sites green infrastructure.
- IV. A series of access points off Harrowgate Lane.
- V. Active frontages onto Harrowgate Lane and Darlington Back Lane in a manner which creates street scene in accordance with principles set out in Manual for Streets whilst protecting important hedgerows and trees.

Policy H19 Yarm Back Lane

1. 46 hectares of land are allocated at Yarm Back Lane for up to 900 dwellings.
2. Development of the site will be phased and designed in accordance with the Development Framework Document (currently under preparation). Development at this site will achieve:
 - I. Provision of east-west and north-south pedestrian and cycle linkages. This includes:
 - Linkages to the development at Harrowgate Lane to allow residents to access community facilities proposed within this allocation;
 - Linkages and necessary off-site works to achieve connectivity for pedestrians and cyclists to community facilities in the existing urban area;
 - Linkages to National Cycle Network Route 14 at Darlington Road
 - II. A network of green infrastructure which is integrated into the street hierarchy, movement routes and existing green infrastructure. This should provide enhancements to biodiversity and deliver an integrated Sustainable Urban Drainage System.
 - III. Enhancement of the tributaries of Greens Beck and incorporation into the sites green infrastructure.
 - IV. A series of access points to be taken off Yarm Back Lane.
 - V. Active frontages onto Yarm Back Lane in a manner which creates street scene in accordance with principles set out in Manual for Streets whilst protecting important hedgerows and trees.

8.63 The Council have been working in collaboration with the Advisory Team for Large Applications (ATLAS), landowners, developers and agents to bring forward coordinated housing development and associated infrastructure on Harrowgate Lane and Yarm Back Lane. A Development Framework Document (DFD) is under preparation which draws together the collaborative work undertaken. The DFD will guide the development of the site, identifying the phasing of development and delivery of infrastructure.

- 8.64 Owing to the scale of development a number of infrastructure requirements have been identified relating to education, retail and highways. These requirements are shared between the sites owing to the proximity of the sites and the nature of identified infrastructure. This has necessitated the need for a co-ordinated approach to the masterplanning of the sites.
- 8.65 The provision of a primary school and neighbourhood centre is to be provided to the south of the Harrowgate Lane site. This area has been identified within the DFD for these community facilities as they would be focused in the centre of this linear site creating a hub in an area of greatest population following the delivery of the safeguarded land. This location also seeks to avoid impact upon existing neighbourhood centres and ensures provision of community facilities will be accessible to residents by sustainable means. Through the provision of community facilities and improved links to the existing urban area the sites will form sustainable urban extensions to Stockton.
- 8.66 Extensive highways modelling and designed improvements to key junctions at the following locations as part of the collaborative working have established a maximum quantum of housing that can be delivered to the acceptance of the Highways Agency and Local Highway Authority:
- Elton Interchange
 - Darlington Back Lane and Yarm Back Lane
 - Durham Road, Junction Road and Harrowgate Lane
- 8.67 Therefore, development at Harrowgate Lane and Yarm Back Lane has been restricted to 1,250 and 900 dwellings respectively. It is acknowledged that dwellings could not be delivered on the safeguarded land (H18b) at Harrowgate Lane until significant investment has been made to improving Elton Interchange; these improvements could not be financed through the proposed development and are reliant upon further interventions from the Highways Agency. It is for this reason that the land is safeguarded for future delivery.
- 8.68 On-going masterplanning work which will inform the DFD seeks to ensure that site H18a has been masterplanned to ensure it can be delivered independently of the safeguarded land whilst ensuring that appropriate linkages into this land are provided so that this land can be delivered at a later date to complete this sustainable urban extension to the west of Stockton.
- 8.69 The Summerville Farm commitment requires improvements to the junction of Durham Road, Junction Road and Harrowgate Lane. Further funding will be required at this junction to mitigate the impacts of any development which predicts a highway impact at this junction including the sites at Harrowgate Lane.
- 8.70 Whilst the sites are principally within agricultural use there are numerous habitat and natural features which it will be important to incorporate within the development and where possible enhance. The Castle Eden Walkway forms an important part of the Boroughs green infrastructure and crosses the Harrowgate Lane site to the north of Bishopsgarth School. This strategic access route forms part of National Cycleway Network Route 1; therefore, linkages to and enhancement of this route are essential to the creation of a sustainable urban extension.

Summerville Farm

The site is situated to the north west of Stockton adjacent to residential development at Hardwick.

Policy H20 – Summerville Farm

- 1. The planning commitment for up to 350 dwellings at Summerville Farm for dwellings is re-affirmed.**
- 2. Development of the site should include the following elements:**
 - I. Landscape buffer to the west and north of the site owing to the electricity sub-station and railway line.**
 - II. Protection of the World War Two pill box**
 - III. Pedestrian/cycle linkages to:**
 - **National Cycleway Network (Route 1) to the west of the site**
 - **The public right of way situated to the north of the site**
 - IV. The site will be accessed through the provision of fourth arm onto the junction at Harrowgate Lane / Einstein Way. This signalised junction will include the provision of a right-turn lane on the Harrowgate Lane westbound approach to this junction and a pedestrian crossing across Harrowgate Lane.**
 - V. Highway improvements at the junction of Durham Road, Junction Road and Harrowgate Lane.**

8.71 The planning commitment is re-affirmed because it will provide family housing, thereby contribute towards maximising the range of housing sites that the Borough offers and is in a sustainable location for housing development in the context of access to services and facilities and it can be integrated into the existing residential area through appropriate linkages.

8.72 This site initially formed part of the wider Harrowgate Lane allocation. However, the site is separated from the main allocation and is capable of functioning as a separate entity and has been granted planning permission. To mitigate the impacts of the development significant improvements, including signal operations, are required to the junction of Durham Road, Junction Road and Harrowgate Lane.

8.73 Access to the site will be achieved through improvements to an existing junction on Harrowgate Lane, through the provision of a fourth arm opposite Einstein Way. The provision of a pedestrian crossing will control the flow of traffic, provide satisfactory access/egress and allow residents to access community facilities within the existing urban area.

8.74 A World War Two pill box is located within the hedgerow to the northern boundary of the site. This heritage asset is of significance and should be protected through the development.

BILLINGHAM

Leeholme Road, Billingham

- 8.75 Land off Leeholme Road is in south Billingham, in close proximity to Billingham District Centre.

Policy H21 – Land off Leeholme Road

- 1. 1.0 hectare of land off Leeholme Road is allocated for a maximum of 30 affordable dwellings.**
- 2. Development of the site should include the following elements:**
 - I. Primary access to the site should be from Saunton Road; and**
 - II. 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.**

8.76 The sites is allocated in order to support the Council’s Affordable Housing Delivery Programme, in which the site is identified in and has secured funding from the Homes and Communities Agency for delivery, and will thereby contribute towards maximising the range of housing sites that the Borough offers. In addition it is a brownfield site that is unsightly and disrepair and for which a redevelopment scheme has the potential to provide improvements to the physical environment.

8.77 The development capacity of the site is limited to 30 dwellings because the site is in a Health and Safety Executive Consultation Zone which restricts residential development to a maximum of 30 dwellings.

8.78 The policy also states that primary access should be from Saunton Road. This is in order to ensure that it is accessed from a residential area rather than the employment area. Similarly in the interests of residential amenity, the policy recognises that the railway line has been identified as having the potential to cause noise disturbance which would impact on the amenity of new residents.

THORNABY

Land off Cayton Drive

- 8.79 The site is situated on the southern side of Thornaby adjacent to a residential area to the north and with the Bassleton Beck Valley green wedge to the south.

Policy H22 - Land off Cayton Drive

- 1. 1.6 hectares is allocated at Land off Cayton Drive for approximately 50 dwellings**
- 2. The site layout will need to take into account the tree planting near to the site**
- 3. The principal accesses to the site will be taken from Cayton Drive and Middleton Avenue**
- 4. The development may require the delivery of traffic calming measures on Middleton Avenue**

- 8.80 The site is allocated because it will provide family housing thereby contributing towards maximising the range of housing sites that the Borough offers and is because it is situated in a location with access to services and facilities and it can be integrated into the existing residential area through appropriate linkages and because the contribution it makes to the Bassleton Beck Valley green wedge is not essential to the role and function of that green wedge.
- 8.81 The land was formerly part of the Bassleton Beck Valley green wedge. The Council has undertaken a Green Wedge Review (November 2014). The Review concluded that development within this area would not undermine separation or the feeling of openness as long as development is sensibly designed and set back from the valley edge.
- 8.82 The Council recognises that development of the site has the potential to place pressure in the future for tree removals within the green wedge due to the proximity of properties to trees. The proposed layout therefore needs to include suitable spacing of properties from the tree canopies.
- 8.83 A traffic calming scheme has been identified as necessary on Middleton Avenue should the site be developed with an access onto Middleton Avenue.

Queens Avenue and Thornaby Football Club

- 8.84 The Queens Avenue site is situated within the settlement of Thornaby at the edge of a predominantly residential area at the northern end of the town. The Thornaby Football Club site forms part of the Teesdale Park Sports ground and is bound by residential properties, Thornaby Cemetery, junior playing pitches, Thornaby Cricket ground and golf club.

Policy H23 - Queens Avenue

- 1. 0.4 Hectares of land is allocated for approximately 12 dwellings.**

Policy H24 Thornaby Football Club

- 1. The planning commitment at Thornaby Football Club for 64 dwellings is re-affirmed.**

- 8.85 The sites are allocated/re-affirmed because they are situated in the conurbation with access to services and facilities and will contribute towards maximising the range of housing sites that the Borough offers.
- 8.86 The Council recognises that development would result in the loss of a clubhouse and changing facilities, however this loss would be compensated through the provision of a new clubhouse for which an extant permission exists. Should the developer choose not to implement the extant permission, the provision of replacement facilities prior to the loss of those existing, is secured by legal agreement.

EAGLESCLIFFE

Land at Urlay Nook Road

- The site is situated on the western edge of Eaglescliffe, adjacent to the Hunters Green estate. Two large Industrial complexes lie to the north of the railway line, Elementis Chromium to the North West and Allens West to the north east of the site. Elementis Chromium has largely been decommissioned. There is a police tactical training centre to the North West.

Policy H25 – Land at Urlay Nook Road

- 1. The planning commitment for up to 145 dwellings at Urlay Nook phase 1 is re-affirmed.**
- 2. Development of the site will include the following elements:**
 - I. The retention of landscape features and the landscape corridor adjacent to the A67 road;**
 - II. Provision of a landscaped buffer along the western boundary of the site;**
 - III. Improvements to existing public right of way and pedestrian/cycle linkages to the existing footpath and cycle network on the A67; and**
 - IV. Junction improvements at the Durham Lane / A66 Elton Interchange.**

8.87 The Land at Urlay Nook Road planning commitment is re-affirmed because it is situated in the conurbation with access to services and facilities and will provide family housing thereby contribute towards maximising the range of housing sites that the Borough offers.

8.88 The Council recognises that it is important that the visual impact of the development is positively managed. The retention of existing landscape features including landscape corridor adjacent to the A67 road will give a positive landscaped aspect to the estate on the periphery with the public open space in the centre. The proposed landscape buffer along the western boundary will be adequate to break up the appearance of the properties along this edge of the development.

Allens West

8.89 The site was formerly used as a Ministry of Defence depot. To the east is residential development. The Darlington to Middlesbrough railway line and Urlay Nook Road form the southern boundary. To the west is the former Elementis Chromium works and to the north is a nature reserve.

Policy H26 - Allens West

- 1. The planning commitment for up to 845 dwellings at Allens West is re-affirmed.**
- 2. Development of the site will include the following elements:**
 - I. A small local shopping parade;**
 - II. Off-site highway works to improve the A67/Durham Lane/Tesco roundabout junction, the A66/Elton Interchange and the A67/South View**

- Junction; and**
- III. The provision of a safe pedestrian crossing facility on Durham Lane. Other cycling and pedestrian enhancements will include:**
 - A new cycle / pedestrian linkage to the west of the site out onto Urlay Nook Road
 - Cycle links to Yarm Road and Eaglescliffe Railway Station
 - IV. Development must take full account of the Health and Safety Consultation Zones.**
 - V. A mitigation strategy for the conservation of Great Crested Newts.**

- 8.90 The planning commitment is re-affirmed because development will regenerate a large, complex brownfield site and it is situated in the conurbation with access to services and facilities and will provide family housing thereby contributing towards maximising the range of housing sites that the Borough offers.
- 8.91 The development includes a local shopping parade. This will provide for the needs of future residents whilst its small scale will ensure that it is proportionate to those needs.
- 8.92 In order to accommodate the increased traffic at the A66/Elton Interchange junction it is necessary to widen the Durham Lane approach to the southern roundabout at the interchange. Widening the Durham Lane approach to the A67/Durham Lane/Tesco's roundabout will mitigate the additional traffic. Works to the A67/South View junction will aid the flow of traffic, movement of pedestrians and parking.
- 8.93 Part of the site is within Health and Safety Consultation (HSE) Zones associated with the Elementis chromium plant. Elementis Chromium has largely been decommissioned but the HSE Consultation Zones are currently being maintained.
- 8.94 The site includes a significant population of Great Crested Newts.

INGLEBY BARWICK

Land off Roundhill Avenue, Ingleby Barwick

- 8.95 The site is on the western side of the Ingleby Barwick development and is enclosed on three sides (north, east and south) by the existing residential area. The River Tees green wedge is to the west of the site. The site includes a pumping station.

Policy H27 - Land off Roundhill Avenue, Ingleby Barwick

- 1. 5.0 hectares of land is allocated for up to 30 dwellings at Land off Roundhill Avenue, Ingleby Barwick**
- 2. Development of the site will include the following elements:**
 - I. The provision of a landscape buffer to the west of the site including appropriate landscaping at the pumping station;**
 - II. Re-alignment of the bridleway to ensure that the route is attractive and integrated with other access routes in and around the development; and**
 - III. The provision of an access corridor to link the site to Tees Heritage**

Park.

- 8.96 The site is allocated because it will provide family housing, thereby contributing towards maximising the range of housing sites that the Borough offers and is in a sustainable location for housing development in the context of access to services and facilities and it can be integrated into the existing residential area through appropriate linkages.
- 8.97 The land was formerly part of the River Tees green wedge. The Council has undertaken a Green Wedge Review (November 2014). The Review concluded that the further westward development proceeds at this location the more visually intrusive it will be there is the opportunity to extend northwards the landscape treatment proposed at Bettys Close Farm northwards to ensure that any development is acceptable in landscape terms.
- 8.98 The Council recognises that it is important that the visual impact of the developments is positively managed and the policy includes a requirement for the provision of a landscape buffer. The transition from the Tees corridor to this part of the Ingleby Barwick estate is currently very harsh. The allocation provides an opportunity to deliver a landscape scheme that will soften this transition. In order to safeguard residential amenity the policy also requires the scheme to include appropriate landscaping at the pumping station.
- 8.99 The land to the south is due to transfer to the Council under a legal agreement and be managed as a country park. Running the bridleway along part of that boundary would give the opportunity to connect up to that site in the future, either with a new bridleway or a footpath. Having that bridleway running through an attractive green corridor (such as hedge-lined or alongside open space) would be preferable rather than close up to the backs of houses for example.

