

Stockton-on-Tees Draft Local Plan

Regulation 18 Consultation - November 2016

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Introduction





Located in the centre of Tees Valley in the North East of England, Stockton-on-Tees is a Borough of contrasts with a mixture of busy town centres, urban residential areas, rural villages and environmental assets. The population of the Borough is expected to grow from 194,000 people to 213,600 people by 2032 creating significant needs for housing and community facilities. In order to support the local economy, it is also important that the needs of the key businesses are met up to 2032 and beyond.

The Local Plan sets out the Council's policies and proposals to guide planning decisions and establishes the framework for the sustainable growth and development of the Borough up to 2032. It covers a range of matters including the number of new homes that are needed and where they should be located; the amount and proposed location of new employment land; protection and enhancement of the natural and historic environment; provision of new infrastructure and improvement of town centres and community facilities in the Borough.

1 Introduction

Purpose of this Local Plan

- 1.1 The Local Plan sets out the Council's policies and proposals to guide planning decisions and establishes the framework for the sustainable economic growth and development of the Borough up to 2032.
- 1.2 The Local Plan covers a range of matters including the number of new homes that are needed and where they should be located; the amount and proposed location of new employment land; protection and enhancement of the natural and historic environment; provision of new infrastructure and improvement of town centres and community facilities in the Borough.

Why Prepare a Local Plan?

- 1.3 Stockton-on-Tees Borough Council as a Local Planning Authority has a statutory responsibility to produce documents for its area that set out its policies for the development and use of land. The Local Plan, also known as a development plan, is the most important of these, including allocations of land for development and general planning policies.
- 1.4 The Local Plan process enables the Council to engage with local residents and businesses to shape development across the Borough. Once adopted, the Local Plan will be the starting point for the consideration of planning applications for the development and use of land.

The Local Plan and National Planning Policy

- 1.5 The key aims for planning in England that the Local Plan will be required to conform with are set out within the National Planning Policy Framework 2012 (NPPF). The NPPF sets out the principles and objectives that are required to underpin approaches to plan-making and development management.
- 1.6 Central to this within the NPPF is the "presumption in favour of sustainable development" that establishes in general terms that:
 - Local Plans should positively seek to meet the development needs of their area and meet objectively assessed needs unless the harm of doing so would demonstrably conflict with the NPPF itself; and
 - Decision-taking should see that proposals that accord with development plans are approved without delay, and where plans are silent or out-of-date on an issue, permission should be granted for development.
- 1.7 The key strategic priorities that Local Plans are intended to address are set out within the NPPF and include:
 - The homes and jobs needed in the Borough.
 - Retail, leisure and other commercial development.
 - Infrastructure provision for transport, telecommunications, waste management, water, flood risk, coastal change, minerals and energy.
 - Provision of health facilities, community and cultural infrastructure and other local facilities.
 - Climate change mitigation and adaptation.
 - Conservation and enhancement of the natural, built and historic environment.