Low Lane, Ingleby Barwick

- 8.100 The site lies in close proximity to the south eastern boundary of the existing settlement of Ingleby Barwick.

Policy H28 - Low Lane, Ingleby Barwick

- 1 The planning commitment for up to 350 dwellings with a Free School and Sixth Form at Low Lane, Ingleby Barwick is re-affirmed.**
- 2 Development of the site will include the following elements:**
 - I. Highway Improvements for;**
 - **Dualling of Ingleby Way between Barwick Way and Myton Way**
 - **A double right turn at the A174 / Thornaby Road; and**
 - **A signal scheme at Low Lane / Thornaby Road.**
 - II. Implementation of a controlled parking zone / parking restrictions at Regency Park to mitigate the impact of the development on local residents**
 - III. Appropriate mitigation for archaeological remains; and**
 - IV. Contribute to the provision of appropriate pedestrian and cycle linkages to the existing Ingleby Barwick residential area. This includes the following**

connections:

- **To Barwick Way including the provision of a toucan crossing across Barwick Way**
- **Priorwood Gardens via Acorn Bank**

- 8.101 The planning commitment is re-affirmed because it will provide family housing thereby contributing towards maximising the range of housing sites that the Borough offers and it can be integrated into the existing residential area through appropriate linkages.
- 8.102 Achieving permeability to and from the site to the existing footway and cycleway network would be important to encourage sustainable modes of travel. It is a sustainable location for housing development in the context of access to services and facilities.
- 8.103 The Council recognises that a major issue at Ingleby Barwick is the traffic impact of development with significant pressure on the local network from the build out of the existing Ingleby Barwick development. The policy lists highways improvements. Traffic modelling has been undertaken for the impact of an additional 350 dwellings. The proposed highway mitigation was tested in the model. The model shows that with the highways improvements identified in the policy, the traffic impact from the proposed development is acceptable.
- 8.104 The parking zone will prevent the residential area being used as a school drop-off area.
- 8.105 The Free School and Sixth Form will add to educational provision in Ingleby Barwick thus enhancing the sustainability of the wider Ingleby Barwick settlement.
- 8.106 Ingleby Barwick is known to contain areas of archaeological importance and survey work by Tees Archaeology within the site shows a number of archaeological features that correspond with the Bronze Age settlement and burial site.

The Rings, Ingleby Barwick

- 8.107 Outline planning permission for the development of 7,920 dwellings at Ingleby Barwick was granted in 1977. This was to be guided by the Ingleby Barwick Masterplan in association with a development brief for each phase of the development. The Masterplan was updated in 2002 and an updated development brief for the Rings was approved by the Council's Planning Committee in February 2010. The remaining un-built land is part of the southern component of Village 6 commonly known as The Rings, which is situated within the North Western part of the overall Ingleby Barwick development.
- 8.108 The part of the southern component of The Rings that remains un-built is identified in the 2002 Masterplan and in the updated development brief as the Sandview, Sandgate, Meadowbrook and Sand Hill land parcels. Full planning permission has been granted for the Sandview and Sandgate areas and development has now started. This means that the Sand Hill, Ringwood and Meadowbrook areas remain as the areas where no development has started.

Sand Hill and Meadowbrook

8.109 The Sand Hill site is situated to the south of Barwick Farm on the western side of The Rings. The Meadowbrook site is situated on the southern edge of The Rings.

Policy H29 Sand Hill, the Rings, Ingleby Barwick

- 1. The planning commitment for up to 138 dwellings at Sand Hill, Ingleby Barwick is re-affirmed.**
- 2. Development will respect the green corridor / public open space that separate Sand Hill from Sandview and Meadowbrook.**
- 3. Pedestrian and cycle links will be provided along the northern and western periphery of Sand Hill and will connect neighbourhoods with Ingleby Barwick Local Centre.**
- 4. Development of the site will include the provision of a landscape buffer to the west of the site.**
- 5. Contribute towards the Myton Way South dualling works and the Quarry Farm Roundabout works and A174 junction works**

Policy H30 Meadowbrook, The Rings, Ingleby Barwick

- 1. The planning commitment for 470 dwellings at Meadowbrook, Ingleby Barwick is re-affirmed.**
- 2. Development will respect the green corridor / public open space that separate Sand Hill from Sandview and Meadowbrook.**
- 3. Pedestrian and cycle links will be provided along the southern and western periphery of Meadowbrook and will connect neighbourhoods with Ingleby Barwick Local Centre and the green corridor / public open space that separates Meadowbrook and Sandview from Sand Hill.**

8.110 The Sand Hill and Meadowbrook planning commitments are re-affirmed because they will provide upper-tier and mid-range family housing respectively, thereby contributing towards maximising the range of housing sites that the Borough offers and are in sustainable locations for housing development in the context of access to services and facilities which can be integrated into the existing residential area through appropriate linkages. The upper-tier family housing that the Sand Hill development will provide contributes to ensuring that the Borough's housing offer caters for upper income households and is therefore consistent with the economic strand of sustainable development.

8.111 The Sand Hill policy includes a requirement for the provision of a landscape buffer. This is in order to ensure that visual transition from the Tees corridor to this part of The Rings is not a harsh one.

Blair Avenue, Ingleby Barwick

8.112 The site is vacant land north of Blair Avenue, Ingleby Barwick. There is residential development to the west, Roseville Care Centre to the east and All Saints Church of England School is opposite the site towards the south.

Policy H31 - Blair Avenue, Ingleby Barwick

- 1. The planning commitment at Blair Avenue, Ingleby Barwick for up to 48 retirement apartments is re-affirmed.**
- 2. Development of the site will include making the adjacent area of open space, publically accessible.**

8.113 The planning commitment is re-affirmed in order to contribute towards addressing the housing challenge presented by demographic changes and thereby contributes to maximising the range of housing sites that the Borough offers.

8.114 There are significant demographic changes that will affect the borough. This is particularly the case with the impact of an ageing population. Addressing the accommodation requirements of older people is going to become a major strategic challenge for Tees Valley Local Authorities over the next few decades, with the number of residents aged 65 or over expected to increase dramatically.

8.115 The site is well situated to contribute to addressing this challenge. Proximity to shops and services is particularly important for retirement apartments. Ingleby Barwick Local Centre is very close to the site.

8.116 The adjacent area is identified as public open space and is part of the local green infrastructure network for Ingleby Barwick. However, it is currently fenced off. Making it publically accessible will enhance the quality of open space provision and the setting of the development.

YARM

Land South of Green Lane, Yarm

8.117 The site is, for the majority, in agricultural use. It is bound to the north by Green Lane (A1044), beyond which is residential development, to the east by the railway line and to the west by electricity power-lines and pylon structures.

Policy H32 - Land South of Green Lane, Yarm

- 1. The planning commitment for up to 370 dwellings at Land South of Green Lane, Yarm is re-affirmed.**
- 2. Development of the site will include the following elements:**
 - I. A high quality landscape scheme will retain and enhance the existing planting along Green Lane and along the southern boundary of the site will buffer development from the adjacent rural area with provision for public access and linkages to existing public rights of way;**
 - II. Mitigation for noise and disturbance arising from the railway station and line;**

- III. Two vehicular accesses on to Green Lane;**
- IV. Provide highway mitigation at the following locations:**
 - **Green Lane and A67 (Yarm Road) Junction;**
 - **A67 / Worsall Road Junction A689/Wynyard Avenue Junction;**
 - **A67 / A19 Crathorne Interchange junction.**
- V. Contribute towards Ingleby Way dualling; and**
- VI. Cycle and pedestrian crossings on Green Lane and improvements to the pedestrian crossing to the west of Davenport Road.**

8.118 The planning commitment is re-affirmed because it will provide family housing, thereby contribute towards maximising the range of housing sites that the Borough offers and is in a sustainable location for housing development in the context of access to services and facilities and it can be integrated into the existing residential area through appropriate linkages.

8.119 A high quality landscape buffer with careful planting along the southern boundary of the site, together with the existing woodland to the south, will ensure that that development is positively integrated in a visual context.

8.120 The Council recognises that some mitigation may be required to overcome the noise and physical separation caused by the railway line, but the negative impacts of the line have not been identified as highly significant.

8.121 The policy includes a number of requirements to mitigate the impact of the development on the local highway. These have been informed by transport modelling that was commissioned by the Council in autumn 2012.

Tall Trees, Yarm

8.122 The site is located to the south west of the built up area of Yarm and presently contains a vacant hotel complex with associated buildings and remains of the recently demolished Tall Trees nightclub.

Policy H33 - Tall Trees, Yarm

- 1. The planning commitment for up to 330 dwellings at Tall Trees, Yarm is re-affirmed.**
- 2. Development of the site will include:**
 - I. Two new access junctions into the site from Green Lane;**
 - II. A high quality landscape scheme will retain and enhance the existing planting along Green Lane and along the southern boundary of the site will buffer development from the adjacent rural area with provision for public access and linkages to existing public rights of way; and**
 - III. A footway / cycleway link crossing over Green Lane**

8.123 The planning commitment is re-affirmed because it will provide family housing, thereby contribute towards maximising the range of housing sites that the Borough offers and is in a sustainable location for housing development in the context of

access to services and facilities and it can be integrated into the existing residential area through appropriate linkages.

- 8.124 A high quality landscape buffer will ensure that development is positively integrated in a visual context.
- 8.125 A footway / cycle link over Green Lane will create a sustainable linkage to Yarm Railway Station.

WYNYARD

Wynyard Settlement Summary

- 8.126 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 (Wynyard Village), with a large-scale business park to the north (Wynyard Park). 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.
- 8.127 The majority of the original residential village has been developed over the last 20-years. There is an opportunity to extend the village whilst maintaining the executive housing brand associated with Wynyard Village. There is a further opportunity for a particularly exclusive residential development to the south of the far eastern end of Wynyard Village at Wynyard Golf Club.
- 8.128 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 cannot be delivered as it will have a significant impact on the strategic highway network. This has contributed to an opportunity for a development of 400 dwellings at Wynyard Park. There is also a possibility for the development of a further 400 dwellings at Wynyard Park subject to unlocking additional highway capacity.
- 8.129 Development at Wynyard raises significant cross boundary and strategic issues which Stockton and Hartlepool Borough Councils have co-operated in addressing. Significant housing development is planned in both administrative areas for Wynyard and there has been co-operation regarding infrastructure requirements. In addition a new hospital is planned within the Hartlepool boundary that will serve the populations of both Boroughs. The potential level of health facilities at Wynyard could therefore be on a par with one of the larger settlements in the main urban area. Stockton Borough Council has also granted planning permission for an independent school in the Wynyard area.
- 8.130 The overall vision for Wynyard, shared by both councils, is that the expansion of residential development should aspire to achieve a sustainable residential community.

Wynyard Village

- 8.131 The extension to the existing Wynyard Village comprises a mix of agricultural land and mature coniferous plantations lying North West of Wynyard Hall. It is bounded by

Wynyard Village to the north and east, the Castle Eden Walkway to the west and to the south by further farmland and woodland, forming part of the Registered Park and Garden associated with Wynyard Hall.

Policy H34 - Wynyard Village

- 1. The planning commitment for a western extension to Wynyard Village comprising up to 500 dwellings is re-affirmed. Development proposals will be expected to:**
 - I. Deliver a high quality executive housing development in a woodland setting;**
 - II. Provide a primary school on site;**
 - III. Provide facilities comprising doctors surgery, community hall/facility and small scale shop units;**
 - IV. Provide contributions for affordable housing to be delivered off-site;**
 - V. Provide off-site biodiversity off-setting to compensate for the loss of natural habitat;**
 - VI. Provide attractive gateways to the adjacent Wynyard Woodland Park to the west, and pedestrian, cycle and equestrian links as appropriate to the Castle Eden Walkway and other existing access routes;**
 - VII. Respond positively to the context and setting of the registered historic park and be accompanied by a heritage impact assessment;**
 - VIII. Provide a safe footway/cycleway crossing facility across the A689 to provide a linkage to Wynyard Park; and**
 - IX. Provide highway mitigation at the following locations:**
 - **A689/The Wynd Junction**
 - **A689/Glenarm Road Junction**
 - **A689/Wynyard Avenue Junction**

8.132 The planning commitment is re-affirmed in order to contribute towards the creation of a sustainable settlement at Wynyard and to enhance the Borough's executive housing offer thereby supporting the Council's economic growth ambitions and maximising the range of housing sites that the Borough offers.

8.133 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.

8.134 The policy requires that development is high quality executive and in an aesthetically pleasing setting in order to maintain the executive brand with which Wynyard Village is associated.

8.135 The policy requires the provision of a primary school on site and facilities which will contribute to rectifying the shortfall in local services at Wynyard. The small scale of retail development that will be included in the focal point is proportionate to the needs of Wynyard residents.

- 8.136 The requirement for affordable housing element to be in the form of a financial contribution towards off-site provision will maintain the executive character of Wynyard Village.
- 8.137 The requirement for biodiversity off-setting will ensure that the Council is able to compensate for the loss of natural habitat within the development site through the delivery of new and enhanced habitats within the Borough.
- 8.138 The site bounds the registered historic parkland of Wynyard Park. In addition, Wynyard Hall itself as grade II* listed building. The estate grounds associated with the listed house occupy 2,800 hectares. In order to ensure that development would not adversely affect the setting of the historic parkland the policy requires the submission of a heritage impact assessment.
- 8.139 The provision of a linkage to Wynyard Park will contribute to improving the sustainability of the wider Wynyard settlement.

The Wellington Club, Wellington Drive, Wynyard

- 8.140 The existing Wynyard residential area lies to the north of the site along with Wynyard Golf Club. A belt of mature woodland planting forms a boundary to the west and land associated with Parkside Manor forms the south west boundary. Wolviston Road forms the southern boundary.

Policy H35 - The Wellington Club, Wellington Drive, Wynyard

- 1. The planning commitment for up to 44 executive houses and a 5-star golf hotel at the Wellington Club, Wellington Drive, Wynyard is re-affirmed.**
- 2. A financial contribution will be required towards the provision of off-site affordable housing.**
- 3. The density of the development will be very low.**

- 8.141 The planning commitment is re-affirmed in order to contribute towards the Borough's executive housing offer with a particularly exclusive development in a very exclusive setting, thereby supporting the Council's economic growth ambitions and maximising the range of housing sites that the Borough offers.
- 8.142 The policy includes the allocation of a 5-star golf hotel. There is an acknowledged need for a hotel of this quality in the area. A study undertaken on behalf of Tees Valley Unlimited and the five Tees Valley local authorities (Hotel Futures, February 2009) identified strong potential at Wynyard Golf Club for an exclusive golf hotel/resort. The study found that the proposed hotel development at Wynyard Golf Club will be part of a unique destination offer, along with Wynyard Hall, that has the ability to draw visitors in their own right and that the quality and prestige of these hotels will clearly be a sub-regional asset that could not be developed in Middlesbrough, Stockton-on-Tees or Hartlepool town centres. A hotel in this location should be able to draw top end corporate business from Wynyard Business Park and thereby add to the attractiveness of the Business Park as a location for inward investment. A 5-star graded hotel with leisure facilities and catering facilities would

serve not only to support the aspiration to achieve destination status for the Golf Club, but would provide facilities for the local Wynyard community.

- 8.143 With regard to the housing proposals, the attractiveness of the setting should enable the provision of top end executive housing that would be suitable to attract business people with growth companies and directors of large companies working in industries such as chemicals and processing that are very important to the Tees Valley economy.
- 8.144 The Council normally expects affordable housing provision to be on-site but this allocation substitutes a financial contribution for on-site provision. This is because on-site affordable housing provision is not appropriate in the context of an executive housing development.
- 8.145 This will be a particularly exclusive development, that is to say more exclusive even than the executive brand associated with Wynyard Village. In order to ensure this exclusivity is a defining characteristic of the development Council requires that the density of the development is particularly low.

Wynyard Park

Policy H36a - Wynyard Park

- 1. The planning commitment for up to 400 dwellings at Wynyard Park is re-affirmed.**
- 2. Development proposals at Wynyard Park will be expected to:**
 - I. Provide mid-range family homes set in a low density parkland setting;**
 - II. Provide a minimum of 25 affordable dwellings on-site and the remainder by way of off-site provision;**
 - III. Provide a small scale retail facility of up to 280 square metres;**
 - IV. Provide a potential Primary School;**
 - V. Provide a safe footway/cycleway crossing facility across the A689 to provide a linkage to Wynyard Village;**
 - VI. Provide a safe and sustainable cycleway from the development to connect to the wider cycleway network at Wynyard Road; and**
 - VII. Provide highway mitigation at the following locations:**
 - A689/The Wynd Junction**
 - A689/Glenarm Road Junction**
 - A689/Wynyard Avenue Junction**

Policy H36b - Wynyard Park

- 1. A further 21.5 hectares of land at Wynyard Park are safeguarded for up to 400 dwellings**
- 2. Development proposals will be expected to demonstrate that the proposal has been adequately master-planned to take full account of the broader Wynyard area. This will include being appropriately connected to Wynyard Village and to the wider Wynyard Park area.**

Planning commitment

- 8.146 The planning commitment is re-affirmed in order to contribute towards the creation of a sustainable settlement at Wynyard, protect the status of the Wynyard prestige employment site by ensuring an appropriate balance between housing and employment development and to ensure that the wider Wynyard settlement, beyond the village, provides an opportunity for mid-range family housing thereby supporting the Council's economic growth ambitions and maximising the range of housing sites that the Borough offers.
- 8.147 Wynyard Park is recognised as a Key Employment Location, which is of importance to the whole of the North East region. However, there is an excess level of employment land at Wynyard Park. This allocation would provide an appropriate means of managing this supply. The Council is concerned that further expansion of logistics development could harm the perception of the Wynyard Park prestige employment site. Enhancing the deliverability of re-located employment land will more than compensate for the reduction in the overall quantity of designated employment land. 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.
- 8.148 Whilst this is a substantial de-allocation, not all of the employment land is to be lost, as over the plan period (2004 – 2030) in excess of the 70-hectares of land at this key employment location will be delivered, as required by the adopted Core Strategy. This issue is discussed in greater detail under Regeneration and Environment Local Plan Policy EMP1 – Employment Land Portfolio.
- 8.149 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 its current village status in to a new settlement.
- 8.150 The policy requires the provision of a small scale retail facility which will contribute to rectifying the shortfall in local services at Wynyard. This is proportionate to the needs of the Wynyard residents.
- 8.151 The provision for a potential primary school is as a contingency in the event of this facility not being provided on the Wynyard Village site.
- 8.152 The Council envisages that the type of housing which will be located in the area will be mid-range family homes.
- 8.153 Off-site provision affordable housing provision may be made where the Council considers that there is robust evidence that the achievement of mixed communities is better serviced by making provision elsewhere. It is intended that contributions will be provided as part of the development towards off site provision of an element of affordable housing. It is considered that the delivery of 25 on-site affordable, suitably phased to allow public transport infrastructure and increased nearby employment opportunities to come forward, will effectively contribute towards a balanced and sustainable housing stock at this location.
- 8.154 The site at Wynyard Park is also divorced from the existing village by employment development and the A689. The provision of safe pedestrian and cycling connections

will ensure that the site is linked to the existing residential areas within Wynyard Village, Wolviston and Billingham.

Wynyard Park – safeguarded housing allocation

- 8.155 Planning applications were submitted for 1,000 dwellings at Wynyard Park and up to 650 at Wynyard Village as well as an application for up to 603 dwellings at Wynyard site within the Borough of Hartlepool. One of the main issues was the potential impact of the developments on the local and strategic highway networks and after very detailed and extensive highway modelling found that no more than 1,100 dwellings could be delivered without major highway mitigation being required on the A19 with substantial cost implications. As a result it was agreed to reduce the total number of dwellings across all three developments to a combined total of 1,100 dwellings with the apportionment for the two sites in the Borough of Stockton being up to 400 dwellings at Wynyard Park and up to 500 dwellings at Wynyard Village.
- 8.156 The Council is actively exploring options to unlock additional highways capacity in the Wynyard area with the Highways Agency. At the present time this is still work in progress and Stockton and Hartlepool Borough Councils have recognised the current situation by agreeing with the applicants a reduced dwelling capacity for the three planning applications submitted for residential development referred to above and some improvements to the A689 roundabouts. However, Stockton Borough Council also recognises that if additional highways capacity at Wynyard can be unlocked then there is the possibility of additional residential development at Wynyard Park within the area shown on the Policies Map as a safeguarded housing allocation.
- 8.157 The Council acknowledges that there is no certainty over delivery as feasibility work is still in progress to unlock the additional capacity on the strategic highways network. Whilst it is hoped that both the A19 Norton to Wynyard widening and the A19 second access to Wynyard would come forward within the plan period, no delivery has been scheduled.
- 8.158 It is important that any additional residential development at Wynyard is guided by the overall masterplan-led approach including complementing business investment.

VILLAGE SITES

South of Kirk Hill, Carlton; Morrison Street, Stillington and South Avenue, Stillington

- 8.159 The Carlton site a field to the south and west of High Farm House. The Morrison Street site is situated south of Morrison Street in the eastern part of Stillington and the South Avenue site is located to the west side of Stillington.

Policy H37 - South of Kirk Hill, Carlton

- 1. The planning commitment for up to 36 dwellings at Land South of Kirk Hill, Carlton is re-affirmed.**
- 2. Development of the site will include the provision of a landscape buffer to the west and south of the site.**

Policy H38 - Morrison Street, Stillington

- 1. The planning commitment for up to 54 dwellings at Morrison Street, Stillington is re-affirmed.**

Policy H39 - South Avenue, Stillington

- 1. The planning commitment for up to 39 dwellings at Land off South Avenue, Stillington is re-affirmed.**
- 2. Development proposals will be expected to:**
 - Implement a scheme for the re-provision of the allotments; and**
 - Provide a footpath connection to the existing footpath on South Street.**

8.160 The principle of residential development on three village sites outside the village limits to development was approved because the Council was unable to demonstrate a five year deliverable housing supply. The policies re-affirm the commitments in order to contribute to meeting rural housing need, particularly rural affordable housing need, in locations that are sustainable for infill housing, notwithstanding that the developments are of a greater scale than infill housing. The Council has evidence regarding both rural housing need and the sustainability for infill development of the villages in the Borough.

8.161 The 2013 Stockton-on-Tees Rural Housing Needs Assessment considers general housing demand in the Rural Areas. The study shows an annual net affordable housing shortfall of 13 dwellings for Carlton an annual net affordable housing shortfall of 20 dwellings for Stillington.

8.162 The Planning the Future of Rural Villages study groups villages into tiers based on their sustainability, with tier 1 being the most sustainable and tier 4 being the least, only those villages falling within either tier 1 or 2 have been considered sustainable enough to accommodate further infill housing. Carlton lies within tier 2 and Stillington within tier 1. The on-going update to the document has shown that there does not appear to be any changes to the services and facilities available to the residents of Carlton and Stillington that would change how they are placed in the hierarchy.

8.163 The Carlton development will reduce the gap between Redmarshall and Carlton but it is considered that a sufficient gap will be maintained as the policy includes a requirement for a significant landscape buffer to the south and west of the site. Without this buffer there would be a significant adverse impact on the character and appearance of the open countryside.

8.164 The South Street, Stillington site is on an existing set of allotments which are a significant community asset and would therefore need to be re-located.

Affordable Housing Provision

8.165 Increasing the supply of affordable housing is an aspiration to which the Council attaches high importance. Policy H42 sets out how the Council aims to facilitate the achievement of this aspiration. It should be read in conjunction with the housing spatial strategy (Policy SP2) regarding rural affordable housing provision.

Policy H40 – Affordable Housing Provision

- 1. The average annual target for the delivery of affordable housing is 100 affordable homes per year during the plan period. This target is a minimum, not a ceiling.**
- 2. 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.**
- 3. 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.**
- 4. 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.**
- 5. 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 smaller dwellings and older persons' accommodation. 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.**

8.166 Point 1 of the policy sets a target for affordable homes delivery of 100 homes per annum. The annual housing requirement for all tenure types is about 570 dwellings per year. The 2012 TVSHMA shows an annual affordable housing shortfall of 560 dwellings. It is important to be clear that the affordable housing shortfall is not a target reflecting an absolute need but rather it is an imbalance. It is clearly not realistic to set an affordable housing target at the same level as the total housing requirement for all tenure types. The target therefore, is based on 15% of what the Council expects to be delivered through housing site allocations and planning permissions.

8.167 A target range for affordable housing provision is set at Point 2 of the policy. The target range for affordable housing provision has been arrived at through a two-stage process. The first stage was identifying an annual affordable housing shortfall of 560 dwellings per annum through the 2012 TVSHMA. The second stage was applying an economic viability sieve 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.

- 8.168 Point 2 of the policy states the need for robust justification for any proposal that does not provide affordable housing within the target range. Point 5 sets out that robust justification is also needed for any affordable housing provision with a tenure mix that is different from the standard target. Guidance as to how the Council expects a financial appraisal to be is set out in Appendix 4 - Viability Guidance, of this document and in Section 8 - Viability Guidance of Supplementary Planning Document 8 - Affordable Housing.
- 8.169 The policy requires a joined approach up to affordable housing provision is required where a site is sub-divided. This acknowledges that 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.
- 8.170 Point 4 of the policy makes allowance for financial contributions to substitute for on-site affordable housing provision. Supplementary Planning Document 8 - Affordable Housing provides detail on how the financial contributions will be calculated. The Council's affordable housing requirements may include, for example, 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 and 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).
- 8.171 The affordable housing tenure mix required by Point 5 of the policy has been informed by the 2012 TVSHMA which recommended an indicative target of 30% of new affordable housing to be intermediate tenure. The policy also allows the Council 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.
- 8.172 The policy also states at Point 5 that priority will be accorded to smaller houses and older persons' accommodation. This acknowledges the changing demographic profile of the Borough's population and the finding of the 2012 TVSHMA that the predominant, but not exclusive affordable housing need, in the context of size of dwellings, is for smaller one and two-bedroom dwellings. It also reflects the local impact of the Government's welfare reform policy which has resulted in a demand for smaller properties including one-bedroom affordable dwellings.

Housing Mix

- 8.173 The policy complements the affordable housing provision policy by setting out other aspects of the housing mix that will ensure that all of the Borough's housing needs are met.

Policy H41 – Housing Mix

- 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 latest strategic housing market assessment.

- 2. A balanced mix of housing types will be required. In particular:**
 - i. All major residential schemes should provide balanced mix of housing types including bungalows unless robust justification is provided; and**
 - ii. Executive housing will be supported in Wynyard Village.**
- 3. The Council will support proposals that address the identified requirements of vulnerable and older persons housing consistent with the housing spatial strategy. 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. All housing developments for older people should be in locations where services and facilities are accessible to residents.**
- 4. The Council will support extra care housing schemes consistent with the housing spatial strategy including integral on-site A1/A3 uses provided they are genuinely 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.**
- 5. Major planning applications for student accommodation will have to demonstrate they are compatible with wider social and economic regeneration objectives and are conveniently located for access to the University and local facilities.**

8.174 The Council supports the creation of communities with a mix of market and affordable housing and with a range of house types. A diverse offering of housing tenures and house types will contribute to ensuring that communities reflect social diversity and are sustainable.

8.175 The 2012 TVSHMA provided evidence on the range of house types required through a review of general market supply and demand. This showed a shortfall of bungalows across most of the district. The study also shows that there is a strong expectation of moving to bungalows among older persons' households.

8.176 The Council would define an executive housing development as one which is likely to include the following features;

- Is suited to the needs and aspirations of high income households
- High property values
- Architect designed bespoke properties featuring exceptionally high quality construction with quality materials in respect of both interior and exterior fittings.
- Personalised fittings and high environmental specification
- A location which is recognised as exclusive and prestigious and set in surroundings of high quality landscaping / green infrastructure / public realm

8.177 Typically such developments will be detached and at least five bedrooms or more and with very low density. However, the Council recognises that some higher density

developments that achieve all of the above features can also be executive housing, particularly when forming a contrasting enclave within an overall scheme typified by lower densities.

- 8.178 The Council wishes to encourage executive housing in appropriate locations because of the economic benefits of its inclusion in the Borough's housing offer. The success of the Wynyard development is evidence of the potential for increasing the supply of executive housing in the Borough. The evidence collated for the TVSHMA 2012 has highlighted that a need and demand for housing that meets the aspirations of higher income households exists in the Tees Valley. The Borough has a diverse existing housing offer that meets these aspirations. It includes some modern exclusive 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 Village 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.
- 8.179 One of the aims of the policy is to ensure that the appropriate type of development is provided to meet the housing needs and aspirations of older people within the Borough. The 2012 TVSHMA commented that a major strategic challenge for the Tees Valley Councils is to ensure a range of appropriate housing provision, adaptation and support for the Tees Valley's growing older population. The following discussion points set out how the Council will set out its own analysis of housing needs for older people, the preliminary discussions the Council expects developers to engage in and also provides some further detail regarding the need for on-site facilities provided through extra care housing schemes to be ancillary to the main development.
- 8.180 In addition to the Joint Strategic Needs Assessment for older people and housing, the Council is currently preparing a Market Position Statement which includes housing needs for older people. These documents will be a key reference point in determining whether proposals for care homes or housing for older people directly address a proven local need. The Market Position Statement will be updated annually.
- 8.181 Developers will discuss prospective schemes for older persons housing with the Council's adult social care and health 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.
- 8.182 The Council has ambitions to develop further extra care units in the Borough, when there is a proven need. 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.

8.183 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.

9 Environmental Protection and Enhancement

- 9.1 Improving the local environment across the Borough is a key strand in the Sustainable Community Strategy. 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 (for example, by increasing resilience to extreme weather events), improve people's health and well-being, and contribute to future economic regeneration.
- 9.2 Paragraph 114 of the NPPF states that local planning authorities should 'set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure'. Core Strategy Policy CS10 'Environmental Protection and Enhancement' provides the overarching strategic policy aimed at protecting and enhancing the local environment. The policies contained within this section seek to further develop these policies.

Green Infrastructure

Policy ENV1 - Green Infrastructure

1. **The Council will work with partners to ensure the successful creation of an integrated network of green infrastructure. At a strategic level this will be achieved by ensuring that development does not adversely impact upon the Strategic Green Infrastructure Network.**
2. **Urban open space forms an important component of the Borough's green infrastructure. Where an area of urban open space is lost (in whole or part) to development the Council will seek to impose planning conditions or legal agreements to ensure loss resulting from the development is replaced by equivalent or better provision in terms of quantity and quality in a suitable location.**
3. **Through the use of planning obligations and conditions the Council will seek to improve the quantity and quality of urban open space. This will be achieved through the delivery of schemes identified within the Green Infrastructure Strategy Delivery Plan and through other opportunities that may be identified.**
4. **Development proposals should seek to retain and enhance:**
 - I. **existing landscaping and natural and semi-natural features on site, for example woodland, trees, hedgerows, ponds, wetlands, watercourses and geological features**
 - II. **existing formal and informal cycleways, footpaths and bridleways, improving connectivity and creating enhanced environmental settings for these routes.**

- 5. The Council will require new and improved green infrastructure to be integrated into new housing, commercial and other developments. This includes new hard and soft landscaping, and other types of green infrastructure. Proposals should illustrate how the proposed development will be satisfactorily integrated into the surrounding area and enhance the Green Infrastructure Network.**
- 6. The Council support the provision of Sustainable Drainage Systems (SuDS) within new developments. The incorporation of SuDS should be integral to the design process and be integrated with green infrastructure.**

- 9.3 Green Infrastructure is defined within the NPPF as *“A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.”*
- 9.4 Core Strategy Policy CS10 ‘Environmental Protection and Enhancement’ states that ‘joint working with partners and developers will ensure the successful creation of an integrated network of green infrastructure’. This policy outlines how this responsibility will be taken forward to ensure that development proposals respect and, where opportunities arise enhance green infrastructure within the Borough.
- 9.5 Stockton-on-Tees Green Infrastructure Strategy was adopted in 2011 identifying ten broad themes or ‘Strategic Objectives’ which will be addressed through the future development and on-going management of the Borough’s green infrastructure. The strategy highlights the existing green infrastructure components and assets which are significant at the Tees Valley or Borough-scale. These major green infrastructure components form the basis for the Borough’s existing strategic 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
- 9.6 The Borough’s strategic green infrastructure network has been identified on the policies map. It is important to understand that the extent of the boundaries of the network do not represent all land and assets that form part of the network; green infrastructure is a strategic concept requiring consideration as part of application process. The reasoned justification to Core Strategy Policy CS10 ‘Environmental Protection and Enhancement’ identifies how the strategic priorities within CS10 seek to deliver a strategic approach to green infrastructure. This identifies the role strategic gaps, green wedges, urban open space and nature conservation sites play in contributing to the green infrastructure network.
- 9.7 The Stockton-on-Tees Green Infrastructure Strategy also recognises neighbourhood-scale green infrastructure networks as being important. This third tier of green infrastructure is termed the ‘Green Grid’ and comprises local networks of urban open space, street trees and other landscape features. These ‘Green Grids’ exist in most urban and rural areas and collectively they make an important contribution to the overall aims of the Stockton-on-Tees Green Infrastructure Strategy. While they are

not identified on the policies map it is possible to identify, plan and manage these 'Green Grid' networks; for example, they could form part a neighbourhood plan or a new development proposal.

- 9.8 The land included within the Tees Heritage Park forms an integral part of the Borough's green infrastructure. Further information regarding the Tees Heritage Park is provided within Policy ENV3.
- 9.9 Core Strategy Policy CS6 'Community Facilities' states at point 3 that 'The quantity and quality of open space, sport and recreation facilities throughout the Borough will be protected and enhanced'. In accordance with paragraph 74 of the NPPF the Council has prepared SPD2 'Open Space, Recreation and Landscaping' which contains an assessment of open space, sports and recreation facilities. The SPD provides standards for the quantity and proximity of open spaces which have been incorporated within policy PF1. These standards represent minimum standards and should not be used to identify areas where open space is available for development. Where open space provision is well above the minimum standard for a particular type of space, guidance demands that in the first instance quantity standards for all types of space are met. There is no area in the Borough where all types of open space meet the standard; therefore development on open space is not acceptable unless the loss is mitigated adequately.
- 9.10 The Council has prepared a Green Infrastructure Strategy Delivery Plan which seeks 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 SPD2 'Open Space, Recreation and Landscaping', Playing Pitch Strategy, Rights of Way Improvement Plan and Cycleway Improvement Plan. The Plan has been informed by previous consultation and research work and also captures other project proposals that have come forward through the Council's on-going work with local communities. This plan identifies a wide range of potential schemes and projects to provide or enhance green infrastructure within the Borough.
- 9.11 Altering large areas of land by urbanisation fundamentally alters the way in which rainfall drains to watercourses and has the potential to increase the amount of water that enters watercourses, causing an increase in flood risk. In many cases the, the management of surface water is achieved via a requirement to restrict runoff from developed sites to that which occurs from a pre-developed land-use, and this is achieved by incorporating a range of Sustainable Drainage Systems (SuDS). These aim to maximise the amount of rainwater which is returned to the ground (infiltration) and then hold back (attenuate) excess surface water.
- 9.12 A range of benefits and objectives are associated with incorporating SuDS into development; not only controlling volumes of surface water run-off but also the rate and quality. There are also opportunities to enhance landscaping and therefore amenity and or conservation value of a site. Reducing the need for piped connections and surface water sewers can also lead to cost savings in developments.

Natural Environment

Policy ENV2 – Natural Environment

1. Development of an appropriate type and scale should seek to achieve net

gains in biodiversity by protecting, managing, enhancing and extending existing resources, and by creating new resources.

- 2. Designated biodiversity and geodiversity sites will be protected and where appropriate enhanced, taking in to consideration the hierarchy of international, national and locally designated sites:**
 - a) Development which would result in damage to or loss of a site of international value will be subject to the Habitats Regulations Assessment process and will not be permitted unless it can be demonstrated that there will be no likely significant effects on the international site or that effects can be mitigated.**
 - b) Development which would result in damage to or loss of a site of national importance will not be permitted unless the benefits of the development clearly outweigh the harm it would cause and the loss can be appropriately mitigated.**
 - c) Development which could destroy or adversely affect, directly or indirectly a locally designated site will not be supported unless, it can be clearly demonstrated that the need for, and benefits of, the development in that location outweigh the loss. Where development is permitted 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 irreplaceable habitats and those that cannot readily be recreated within a reasonably short timescale, for example ancient woodland and ancient meadows.**
- 3. The Council will support proposals that help protect, restore and re-create priority habitats, and protect and recover priority species, as listed under the 'Habitats and Species of Principal Importance in England'.**
- 4. The Council will seek to maintain and extend networks of natural habitats to link sites of biodiversity importance by avoiding or repairing the fragmentation and isolation of natural habitats. Where development in these areas cannot be avoided, the network of natural habitats should be strengthened by or integrated within the development.**
- 5. When considering development proposals the Council will explore opportunities to improve biodiversity and retain features of biodiversity and geological interest as part of the design. Where this is not possible the Council will seek appropriate mitigation measures.**

- 9.13 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 network of biodiversity and green infrastructure. There is the potential for conflict between the natural environment and current/future land uses. Therefore, it is essential that the Local Plan satisfactorily manages development to ensure it does not harm the natural environment and where possible enhances it.

- 9.14 Within Stockton there is one internationally designated site; the Teesmouth and Cleveland Coast Special Protection Area (SPA) and RAMSAR site which is situated in the north east of the Borough. The intertidal part of the SPA is termed a European Marine Site. Stockton has five nationally important Sites of Special Scientific Interest (SSSIs), these are Seal Sands, Cowpen Marsh, Whitton Bridge Pasture, Briarcroft Pasture, and the Tees and Hartlepool Foreshore and Wetlands. The very best parts of the SSSI within the Borough at Teesmouth have been designated as a National Nature Reserve (NNR). Locally designated sites include the twelve Local Nature Reserves and the Local Wildlife and Geological Sites.
- 9.15 Development proposals likely to affect a site of European ecological importance will need to be accompanied by a thorough Habitats Regulations Assessment of the potential effects of the development on that site, to enable the Council to determine whether the development would result in significant adverse effects on the integrity of the site. Any development that is unable to demonstrate that it would not have a significant adverse effect upon the integrity of a European site, having taken account of proposed mitigation, will be refused. This is in accordance with the precautionary principle enshrined in the Habitats Directive. Developers will be expected to liaise with Natural England and RSPB if mitigation measures are proposed. Where there are imperative reasons of over-riding public interest and the Council is unable to conclude no adverse effect on the integrity of the European site, the authority will notify the Secretary of State to allow the application to be called in for determination. In these situations compensatory measures to protect the site must be put in place.
- 9.16 The Tees Valley Nature Partnership acts as the Local Sites Partnership in the Tees Valley. The partnership has produced a guidance document for the selection of Local Wildlife and Geological Sites in the Tees Valley in accordance with Defra (2006) guidance. The Local Sites guidance is based on local scientifically based knowledge within the partnership, with criteria covering 8 habitat types and 15 species/groups. These criteria will provide information to monitor site condition and set management objectives for sites. Ancient woodland is captured within the criteria for Local Sites. As at November 2014 there were 56 Local Wildlife and Geological Sites within the Borough and they are identified on the Policies Map. These designations will be reviewed throughout the plan period and the Policies Map is only a guide; any new sites designated will be subject to the above policy. Circular 06/2005 advises that Local Nature Reserves also fall under the term 'Local Sites' and they are also shown on the policies map.
- 9.17 Where compensatory provision or mitigation is needed the overriding principle is that no net loss to biodiversity should occur and a net gain should be secured where possible.
- 9.18 It is important that the designated sites 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.
- 9.19 Through the 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.

- 9.20 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.
- 9.21 Tees Valley Nature Partnership has mapped and collated information on important biodiversity sites and species across the Tees Valley, including designated sites and 'Habitats of Principal Importance in England'. Based on this, and analysis of other data, it has been possible to identify a number of broad landscape areas for habitat conservation, restoration and creation. This Natural Networks and Opportunities Mapping provides a basis on which to work at a 'landscape scale' to conserve, restore and create ecological networks, prioritising specific habitats and species where appropriate.
- 9.22 It is important that any features of value are identified early in the planning process so that adequate measures can be taken to secure their protection. Developers will be expected to incorporate and enhance such features within a site wherever possible and adequate measures should be taken to protect them from damage during construction. Networks of habitats will be protected from development and where possible strengthened by it.

Tees Heritage Park

Policy ENV3 – Tees Heritage Park

- 1. The Council will support proposals within the Tees Heritage Park which seek to:**
- I. Strengthen habitat networks by maintaining, extending and linking sites of biodiversity importance; or**
 - II. Conserve and enhance the landscape character of the river corridors; or**
 - III. Positively respond to and enhance cultural and historic assets; or**
 - IV. Promote sustainable tourism through promoting the area as a leisure and recreation destination, this includes increasing the use and access to the river itself; or**
 - V. Promote sustainable travel through use of the river, by improving and extending footpaths, bridleways and cycle routes, and providing links to the public transport network; or**
 - VI. Promote understanding and community involvement.**

- 9.23 The Tees Heritage Park stretches from Yarm to Stockton, taking in all of the open land along the River Tees, including Leven Valley and Bassleton Beck. For the first time, this attractive stretch of land in the heart of the Tees Valley has a clear identify and has been promoted as a 'single park'.

- 9.24 The Tees Heritage Park is firmly embedded within the Local Plan being included within Core Strategy objectives and policies; specifically the Core Strategy supports the growth in sustainable tourism and initiatives to improve the quality of the environment within the Tees Heritage Park. In addition the Tees Heritage Park is recognised within the Stockton-on-Tees Green Infrastructure Strategy and Heritage Strategy.
- 9.25 The Tees Heritage Park is being developed through a partnership approach involving organisations such as the Friends of Tees Heritage Park, Groundwork North East, Environment Agency, the Canal & River Trust, Natural England, Stockton-on-Tees Borough Council and Tees Valley Wildlife Trust with the aim to deliver a park which will become a popular visitor attraction, help to protect local wildlife and enhance the landscape.
- 9.26 The first phase of the project was completed in 2012; this was largely on Council-owned sites which comprise a 'core area' within the wider park boundary. This policy reflects the Council's commitment to developing future phases of the Heritage Park as and when funding is identified.

Landscape Character

Policy ENV4 - Landscape Character

- 1. Development which has an unacceptable impact on the character and distinctiveness of the Borough's landscape will not be supported.**
- 2. The Council will require developers to take account of the Tees Lowlands National Character Area description, and the Stockton-on-Tees Landscape Character Assessment and Capacity Study; and detail how this information has been used to inform development proposals and assess the impact of a proposal on the landscape.**

- 9.27 The NPPF identifies that the planning system should contribute to and enhance the local and natural environment; the protection and enhancement of valued landscapes is essential in delivering this. The Tees Lowlands National Character Area description, and the Stockton-on-Tees Landscape Character Assessment and Capacity Study provide the evidence base to consider proposals in landscape terms.
- 9.28 England has been divided into 159 National Character Areas (NCAs), each defined by a unique combination of landscape, biodiversity, geodiversity and cultural and economic activity. The boundary of Stockton-on-Tees falls within the Tees Lowlands NCA. 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.
- 9.29 At a local level, the Landscape Character Assessment and Capacity Study is a more detailed study of the Borough's rural and urban fringe landscape. It assesses 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.

The Countryside

- 9.30 The countryside is defined as land beyond the limits to development and green wedge. The countryside has a plethora of uses and is an important resource that should be protected, managed and enhanced for all those who benefit from it.
- 9.31 The level and nature of development in the countryside as well as other changes in the countryside such as 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.
- 9.32 Policy SP3 'Locating Development' identifies what types of development will be supported in the countryside. Policies within this section amplify this strategic policy to ensure that support is given to appropriate development.

Re-use and Replacement Buildings

Policy ENV5 – Conversion and Re-Use Of Rural Buildings

1. **The Council will support the conversion and re-use of buildings for uses deemed acceptable in the countryside, providing:**
 - I. **The proposed use can largely be accommodated within the existing building, without significant demolition and rebuilding;**
 - II. **Any alterations or extensions are limited in scale;**
 - III. **The proposed use does not result in the fragmentation and/or severance of an agricultural land holding creating a non-viable agricultural unit; and**
 - IV. **Any associated outbuildings/structures are of an appropriate design and scale.**

- 9.33 The conversion and re-use of rural buildings adds detail to policy SP3 'Locating Development'. Rural buildings can make a positive contribution to the character of the countryside. However, changes to agricultural practices have left many redundant or under used. To ensure these buildings do not fall into decay causing a negative impact on the landscape the Council support their conversion and re-use. Any grant of planning permission is likely to include a condition preventing the exercise of permitted development rights for extension and/or curtilage buildings.

Farm Diversification & Horticultural Nurseries

Policy ENV6 - Farm Diversification & Horticultural Nurseries

1. **The Council will support proposals for farm diversification providing:**
 - I. **satisfactory parking and access arrangements are provided in**

- accordance with the volume of traffic likely to be generated by the proposed development;
- II. that wherever possible, the proposal is carried out in an existing underused building and only where it can be demonstrated these would not be appropriate for the intended use should new buildings be considered;
 - III. any associated signage/advertising does not constitute an intrusive feature in the landscape; and
 - IV. proposals are small in scale and ancillary to the main use of the farm.
2. The Council will support retail development associated with farm shops and horticultural nurseries where:
- I. satisfactory parking and access arrangements are provided in accordance with the volume of traffic likely to be generated by the proposed development;
 - II. that wherever possible, the retail operation is carried out in an existing underused building and only where it can be demonstrated these would not be appropriate for the intended use should new buildings be considered;
 - III. any associated signage/advertising does not constitute an intrusive feature in the landscape; and
 - IV. proposals are small in scale and ancillary to the main use of the farm/nursery;
 - V. the operation does not cause significant harm to a local/ neighbourhood centre, a nearby village shop or local amenity; and
 - VI. the goods sold will predominantly (at least 75%) be those produced on site or from other local farms/nurseries.
3. Proposals for farm diversification 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.

9.34 The diversification of an existing agricultural enterprise is supported within policy SP3 'Locating 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 farm diversification, including their design and layout, should not create the requirement for further development which would be inappropriate in itself.

9.35 Retail development associated with farm shops and horticultural nurseries are supported to aid the rural economy and farm diversification. The Council recognise that in order to provide a service throughout the year it may be necessary to bring in produce to overcome problems associated with seasonality, selection of produce and

provide continuity of employment. The Council will, therefore, condition up to 25% of the value of goods sold to be an acceptable level of imported produce.

Equestrian Activity

Policy ENV7 - Equestrian Activity

- 1. Planning applications for private and commercial stables and equine related development will be supported, providing:**
 - I. the proposal is 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;**
 - II. the site is appropriately situated and screened by landscape features, where appropriate;**
 - III. the siting, design and materials of the buildings and structures retain openness and be commensurate with the use; and**
 - IV. the movement of either horses or vehicles as a result of the development does not prejudice road safety.**

9.36 Equestrian activity is supported within policy SP3 'Locating Development'. Equestrian activities contribute to economic growth in rural areas which the NPPF states that planning policies should support.

9.37 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.

Agricultural, Forestry and Other Rural Based Enterprise Dwellings

Policy ENV8 – Agricultural, Forestry and Other Rural Based Enterprise Dwellings

- 1. The Council will support new permanent agricultural or forestry dwellings where it supports existing activities on well-established agricultural or forestry units, providing:**
 - I. there is a clearly established existing functional need;**
 - II. 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;**

- III. **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;**
 - IV. **the functional need could not be fulfilled by another existing building on the unit, or any other existing accommodation in the area which is suitable and available for occupation by the workers concerned;**
 - V. **the new dwelling is of a size commensurate with the established functional requirement;**
 - VI. **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 or forestry accommodation where they are essential to support either new or established agricultural or forestry enterprises/businesses, providing:**
- I. **clear evidence of a firm intention and ability to develop the enterprise concerned;**
 - II. **clear evidence that the enterprise has a functional need;**
 - III. **clear evidence that the proposed enterprise has been planned on a sound financial basis;**
 - IV. **the functional need could not be fulfilled by another existing building on the unit, or any other existing accommodation in the area which is suitable and available for occupation by the workers concerned;**
 - V. **the temporary accommodation is of a size commensurate with the established functional requirement; and**
 - VI. **the temporary accommodation is sited so as to meet the identified functional need and to be well-related to existing farm buildings, or other dwellings.**
- 3. New dwellings associated with other rural based enterprises will be subject to the above criteria.**

9.38 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, 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 and this is supported within policy SP3 'Locating Development'. 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.

9.39 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.

- 9.40 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.
- 9.41 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, the local planning authority will 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.
- 9.42 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.
- 9.43 Any grant of planning permission may include a condition preventing the exercise of permitted development rights for extension and/or curtilage buildings.
- 9.44 Temporary agricultural and forestry accommodation 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.
- 9.45 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, as identified in policy SP3 'Locating Development', regardless of the consideration of any proposed associated dwelling.
- 9.46 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 dwellings are kept available for meeting this need for as long as it exists.

10 Historic Environment

- 10.1 The Borough's known history stretches from the Bronze Age settlement at Ingleby Barwick to the new town of Billingham and from the historic ports of Yarm and Stockton to the oil and chemical industry based at Seal Sands. The legacy of this history can be seen in the landscape, buildings and documents we have today.
- 10.2 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.
- 10.3 The Core Strategy Vision encapsulates the conservation and enjoyment of the historic environment with Core Strategy Objective 9 detailing how this will be achieved. Core Strategy Policy 3 (CS3) 'Sustainable Living and Climate Change' provides a strategic policy ensuring that new development proposals make a positive contribution to the local area by responding positively to existing features of historic, archaeological and local character.

Conservation and Enjoyment of the Historic Environment

Policy HE1 – Conservation and Enjoyment of the Historic Environment

1. To ensure the conservation and enjoyment of the Borough's historic environment the Council will:
 - I. Maintain and promote the use of the Historic Environment Record;
 - II. Review and regularly update the SPD4 Conservation and Historic Environment Folder. This will include review and regular update of:
 - Conservation Area Appraisals and Management Plans;
 - Article 4 directions;
 - Local List;
 - Character Areas;
 - III. Produce and maintain a heritage asset at risk register, and proactively seek to reduce the number of heritage assets on the register by:
 - exploring innovative ways to bring assets into viable uses consistent with their conservation;
 - appropriate enforcement;
 - IV. Actively explore opportunities to secure funding and partnership opportunities to deliver schemes to improve the historic environment including the removal of heritage assets from the at risk register;
 - V. Deliver and implement the Council's Heritage Strategy Action Plan.

- 10.4 The NPPF states that local planning authorities should set out in their local plan a positive strategy for the conservation and enjoyment of the historic environment. This policy, alongside other policies within the development plan, provides a positive strategy.
- 10.5 Essential to delivering a positive strategy for the conservation and enjoyment of the historic environment is a robust and up-to-date evidence base to allow an understanding of what makes up the historic environment including the value, significance and condition of heritage assets.
- 10.6 A comprehensive evidence base exists; this includes, but is not limited to, SPD4 Conservation and Historic Environment Folder and the Historic Environment Record. It will be important to keep this evidence base up-to-date to ensure that a positive strategy for the conservation and management of the Borough's historic environment emerges. This will be supplemented with additional monitoring, including a heritage asset at risk register, to ensure that the Council can proactively conserve and enhance the historic environment.
- 10.7 The Heritage Strategy for the Borough is based around five heritage themes. The strategy sets out a proactive cross council strategy for celebrating and managing heritage. The strategy provides a framework for the work of various Council services, community groups and heritage agencies.
- 10.8 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.

Heritage Assets

Policy HE2 – Conserving and Enhancing Stockton's Heritage Assets

- 1. The Council will support proposals which positively respond to and enhance heritage assets.**
- 2. Where development has the potential to affect heritage asset(s) the Council require applicants to undertake an assessment which describes the significance of the asset(s) affected, including any contribution made by their setting. Applicants are required to detail how the proposal has been informed by this assessment.**

- 3. Development proposals will conserve and enhance heritage assets, including their setting, in a manner appropriate to their significance.**
- 4. The following designated heritage assets are of considerable significance:**
 - a) Scheduled Monuments-** 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 and Yarm Bridge;
 - b) Registered Parks and Gardens-** Ropner Park and Wynyard Park;
 - c) Conservation Areas-** Billingham Green; Bute Street; Cowpen Bewley; Eaglescliffe with Preston; Egglecliffe, Hartburn; Norton; Stockton Town Centre; Thornaby Green; Wolviston and Yarm;
 - d) Listed Buildings**
- 5. The Council have identified the following heritage assets as they are of local significance:**
 - a) 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 and Leven Road;
 - b) Assets on the Local List.**
- 6. Stockton to Darlington railway of 1825, the branch line to Yarm and associated structures are should be considered for their international interest.**
- 7. Where the Council identify a building, monument, ruin, site, place, area or landscape as having significance because of its heritage interest it will be considered a heritage asset.**

10.9 To understand the potential impact a proposal will have upon the significance of a heritage asset(s) the Council will require the applicant to detail this in an assessment supporting the planning application; as part of this the applicant will also be required to detail how the proposal has been informed by the historic environment. The level of detail should be proportionate to the assets importance and no more than is sufficient to understand the potential impact of the proposal on their significance. The assessment should consider the information and guidance contained within the following documents; where appropriate:

- English Heritage 'Conservation Principles: policies and guidance'
- Conservation Area and Historic Environment Folder
- Historic Environment Record
- North Yorkshire and Lower Tees Valley Historic Landscape Characterisation

10.10 The Conservation Areas and Historic Environment Folder is divided into sections covering all aspects of historic sites, buildings and monuments in the area, and seeks to outline the legislation surrounding them, the role they play within the Borough, and what may be done to maintain them for future generations to enjoy.

- 10.11 The Historic Environment Record 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. The HER publicly accessible being held and maintained by Tees Archaeology, a joint service shared with other local authorities. The Historic Landscape Characterisation is held within the Historic Environment Record; it 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.
- 10.12 Some heritage assets possess a level of interest that justifies designation and particular procedures apply to decisions that involve them. Designated heritage assets within the Borough include 8 Scheduled Monuments, 2 Registered Parks and Gardens, 11 Conservation Areas, almost 500 Listed Buildings (7 Grade I; 43 Grade II* and 444 Grade II; with the highest concentration being in Yarm, Norton and Stockton).
- 10.13 There are also non-designated assets with local significance that are worthy of protection. These include but are not limited to Non-Scheduled Archaeology, Character Areas and assets on the Local List. Any other building, monument, site, place, area or landscape will be considered a heritage asset where the Council identify it as having significance.
- 10.14 Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments, should be considered subject to policies for designated heritage assets.

Character Areas

Policy HE3 - Character Areas

- 1. Within Character Areas the Council will support development which:**
 - I. Maintains or enhances the overall character and appearance;**
 - II. Respects the built form of the area in the widest sense;**
 - III. Is high quality, inclusive in design and layout; and**
 - IV. Protects and integrates any trees, archaeological or other landscape features, which contribute to the distinctive character of the area.**
- 2. The development of new dwellings within residential gardens will be resisted to protect the overall character and distinctiveness of the Character Areas.**

- 10.15 There are a number of areas within the Borough that have a distinct or unique character, planned layout or function which makes them unique. They may demonstrate a particular period of architectural style, purpose, social development or innovation which makes them worthy of protection. 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, sufficient to amount to a material planning consideration.

- 10.16 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.
- 10.17 The Council prepared the 'Townscape Character Areas in Stockton-on-Tees' study in August 2010. The study identifies ten areas of distinctive character and sense of place which are considered worthy of special protection. Where development is proposed within these areas the Council will require developers to include details of how information contained within the Character Area Assessments has been used to inform development proposals.
- 10.18 This policy seeks to resist development of residential gardens for housing and other development not related to the existing building(s) within Character Areas as it is considered that this would cause harm to the character and identity of the local area. This policy approach is in conformity with para 53 of the NPPF.

Local List

Policy HE4 - Local List

- 1. The Council will support proposals for extensions or alterations to assets on the local list if they preserve their special local architectural or historic interest by:**
 - I. Respecting the assets design, appearance and any features of architectural or historic merit;**
 - II. Ensuring that wherever practicable and appropriate, materials appropriate to the assets special local interest are used;**
 - III. Ensuring that any development within the curtilage or setting of a Locally Listed asset is designed to be sympathetic to its appearance, setting and context.**
- 2. Permission may be granted for the replacement of locally listed assets where:**
 - I. Applicants have demonstrated that all reasonable options for the retention of the asset have been considered;**
 - II. The proposed new building/development is of an exceptionally high standard of design; and**
 - III. Public benefits outweigh the loss of the asset that cannot be met in any other way.**

- 10.19 The Local List is designed to identify those assets and features of local architectural or historic interest and offer them a degree of protection from unnecessary and/or damaging development. These assets will not enjoy the protection of statutory Listing, however, they are identified as having interest and townscape value and are worthy of retention.

10.20 Assets 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 or landscape;
- Features associated with unusual or significant events or personalities, or containing features of definite antiquity
- Good quality examples of architecture;

10.21 This is not to say that an asset has to fit all the criteria, but is chosen on its merits as satisfying one or more criteria. Assets included on the Local List can be viewed in Appendix 6.

10.22 This policy seeks to encourage the preservation and conservation of assets on the Local List in order to maintain their significance. Any proposals that adversely affect the special interest of a locally listed asset and/or its setting will be resisted.

Stockton and Darlington Railway

Policy HE5 - Stockton to Darlington Railway

- 1. The Council will support development which safeguards the line of the historic Stockton to Darlington railway of 1825, the branch line to Yarm and associated structures, and which preserves and enhances 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 show how the proposal 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.**

10.23 The Stockton to 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.

10.24 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.

10.25 In addition, a branch line 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.

- 10.26 The purpose of this policy is to seek to ensure the continued preservation of these sections of the line and associated structures. The precise alignment of the line(s) is shown on the Policies Map.

Appendix 1 Schedule of Superseded Policies

Purpose

1. This paper seeks to clarify the future status of development plan policies existing prior to the adoption of the Regeneration and Environment Local Plan specifically:
 - a. The Saved Local Plan (1997) policies which will be deleted;
 - b. The Saved Local Plan Alteration Number One (2006) policies which will be deleted;
 - c. The legal position for reviewing Core Strategy (2010) policies; and
 - d. The status of Core Strategy policies following the adoption of the Regeneration and Environment LDD.
2. Policy references in this version of the paper refer to the Publication version of the Regeneration and Environment Local Plan.

Saved Policies

3. The Planning and Compulsory Purchase Act (2004 Section 38 (5) [the 2004 act] states that: *"If to any extent a policy contained in a development plan for an area conflicts with another policy in the development plan the conflict must be resolved in favour of the policy which is contained in the last document to be adopted, approved or published (as the case may be)."*
4. Section 38 (8) refers to the above subsection stating that *'In subsection (5) references to a development plan include a development plan for the purposes of paragraph 1 of Schedule 8.'* This essentially allowed policies in existing local plans to be considered as part of the development plan, with schedule 8 part 1 providing transitional measures during the period between the old development plan system (1990 act) and adoption of new development plans under the 2004 act.
5. The transitional period originally started with the commencement of section 38 of the 2004 act and was due to end:
 - After a period of three years; or
 - The day when an old policy is expressly replaced by the publication, adoption or approval of a new policy.
6. The transitional arrangements also allowed the Secretary of State to make directions which extended the three year time period. As a result directions were made extending the life of the transitional measures in so far as how they related to the Local Plan (1997) and Local Plan Alteration Number 1 (2006).
7. Therefore, when it is adopted, the Regeneration and Environment Local Plan will supersede all remaining saved Local Plan (1997) and Local Plan Alteration Number One (2006) policies. The policies which are to be deleted in accordance with schedule 8 have been identified in

8. Table iii.

Revisions to the Core Strategy

9. It is possible to make revisions to a local development document under section 26 of the 2004 act which states that '*The local planning authority may at any time prepare a revision of a local development document.*'
10. The adopted Core Strategy includes strategic planning policies whilst the Regeneration and Environment Local Plan provides site specific designation and allocations to implement the strategic policies. Where necessary there has been a requirement to update some of the policies to reflect changes in circumstances or national planning policy since 2010.
11. The Core Strategy Review process was commenced with the publication of the Core Strategy Review Planning for Housing (2011). This was subject to a full public consultation and was subsequently merged with work on the Regeneration and Environment Local Plan.
12. Whilst the Council is reviewing / revising policies within the Core Strategy, it is not revoking the document or any of the policies within the document in accordance with section 25 of the 2004 act.

Conflict with the Core Strategy

13. Paragraph 3 above, notes that conflict between adopted development plan policies should be resolved in favour of the most recent policy. Further guidance on this matter is provided in the Town and Country Planning (Local Planning) (England) Regulations 2012 which include provision in Part 4, regulation 8, sub section 5 for new local plan policies to supersede existing adopted policy. This specifically states:

'Where a local plan contains a policy that is intended to supersede another policy in the adopted development plan, it must state that fact and identify the superseded policy'

14. The schedule at Table iv provides details of which policies in the Regeneration and Environment Local Plan supersede policy within the Core Strategy. In accordance with the laws set out above, these conflicts should be decided in the favour of the latter policy. Table v provides further detail on the specific conflicts in these policies providing context about why the policy has been superseded. Furthermore, the table at Table iv also includes a column which identifies policies that supplement existing policy in the Core Strategy.
15. Section 17 (5) of the 2004 act provides guidance on how a conflict between planning policies and other statements in the plan must be resolved this states:

"If to any extent a policy set out in a local development document conflicts with any other statement or information in the document the conflict must be resolved in favour of the policy."

16. With regard to this point, the Council has sought to carefully word reasoned justifications so that they are specifically linked to policies in the document. This should minimise these conflicts. However, it is important to note that wording within the justification of the policies in the Regeneration and Environment Local Plan cannot outweigh adopted policies within the Core Strategy alone.

Core Strategy Strategic Diagram

17. The Core Strategy strategic diagram is a diagrammatical representation of strategic policies contained within the Core Strategy. This report identifies where Core Strategy policies are to be superseded by policy within the Regeneration and Environment Local Plan. There is no requirement to update the strategic diagram within the Core Strategy as policies have been superseded and not deleted. The strategic diagram should be read in conjunction with the Local Plan as a whole.
18. A policies map has been prepared as part of the Regeneration and Environment Local Plan which illustrates graphically, on an Ordnance Survey map, the application of policies within the Regeneration and Environment Local Plan.

Table iii: Local Plan (1997) and Local Plan Alteration Number One (2006) policies which are to be deleted in accordance with Schedule 8 of the 2004 Planning and Compulsory Purchase Act.

Local Plan (1997) Policies	
Deleted	Replacement
EN4	ENV2
EN7	ENV4
EN8	ENV2
EN9	HE2
EN13	SP3
EN16	H4
EN17	TC3, EMP1, H3
EN20	SP3, ENV5
EN22	HE1
EN23	HE1
EN24	HE2
EN25	HE2
EN26	HE2
EN27	HE2
EN28	HE2
EN29	HE2
EN30	-
EN36	EMP2
EN37	EMP2
EN38	SP3
EN39	EMP2
EN40	EMP2
EN42	SL2
IN1	EMP1
IN2	EMP1, EMP2
IN3	EMP2
IN4	EMP1
HO1	H1
HO3	SP3
HO6	-
HO12	SL1
HO13	-
ED4	TC3
REC1	ENV1

REC4	-
REC8	ENV3
REC11	ENV1
REC13	-
REC16	PF3
REC17	ENV1, ENV3
REC18	ENV1, ENV3
REC19	-
REC20	T2
REC21	T2
TR1	-
TR4	T2
TR8	-
TR12	-
TR18	-
TR19	-
TR21	EMP1, EMP4
Local Plan Alteration Number One (2006) Policies	
Deleted	Replacement
S2	TC1, TC2
S4	TC4
S5	TC4
S6	TC5
S7	TC6
S8	TC6
S9	TC6
S10	TC6, TC7
S11	TC6
S13	TC3
S14	TC8
S15	TC7
S16	TC3
S17	TC7
S18	ENV6

Table iv– The relationship of adopted Core Strategy policies to superseding and supplementary policies in the Regeneration and Environment Local Plan

Core Strategy Policy	Superseding Policies	Supplementary Policy
CS1	SP2, H1.	SP1, SP2, SP3.
CS2	-	T1, T2, T3, T4.
CS3	-	SL2.
CS4	EMP1, EMP2, EMP3, SP3.	EMP1, EMP2, EMP3, EMP4.
CS5	TC1	TC1, TC2, TC3, TC4, TC5, TC6, TC7, TC8.
CS6	-	PF1, PF2, PF3.
CS7	SP2, H1.	H1, H2, H3, H4, H5, H6, H7, H8, H9, H10, H11, H12, H13, H14, H15, H16, H17, H18a, H18b, H19, H20, H21, H22, H23, H24, H25, H26, H27, H28, H29, H30, H31, H32, H33, H34, H35, H36a, H36b, H37, H38, H39.
CS8	SP2, H40 and H41	-
CS9	-	-
CS10	-	EMP3, ENV1, ENV2, ENV3, ENV4.
CS11	-	SP4, SP5, SP6.

Table v– Explanation of Core Strategy policies and superseding policies in the Regeneration and Environment Local Plan

Core Strategy	Text Affected	Superseding	Comments / Conflict
CS1.1 – CS1.5	The housing element of the Spatial Strategy is out of date and is revised in the document.	Policy SP2, Policy H1	Revised Housing Spatial Strategy and sites allocated outside the conurbation over-ride the spatial strategy.
CS4.2	Main locations for employment development expanded and include removal of Urlay Nook.	EMP1, SP3	<p>The Core Strategy only identified allocations where substantial permissions did not exist, this was referenced in paragraph 9.4 of the justification. EMP1 includes allocations for all sites within the employment sites portfolio which supersedes CS4.2.</p> <p>Urlay Nook was originally identified for employment use in the Core Strategy. Process of trying to re-allocate the site for housing resulted in the site being de-allocated from employment land supply in policy EMP1.</p> <p>Due to noise issues the site is unsuitable for housing. The Council is of the view that it should not be reallocated for housing and should be located outside of development limits SP3.</p>
CS4.5	Employment locations at North Tees, Seal Sands, and Billingham Chemical Complex.	EMP2 and EMP3.	Updated policy reflects evidence requested by inspector and referred to in the justification for policy CS4 (paragraph 9.7).
CS5.7	Advice on the sequential test.	TC1	TC1 supersedes CS5.7 as it provides a local interpretation of the sequential test. CS5.7 only referred to national guidance which has been simplified by the publication of the NPPF.
Policy CS7	The housing element of the Spatial Strategy is out of date and is revised in the document.	Policy SP2, Policy H1–	Revised Housing Spatial Strategy and sites allocated outside the conurbation supersede the housing distribution and phasing policy.
CS8.4 to CS8.8 inclusive	Affordable housing element of the policy.	Policy H40	Policy H40 provides new policy on affordable housing.
CS8.1, 8.2, 8.3, 8.10, and 8.11	Housing mix policy.	Policy SP2 and H41	Policy SP2 provides superseding policy on density. Policy H41 provides new policy on mix of housing in developments.

Appendix 2 Evidence Base List

Evidence	Author / Produced by
Planning the Future of Rural Villages	Stockton Borough Council, 2014
Rural Housing Needs Assessment	Arc4 (on behalf of Stockton Borough Council), 2013
Local Transport Plan 3: 2011 to 2016	Stockton Borough Council, 2011
Rights of Way Improvement Plan (2008-2018)	Stockton Borough Council, 2008
SPD2: Open Space, Recreation and Landscaping	Stockton Borough Council, 2009
SPD3: Parking Provision for Developments	Stockton Borough Council, 2011
SPD4: Conservation and Historic Environment Folder	Stockton Borough Council, 2006
SPD5: Boathouse Lane Planning and Design Brief	Stockton Borough Council, 2006
Sustainable Transport Strategy	Stockton Borough Council, 2011
Tees Valley Strategic Infrastructure Plan	Tees Valley Unlimited, 2014
Borough Wide Car Parking Strategy	Stockton Borough Council, 2011
Wind Farm Development and Landscape Capacity Studies: East Durham Limestone and Tees Plain	Arup (on behalf of the North East Regional Assembly), 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), 2009
Stockton Renewables Study: Wind Study	Arup (on behalf of Stockton Borough Council), 2009
A District Heating Utility for the Tees Valley: A Strategic Framework	Parsons Brinkerhoff (on behalf Tees Valley authorities), 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), 2011
Tees Valley Strategic Economic Plan	Tees Valley Unlimited, 2014
Employment Land Review	Nathaniel Lichfield & Partners (on behalf of Stockton Borough Council), 2007
North and South Tees Study	Parsons Brinkerhoff & Genecon (on behalf of Tees Valley Joint Strategy Unit) 2009

Use of Land at Seal Sands and North Tees by Birds of the SPA Study	Industry and Nature Conservation Association, 2011
Stockton Town Centre Study	Nathaniel Lichfield and Partners (on behalf of Stockton Borough Council), 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 Study Update Note	Nathaniel Lichfield and Partners (on behalf of Stockton Borough Council), 2010
Hotel Future Study	Hotel Solutions (on behalf of Stockton Borough Council), 2009
Stockton Town Centre Evening Economy Study	Nathaniel Lichfield and Partners (on behalf of Stockton Borough Council), 2010
Strategic Housing Land Availability Assessment	Stockton Borough Council, 2011 (subsequent updates incorporated within the Authorities Monitoring Report)
Strategic Housing Market Assessment	Arc4 (on behalf of Tees Valley Unlimited), 2012
Economic Viability of Affordable Housing Requirements	Arc4 (on behalf of Stockton Borough Council), 2009
Review of Green Wedges	Stockton Borough Council, 2014
Review of River Based Leisure Facilities	Stockton Borough Council, 2008
Tees Valley Green Infrastructure Strategy	Tees Valley Joint Strategy Unit, 2008
Stockton-on-Tees Green Infrastructure Strategy	Stockton Borough Council, 2011
Stockton-on-Tees Green Infrastructure Delivery Plan	Stockton Borough Council, 2013
Planning Policy Guidance 17 Assessment Update	Stockton Borough Council, 2014
Landscape Character Assessment and Capacity Study	White Young Green (on behalf of Stockton Borough Council), 2011
National Character Areas (Tees Lowlands)	Natural England, 2013
Playing Pitch Strategy	Stockton Borough Council, 2011
Strategic Flood Risk Assessment (Level 1 & 2)	JBA (on behalf of Stockton Borough Council), 2010
Tees Valley Water Cycle Study (Scoping & Outline)	URS (on behalf of Tees Valley Authorities), 2012
Review of River Based Leisure Facilities	Stockton Borough Council, 2008
Stockton Heritage Strategy	Stockton Borough Council 2011

Historic Environment Record	Tees Archaeology
North Yorkshire and Lower Tees Valley Historic Landscape Characterisation	North Yorkshire County Council, 2010
Townscape Character Areas in Stockton-on-Tees Borough	Stockton Borough Council, 2010
Stockton on Tees Infrastructure Strategy and Schedule	Stockton Borough Council, 2014

Appendix 3 Implementation Plan and Monitoring Framework

Introduction

The Local Plan's objectives will be delivered by Stockton Borough Council, through the preparation and adoption of planning policy and the determination of applications for planning permission, as well as supporting the delivery of the objectives other strategies the plan seeks to deliver. Over the plan period, an annual Authority Monitoring Report will monitor and review the context and evidence which has informed the development of Local Plan policies, along with the impact that the planning process is having on the Borough. This will be based around a series of contextual indicators drawn from existing data sources and output indicators which are specific to the policies in the Local Plan.

The indicators included in this Implementation Plan and Monitoring Framework are intended to show whether a policy or suite of policies is being implemented through planning decisions and the delivery of other strategies and plans, and whether it is being effective in achieving its objectives and meeting the Borough's objectively assessed development needs. The framework includes targets where relevant; however, the indicators will be used as a starting point for further investigation of the issues involved, rather than being triggers to review the plan in their own right. Similarly, some objectives will be achieved by the delivery of specific sites, or a particular quantum of development; whilst for others it will be necessary to monitor the direction of travel over the plan period, due to the incremental nature of progress in land use and development changes. Over the Plan Period, the Council will be able to ensure that policies are being effective and sustainable development is being achieved, as well as responding any significant changes to the circumstances and evidence which informed the policies.

Whilst an Authority Monitoring Report will be produced annually and data will be made available more frequently where possible, not all indicators will be monitored each year, due to the steady rate of change anticipated in response to some policies and the resource implications of undertaking detailed data gathering and analysis. Where possible, quantitative indicators have been drawn from existing sources where data is already collected routinely, either by the Council or other agencies. However, they will be used flexibly; particularly if a data stream ceases or new data becomes available. In addition, the evidence, monitoring and data collection regimes of other Council services and public bodies will be referred to as they are developed and updated during the plan period. The nature of some policies, particularly those which seek to improve the quality of all developments across the Borough, means that their effects are incremental and difficult to monitor effectively. Conversely, the impacts of some policies, especially those that seek to allow some development whilst protecting the Borough's assets are difficult to quantify. These will be monitored by Planning Officers and, at intervals, the Council's resident's panel will be asked to comment on developments within the Borough.

The Town and Country Planning (Local Planning) (England) Regulations 2012 set out a number of requirements for reporting on the plan preparation process in the Council's Authority Monitoring Report:

- Title of Local Plans or SPDs in the LDS and the timetable for their preparation, the stage each document has reached in its preparation and the reason for any delay
- For any policy not being implemented, the policy should be identified with a statement saying why the policy is not being implemented and what steps the LPA intend to take (if any) to implement it

This monitoring framework assumes that all will be implemented for all relevant applications, unless it has been formally acknowledged that a policy is not being implemented due to a particular local or temporal circumstance. Should the need for a full or partial review of the plan be identified, it will be reported in the Local Development Scheme and the Authority Monitoring Report in response to these indicators.

The Implementation Plan and Monitoring Framework

Strategic Policy SP1 – Presumption in favour of sustainable development

This policy sets out the Council’s approach to the planning process and its points will be applied to all applications for planning permission within the Borough. It will be implemented by the Council through the timely determination of applications for planning permission in accordance with national planning guidance and the Council’s development plan. Its success in delivering sustainable development across the Borough will be assessed in the conclusions of the Authority Monitoring Report, taking into account all the monitoring indicators it contains and any additional analysis undertaken.

The following indicators will be used to understand the implementation of Policy SP1 further.

Indicator	Description	Lead Agencies	Frequency	Target	Notes
Population	Current population estimates and projections	SBC	Annual/biannual	Not targeted	Contextual indicator
Population Trends	Total population change each year and over the plan period	SBC	Annual	Not targeted	Contextual indicator
Population Change	Components of population change – births, deaths, in and out migration	SBC	Annual	Not targeted	Contextual indicator
Working age population	Total working age population each year	SBC	Annual	Not targeted	Contextual indicator

Growth Economic Output (GVA)	Annual growth in the value of economic output	SBC	Annual	Continued growth over the plan period	Measured across Hartlepool and Stockton
Processing of Planning Applications: Major	Percentage of major applications determined within 13 weeks or as agreed	Stockton Borough Council	Annual	>75%	
Processing of Planning Applications: Minor	Percentage of minor applications determined within 8 weeks	Stockton Borough Council	Annual	>80.00%	
Processing of Planning Applications: Other	Percentage of other applications determined within 8 weeks	Stockton Borough Council	Annual	>88.00%	
Planning appeals upheld by type	Planning appeals upheld by type	Stockton Borough Council	Annual	Not targeted	

Strategic Policy SP2 - Housing Spatial Strategy

The following indicators will be used to monitor the implementation of the Housing Spatial Strategy.

Indicator	Description	Lead Agencies	Frequency	Target	Notes
Progress of housing developments	A summary of the conclusions drawn from output indicators relating to policies H1 to H41	SBC Developers	Annual	Direction of travel towards implementing the strategy	
Geographical spread of housing development	Geographical location of completed dwellings within Core Area, conurbation, strategic urban extensions, new settlements and villages	SBC Developers	Annual	Completed dwellings to be in locations supported by the housing spatial strategy	Core Strategy indicator
Housing density	Dwellings per hectare of sites granted planning permission, on the area occupied primarily by	SBC Developers	Reported annually and calculated cumulatively over	Density to be in accordance with the Housing Spatial	

	dwelling on the site		the plan period	Strategy	
Sustainability of rural villages	Data on the sustainability of rural villages will be maintained through updates to the Planning the Future of Rural Villages Study	SBC Developers	In response to material change in circumstances	Not targeted	Contextual indicator

Strategic Policy SP3 Locating Development

This policy supports a number of policies throughout the strategy which seek to direct different types of development to the right locations for sustainable development in the Borough, especially where sites have been allocated for specific purposes. Its success will be monitored through the indicators which relate to Core Strategy Policy SP1 Spatial Strategy and Policy SP2 the Housing Spatial Strategy to direct development to the right locations for sustainable development, as well as other site allocations and policies which direct development to particular areas of the Borough.

Strategic Policies SP4 Infrastructure Delivery, SP5 Infrastructure Development and SP6 Developer Contributions

These policies support the delivery of infrastructure required to support development within the Borough. As well as the following indicators, a database has been developed to ensure the effective recording and monitoring of the section 106 agreements made between the Council and third parties. The information recorded on the database is not limited to solely financial obligations but includes data on any highway provisions, open space provisions, education obligations and local labour provisions and will be summarised in the Authority Monitoring Report annually.

Indicator	Description	Lead Agencies	Frequency	Target	Notes
CIL Receipts	Total CIL receipts for the reported year	SBC Developers	Annual	Not targeted	Required by CIL regulations
CIL Expenditure	Total CIL expenditure for the reported year	SBC Developers	Annual	Not targeted	Required by CIL regulations
CIL Infrastructure	The items of infrastructure to which CIL (including land payments) has been applied, amount of CIL expenditure on each item	SBC Developers	Annual	Not targeted	Required by CIL regulations

CIL Land Payments	Land payments made in respect of CIL charged by the Council, and CIL collected by way of a land payment which has not been spent if at the end of the reported year:- (a) development consistent with a relevant purpose has not commenced on the acquired land; or (b) the acquired land (in whole or in part) has been used or disposed of for a purpose other than a relevant purpose; and the amount deemed to be CIL by virtue of regulation 73(9) has not been spent.	SBC Developers	Annual	Not targeted	Required by CIL regulations
CIL Administration Costs	Amount of CIL applied to administrative expenses pursuant to regulation 61	SBC	Annual	Not targeted	Required by CIL regulations
CIL Receipts Retained	Total amount of CIL receipts retained at the end of the reported year	SBC	Annual	Not targeted	Required by CIL regulations
Section 123 List	Revisions to the Section 123 list	SBC	Annual	Not targeted	Required by CIL regulations
Infrastructure Strategy	Progress against the infrastructure strategy	SBC Developers Infrastructure providers	Annual	Delivery in line with Strategy	Required by CIL regulations

Policy T1 Protecting and Taking Up Opportunities for the Use of Sustainable Modes of Transport, Policy T2 Widening Transport Choice and Policy T3 Highways Infrastructure

Policies T1 and T2 seek to protect existing sustainable transport infrastructure and where possible to enhance and extend it. Policy T3 identifies specific highways schemes which will contribute to continued sustainable development, both in the Borough and across the sub-region. The effects of these policies will be monitored through progress of specific schemes, the progress of developments that will benefit from their delivery and contextual measures that indicate the use of sustainable transport in the Borough.

Indicator	Description	Lead Agencies	Frequency	Target	Notes
Bus Patronage		n/a	Annual	Increased use	Contextual indicator from Local

					Transport Plan
Train patronage	Passenger footfall at railway stations	n/a	Annual		Contextual indicator from Local Transport Plan
Sustainable Transport Schemes	Progress of schemes and any development resulting from the schemes	SBC Developers Infrastructure providers	Annual	Not targeted	
Highways Infrastructure	Progress of schemes and any development resulting from the schemes	SBC Infrastructure providers	Annual	Not targeted	
Journey Times	Average road journey time per mile during the morning peak	N/a	Annual	Reduction over the plan period	Contextual indicator from Council Plan
Infrastructure Strategy	Progress against the infrastructure strategy	SBC Developers Infrastructure providers	Annual	Delivery in line with Strategy	Required by CIL regulations

Policy T4 Local Parking Standards

Policy T4 seeks to support sustainable development through ensuring the provision of convenient and attractive car and cycle parking, alongside provision for charging electrical vehicles where appropriate. The success of this approach will be assessed through indicators monitoring the progress of all types of sustainable development that require this infrastructure. In addition, the quality of developments will be assessed by Planning Officers and considered by local residents at intervals during the plan period.

Indicator	Description	Lead Agencies	Frequency	Target	Notes
Quality of development	Qualitative assessment of development quality and amenity through the Council's resident's panel.	SBC Developers Land owners and asset managers	5 yearly	Not targeted	

Policy SL1 Development and Amenity

This policy seeks to ensure the amenity of current and future occupants of future and existing development. The success of this approach will also be assessed through indicators monitoring the progress of all types of sustainable development throughout the plan.

Indicator	Description	Lead Agencies	Frequency	Target	Notes
Quality of development	Qualitative assessment of development quality and amenity through the Council's resident's panel.	SBC Developers Land owners and asset managers	5 yearly	Not targeted	
Planning appeals upheld by type	Planning appeals upheld by type	Stockton Borough Council	Annual	Not targeted	Where amenity is relevant to the Inspector's decision

Policy SL2 Renewable Energy Generation

This policy supports small to medium scale renewable energy generation, subject to criteria being met. However, not all renewable energy generation requires planning permission and data on actual generation is not easily available where planning permission has been granted. Information about the proportion of energy generated from renewable sources is not available at local authority level.

Indicator	Description	Lead Agencies	Frequency	Target	Notes
Renewable energy generation	Number and nature of proposals approved, including potential contribution to energy supply.	Developers	Annual	Not targeted	

Policy SL3 Communications Infrastructure

This policy seeks to ensure high quality communications infrastructure across the Borough. The success of this approach will also be assessed through indicators monitoring the progress of all types of sustainable development throughout the plan.

Indicator	Description	Lead Agencies	Frequency	Target	Notes
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Delivery of Communications Infrastructure	Number of households with a cable or fibre optic broad band connection	Developers	Annual	Increase over the plan period	Proxy measure for delivering communications infrastructure to all developments – will show the progress of infrastructure across the Borough
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Policy EMP1 Employment Land Portfolio, Policy EMP2 North Tees and Billingham, and Policy EMP4 Durham Tees Valley Airport

These policies set out how the Borough’s need for employment land will be met. The requirement for employment land has been established through the Employment Land Review and other evidence base documents. It is anticipated that this will remain relevant for the entire plan period, however consideration will be given to updating the evidence, should there be a material change in circumstances.

Indicator	Description	Lead Agencies	Frequency	Target	Notes
Employment Land take up	Take up of employment land at allocated and unallocated sites by sector and location - hectares	TVU/LEP SBC Employers	Annual	13ha/annum	Target taken from Core Strategy
Employment Land Availability	Employment Land Availability by sector and locations – hectares	TVU/LEP SBC Employers	Annual	Not targeted	
Employment Land Loss	Amount of employment land lost to non-employment development	Developers SBC	Annual	Not targeted	
Job Creation	Number of additional jobs created (net)	TVU/LEP Employers	Annual	25,000 over plan period	
Development at Durham Tees Valley Airport	Progress toward master planning and infrastructure delivery	DTVA SBC DBC	Annual		

Policy EMP3 Important Bird Populations and the Seal Sands and North Tees Sites

This policy seeks to address the potential conflict between development at Seal Sands and North Tees Sites and the Teesmouth and Cleveland Coast SPA and Ramsar sites.

Indicator	Description	Lead Agencies	Frequency	Target	Notes
Employment Land take up at Seal Sands and North Tees	Employment land take up at Seal Sands and North Tees - hectares and type	TVU/LEP SBC	Annual	Not targeted	
Condition of the SPA and Ramsar Site	Condition of the SPA and Ramsar Site		Annual	No decline related to development	

Policy TC1 Supporting Town Centres, Policy TC2 Protecting Town Centres, Policy TC3 Development for Town Centre Uses, Policy TC4 Stockton Primary Shopping Area, Policy TC5 Stockton Town Centre, Policy TC 6 District and Local Centres, and TC7 Food, Drink and Evening Economy Uses

These policies seek to ensure the Borough’s need for main Town Centre uses can be met in full and local access to goods and services by sustainable means is maintained. It is anticipated that the sites identified, along with the take up of existing vacant stock will enable these needs to be met for a significant part of the plan period, however it is acknowledged that further evidence may be required towards the later years. Consideration will be given to updating the evidence base in due course.

Indicator	Description	Lead Agencies	Frequency	Target	Notes
Retail Hierarchy	Assessment of the relative role of each centre and development pressures	SBC Land owners and asset managers	Yearly	Maintain retail hierarchy	
Town Centre Development	Permitted and completed development for Town Centre uses by location (in centre, edge of centre and out of centre) and type	SBC Land owners and asset managers Developers	Yearly	Town Centre uses to be accommodated in designated centres. Needs for Town Centre developments to be met within centres and allocated sites	
Stockton Shopping Frontage	Percentage of frontage length in retail use within the Castlegate Shopping Centre, Wellington	SBC Land owners and asset managers	6 monthly	Castlegate Shopping Centre – >80% in A1 use	To be used in the determination

	Square Shopping Centre and the High Street & Dovcecot Street Area			Wellington Square Shopping Centre – >80% in A1 use High Street & Dovcecot Street Area - >70% in A1 use	of planning applications
Town Centre Occupancy rates	Proportion of vacant units in Stockton-on-Tees, Billingham, Thornaby, Yarm, Norton, High Newham Grange, Ingleby Barwick and Station Road (Billingham) Centres	SBC Land owners and asset managers	5 yearly	Reduction in vacancy rates in each centre over the plan period	
Mix of Uses within Designated Centres	Proportion of units in Stockton-on-Tees, Billingham, Thornaby, Yarm, Norton, High Newham Grange, Ingleby Barwick and Station Road (Billingham) Centres in each use class	SBC Land owners and asset managers	5 yearly	Maintain a high proportion of retail uses	
Obesity in 10 – 11 year	% of children measured as obese through the National Childhood Measurement programme	SBC HFT Operators Schools	Annual	Reduction over the plan period	To assess the impact of restricting Hot Food Takeaways in locations attractive to children and young people
Quality of Centres	Qualitative assessment of the perception of Centres through the Council's Resident's Panel	SBC	5 yearly	Not targeted	

Policy TC7 Small Scale Convenience Facilities

This policy is focused on enabling local people to access small scale goods and services in close proximity to their homes or places of work.

Indicator	Description	Lead Agencies	Frequency	Target	Notes
Neighbourhood Centre occupancy rates	Proportion of vacant units in Neighbourhood centres	SBC Land owners and asset managers	5 yearly	Reduction in vacancy rates in each centre over the plan period	
Mix of Uses within neighbourhood centres	Proportion of units in neighbourhood centres in each use class	SBC Land owners and asset managers	5 yearly	Maintain a proportion of retail uses	
Sustainability of rural villages	Data on the sustainability of rural villages will be maintained through updates to the Planning the Future of Rural Villages Study	SBC Developers	In response to material change in circumstances	Not targeted	
Access to services	Qualitative assessment of the access to service through the Council's Resident's Panel	SBC Land owners and asset managers	5 yearly	Not targeted	

Policy PF1 Open Space, Sport and Recreation Facilities

This policy requires new development to provide or contribute towards the open space, recreation and sports facilities which will be required by the future occupants and users of the development. Implementing this policy will mean that the quantity and proximity standards for range of facilities will not be compromised.

Indicator	Description	Lead Agencies	Frequency	Target	Notes
Open Spaces	Performance against the quantity standard for open spaces	SBC Developers	Annual	To maintain quantity relative to population over the plan period	
Built Facilities	Performance against the quantity standard for built facilities	SBC TeesActive Developers	Annual	To maintain quantity relative to population over the plan period	
Sport and	Percentage of adults with a recent	SBC	Annual	Increase over the Plan period	Council Plan

recreation	club membership primarily for sport or recreational activity				indicator
Physical Activity	Percentage of adults achieving at least 150 minutes of physical activity per week	SBC	Annual	Increase over the plan period	Council Plan indicator

Policy PF2 Maximise Civic Space for Community Interaction

This policy seeks to maximise the use which can be made of spaces for civic interaction.

Indicator	Description	Lead Agencies	Frequency	Target	Notes
Civic Interaction	Qualitative assessment of the spaces for civic interaction through the Council's Resident's Panel	SBC Land owners and asset managers	5 yearly	Not targeted	
Stockton International Riverside Festival	Percentage of visitors who thought SIRF was 'good' or 'very good'	SBC	Annual	Increase over the plan period	Council Plan Indicator

Policy PF3 Community Facilities

This policy seeks the delivery of a number of schemes which will provide additional community facilities within the Borough

Indicator	Description	Lead Agencies	Frequency	Target	Notes
Community Facility Schemes	Progress of schemes over the plan period	SBC Developers Community organisations	Annual	Not targeted –	

Policies H1 to H39 Housing Sites

These policies set out how the Borough’s objectively assessed need for housing development will be met and a 5 year supply of deliverable housing sites will be maintained over the plan period. It is anticipated that the evidence base which identifies housing need and demand in the Borough will remain relevant for the entire plan period, however consideration will be given to updating the evidence, should a material change in circumstances be identified.

Indicator	Description	Lead Agencies	Frequency	Target	Notes
Housing site delivery	Progress of each allocated and committed site in terms of the planning process, infrastructure delivery and development on site.	Developers Infrastructure providers SBC	Annual	Delivery of allocations	
Progress against housing requirement	Analysis of dwellings approved, started, completed and demolished and progress in relation to housing targets	Developers	Annual	545 dwellings per year	Housing trajectory - required by Local Planning Regulations
Housing Land Supply	Supply of deliverable and developable housing land - 5 Year supply calculations and SHLAA update	SBC Land Owners	Annual	To maintain 5 year supply	

Policy H40 Affordable Housing Provision and Policy H41 Housing Mix

Implementation of these policies will deliver sustainable residential communities and increase the supply of affordable housing within the Borough. It is anticipated that the evidence base which identifies the Borough’s affordable housing requirement will remain relevant over the plan period, however consideration will be given to updating the evidence, should a material change in circumstances be identified.

Indicator	Description	Lead Agencies	Frequency	Target	Notes
Affordable Homes	Number of additional affordable homes provided (gross)	Developers Registered providers SBC	Annual	100/year minimum	Required by Local Planning Regulations
Affordable Homes Tenure	Tenure mix of affordable housing developments granted permission	Developers Registered	Annual	30% intermediate	On a site by site basis and across

	and completed during the reporting year	providers SBC		and 70% affordable rented tenures	the plan period
Affordability Ratio	Ratio of house prices to earnings	SBC	Annual	Increased affordability over the plan period	Sustainability Appraisal Significant Effects Indicator
Homelessness	Percentage of households approaching the local authority and accepted as statutory homeless	Developers Registered providers SBC	Annual	No increase over plan period	
House types	Breakdown of permissions granted and dwellings completed by house type and size	Developers SBC	Annual	A balanced mix of housing types	
Executive Homes	Number of additional executive homes provided (gross)	Developers SBC	Annual	Not targeted	

Policy ENV1 - Green Infrastructure

This policy seeks to maintain and enhance the quantity and quality of the Borough's green infrastructure network. Like Strategic Policy SP3 Locating Development, this policy will work alongside policies which protect green infrastructure by directing development to the right locations for sustainable development in the Borough. Therefore, its success will be monitored through the indicators which relate to Core Strategy Policy SP1 Spatial Strategy and Policy SP2 the Housing Spatial Strategy to direct development to the right locations for sustainable development, as well as other site allocations and policies which direct development to particular areas of the Borough. The policy also seeks to integrate green infrastructure into new developments, improving the quality of the urban environment. Indicators relating to infrastructure provision through development will also be relevant to this monitoring whether this policy is achieving its objectives.

Indicator	Description	Lead Agencies	Frequency	Target	Notes
Delivery of the Green Infrastructure Delivery Plan	Progress of schemes identified in the green infrastructure delivery	Developers SBC	Annual	Not targeted	

	plan				
Quality of development	Qualitative assessment of development quality and amenity through the Council's resident's panel.	SBC Developers Land owners and asset managers	5 yearly	Not targeted	

Policy ENV2 – Natural Environment

This policy seeks to protect and enhance the Borough's rich and diverse natural environment through development and supporting the maintenance and enhancement of existing designated sites.

Indicator	Description	Lead Agencies	Frequency	Target	Notes
Condition of designated sites	Condition of sites of international, national or local importance relating to biodiversity or geology	SBC Developers Land Owners	To be reported in In response to significant changes in condition	No net loss over the plan period	

Policy ENV3 – Tees Heritage Park

This policy supports the progress of schemes associated with the Tees Heritage Park which seeks to improve the quality of the area's environment and increase tourism.

Indicator	Description	Lead Agencies	Frequency	Target	Notes
Tees Heritage Park	Progress of schemes	SBC Friends of Tees Heritage Park Land Owners	Annual	Not targeted	
Preston Hall Museum	Number of visits to Preston Hall Museum	SBC	Annual	Increase of Plan period	Council Plan indicator

Policy ENV4 – Landscape Character

This policy is informed by the Stockton-on-Tees Landscape Character Assessment and Capacity Study, which involved a detailed assessment of the Borough’s Rural and Urban fringe landscape. Therefore the policy will largely be monitored through knowledge of the area and professional judgment. The Borough’s resident’s panel will also be asked their opinions regarding the impact of development on the Borough’s landscape.

Indicator	Description	Lead Agencies	Frequency	Target	Notes
Landscape Character 1	Qualitative assessment of the impact of development on landscape	SBC	In response to significant developments	Not targeted	
Landscape Character 2	Qualitative assessment of the impact of development on landscape through the Council’s resident’s panel.	SBC Developers Land owners and asset managers	5 yearly	Not targeted	

Policy ENV5 – Conversion and Re-Use Of Rural Buildings, Policy ENV6 - Farm Diversification & Horticultural Nurseries, Policy ENV7 - Equestrian Activity and Policy ENV8 – Agricultural, Forestry and Other Rural Based Enterprise Dwellings

These policies support Strategic Policy SP3, which directs different types of development to the right locations for sustainable development in the Borough whilst protecting the countryside, by setting out in greater detail the criteria for development to be allowed. Their success will be monitored through the indicators which relate to Core Strategy Policy SP1 Spatial Strategy and Policy SP2 the Housing Spatial Strategy to direct development to the right locations for sustainable development, as well as other site allocations and policies which direct development to particular areas of the Borough.

Policy HE1 – Conservation and Enjoyment of the Historic Environment, Policy HE2 – Conserving and Enhancing Stockton’s Heritage Assets, Policy HE3 - Character Areas, Policy HE4 - Local List, Policy HE5 - Stockton to Darlington Railway

HE1 policy sets out the actions the Council will take to support the Borough’s historic environment through the planning process. Its effectiveness will be monitored in relation to policies HE2, HE3, HE4 and HE5 which seek to protect and enhance the Borough’s heritage assets.

Indicator	Description	Lead Agencies	Frequency	Target	Notes
Heritage Assets	Additions to or losses of scheduled ancient monuments, registered parks and gardens, conservation areas, character area and listed buildings within the Borough	SBC English Heritage Land owners	Annual	Not targeted	Contextual indicator
Listed Buildings at Risk	Number of heritage assets on the English Heritage Buildings at Risk register	SBC English Heritage Land/asset owners	Annual	Reduction over the plan period due to improvement to assets' situation	
Character Areas and Locally Listed Assets 1	Qualitative assessment of the impact of development on landscape	SBC	In response to significant developments	Not targeted	
Character Areas and Locally Listed Assets 1	Qualitative assessment of the impact of development on landscape through the Council's resident's panel.	SBC Developers Land owners and asset managers	5 yearly	Not targeted	

Appendix 4 Housing Viability Guidance

1. A development proposal which includes a target of less than 15% affordable housing provision will require robust justification demonstrating that market conditions, or site specific costs, would make this unviable.

Gross Development Value Calculation

2. Any development proposal where affordable housing is proposed at a rate lower than 15% or with a tenure mix different from the standard target (30% intermediate and 70% affordable rented) must to be supported by a financial appraisal. These appraisals will be assessed on a case-by-case basis, along with other considerations or potential planning obligations. The Council will arrange for the appraisal to be independently assessed by an agent or consultant selected by but independent of the Council. The applicant/developer will be liable for the costs incurred in appointing the assessor.
3. The appraisal of viability will be based on the Residual Land Value (RLV). The RLV 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 the gross value of sales to be retained by the developer.
 - Gross sales (number of units x sales value per unit) value
 - Development costs (build costs, fees, finance, planning gain (excluding affordable housing), etc.)
 - Minimum development profit
 - Residual Land Value (gross sales value – development costs – profit)
 - Gross sales – (Development costs + Minimum development profit) = Residual Land Value (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, i.e. there is a positive RLV, without taking affordable housing provision into account, 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. However, on schemes where the viability is marginal, a rate of affordable housing provision below 15% may be considered.
5. This will produce a RLV (the 'adjusted RLV') incorporating the provision of affordable housing at the 15% target level.
6. In accordance with the Royal Institution of Chartered Surveyors ('RICS') Guidance Note, "Financial Viability in Planning" (August 2012), this Residual Land Value will then need to be compared with both the Current Use Value ('CUV') and any Alternative Use Value ('AUV') of the site.
7. If the adjusted Residual Land Value is below the Current Use Value / Alternative Use Value, then the scheme will be non-viable, at that level of affordable housing provision. Normally, but not always, the adjusted Residual Land Value will need to be above the Current Use Value / Alternative Use Value, at a level for the landowner to be incentivised to sell.

8. The amount of any premium for the landowner to be incentivised to sell above Current Use Value / Alternative Use Value will depend on the individual circumstances. There is no set addition and each case needs to be considered on its merits

Information Requirements

Detailed scheme information

9. The financial appraisal will determine the percentage of affordable housing to be provided overall on the site. The 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 the site. 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 which reflects the affordable housing requirements identified in the 2012 TVSHMA.

Dwelling Sales Prices and Land Values

10. 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. Where possible evidence should be provided for new build properties in the local area, together with comments on the specification compared to the subject scheme and any comments on the comparability of the schemes, in terms of marketability/value.
11. Comparables should be analysed on a price per unit (square foot, square metre of Net Sales Area) basis or gross internal area if appropriate. A schedule of the units in the scheme should be provided with Net Sales Area for each.
12. 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 Service team will input a value if this information is not available at this stage. If this value is disputed then it will be valued independently, the cost of which will be borne by the applicant/developer.
13. The value of the affordable rented affordable housing accommodation shall be taken to be the actual price to be offered by the Registered Provider. Stockton Borough Council's Housing Service 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, the cost of which will be borne by the applicant/developer.
14. For the purposes of undertaking a viability assessment, developers should assume (unless they have had prior agreement from the Homes and Communities Agency) that no grant funding will be available.

Development Costs

Building Costs

15. Full details of building costs should be provided, together with basic proposed specifications, unit types and sizes and justification for the costs adopted, either through a Quantity Surveyor report, or detailed breakdown showing how the figures have been calculated. The independent appraiser is not bound to follow the Quantity Surveyor advice if the figures appear excessive.
16. 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

17. The developer will be required to provide written evidence for site infrastructure costs / external works such as roads, sewers, services, landscaping etc.

Legal Fees

18. These should reflect the charging rates of local solicitors and conveyancers.

Sale Fees

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

Marketing costs

20. This should reflect any reasonable costs incurred by marketing directly relevant to the scheme.

Professional Fees

21. 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

22. Appropriate debit and credit finance rates should be stated, with justification for their adoption.

Development Period

23. It is accepted that this will vary from project to project, a reasonable and realistic estimate should be provided. A cash-flow with any pre-development period and anticipated sales rates, build period and timing of section 106 payments/contributions etc. should be submitted. If possible this should be provided, together with any appraisals in electronic form.

Contingency

24. 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

25. The appropriate profit level will depend on the nature of the project and the risk/reward scenario. The developer shall be required to provide written justification from a suitably qualified person for the level of development profit that is built into the

financial appraisal. Profit on the affordable housing element would be expected to be lower, as there is no marketing risk, and this can either be shown separately or as a blended return across the whole scheme.

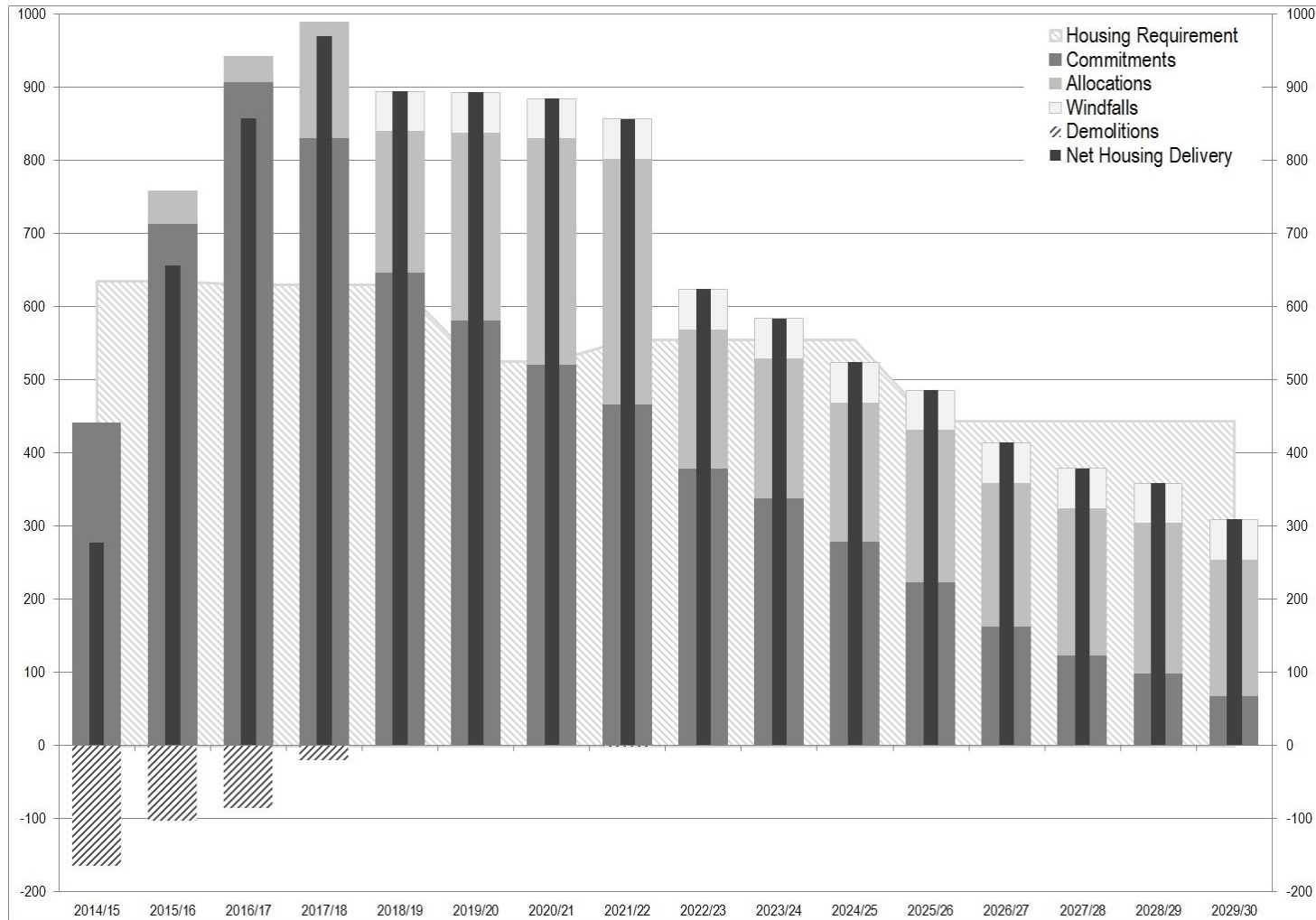
Abnormal Costs

26. 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. These should be individually identified, if appropriate, with appropriate evidence of the anticipated costs and scope of works required.
27. 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 Obligations

28. The developer will provide details of all agreed or requested S.106 obligations and the costs associated with them.

Appendix 5 Housing Trajectory



Appendix 6 Historic Environment Local List

The following assets are identified on the Local List.

Aislaby

- Prospect House and Cottage, Aislaby Road

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.
- 513 Yarm Road
- 515 Yarm Road
- 529 Yarm Road (Group Merit)
- 531 Yarm Road (Group Merit)
- 533 Yarm Road (Group Merit)
- 535 Yarm Road (Group Merit)
- 609 Yarm Road
- 611 Yarm Road
- 620 Yarm Road
- 622 Yarm Road
- 657 Yarm Road
- 658 Yarm Road
- 660 Yarm Road
- 662 Yarm Road
- 664 Yarm Road
- 690 Yarm Road
- 692-694 Yarm Road
- 698-700 Yarm Road
- 2 Newsam Road
- 3 Newsam Road
- War Memorial Elementis Chromium

Longnewton

- Londonderry Arms Stable block

Norton

- 24 Junction Road.
- 26 Junction Road
- 38 Junction Road.
- 66/68 Junction Road.
- 18-20 Fulthorpe Road

Yarm

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