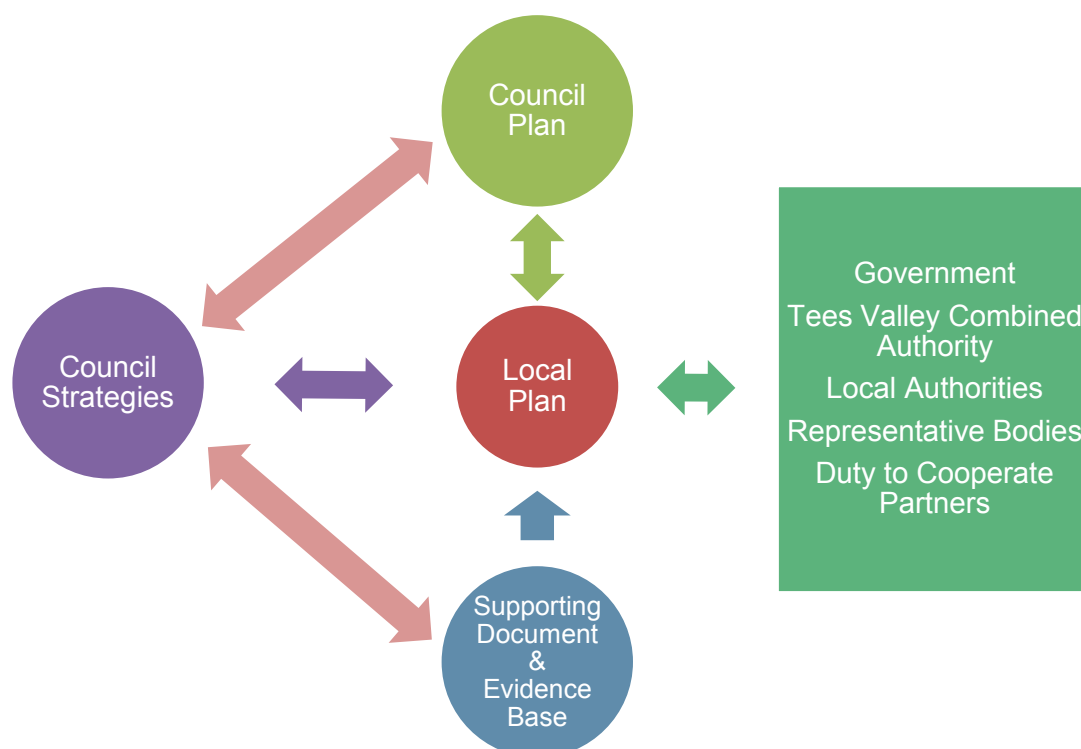
The duty to co-operate

- 1.8 Section 33A of the Planning and Compulsory Purchase Act 2004 (as amended by the Localism Act 2011) introduces a new "duty to co-operate" in preparing Local Plans that ensures that Local Authorities have regard to cross-boundary issues in co-operation with their neighbouring authorities and other key organisations such as Heritage England and Natural England. This approach is also advocated in the NPPF.
- 1.9 The Council has worked with neighbouring authorities and other partners in the preparation of the Local Plan and will continue to do so on strategic cross boundary issues such as:
- Strategic Housing Needs and Site Selection
 - Strategic Economic Growth Needs and Site Selection
 - Transport Infrastructure including the Strategic Road Network, Local Road Network, Footpath and Cycleway and Public Transport connections
 - The impact of development on the Teesmouth and Cleveland Coast Special Protection Area.
 - Major sites which are close to or cross local authority boundaries including North and South Tees, Wynyard and Durham Tees Valley Airport.
 - Education infrastructure and school catchments
 - Mitigating and adapting to Climate Change, in particular the impacts of flooding.
 - Green Infrastructure and Natural Environment
 - Preserving and enhancing the enjoyment of the Borough's historic environment.
- 1.10 In addition to the above, issues relating to minerals and waste development are also a key duty to co-operate issue. However, the Tees Valley local authorities have previously dealt with this issue through the adoption of the Tees Valley Minerals and Waste Core Strategy and Site Allocations document. Future reviews of these documents will consider this issue.

How the Local Plan links to other Strategies

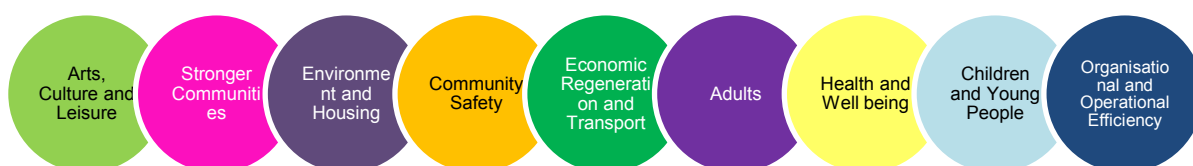
- 1.11 The vision objectives and policies within this Local Plan link to the themes set out in the Council strategies and other documents set out in figure 1 (below). The policies in the plan assist in the delivery of a number of Council Strategies, specifically where the Council can influence planning decisions, within the legislative and policy framework, to deliver economic, environmental and social benefits. Relevant strategies include, the Economic Strategy & Growth Plan, Environmental Strategy and Climate Change Strategy.

Figure 1 – How the Local Plan links to other strategies



1.12 The Local Plan also aims to deliver the spatial elements of the existing Council Plan which covers the period 2016 to 2019, and will be reviewed during the plan period. Figure 2 below summarises the themes included in the Council Plan. Where possible Local Plan policies have sought to address issues and priorities set out in this document.

Figure 2 – Council Plan Themes



1.13 The Local Plan is also influenced by Government policy, and other public sector bodies plans and programmes. Assisting the delivery of the aspirations in the Tees Valley Strategic Economic Plan (TVSEP) is an important aspect of the Local Plan. The SEP sets out the steps to overcome the barriers to business growth within Tees Valley, placing SME's, innovation and individuals at the centre Tees Valley's growth ambitions.

1.14 The aim is to become a high-value, low-carbon, diverse and inclusive economy, and therefore it has been identified that investment be prioritised in to four main objectives:

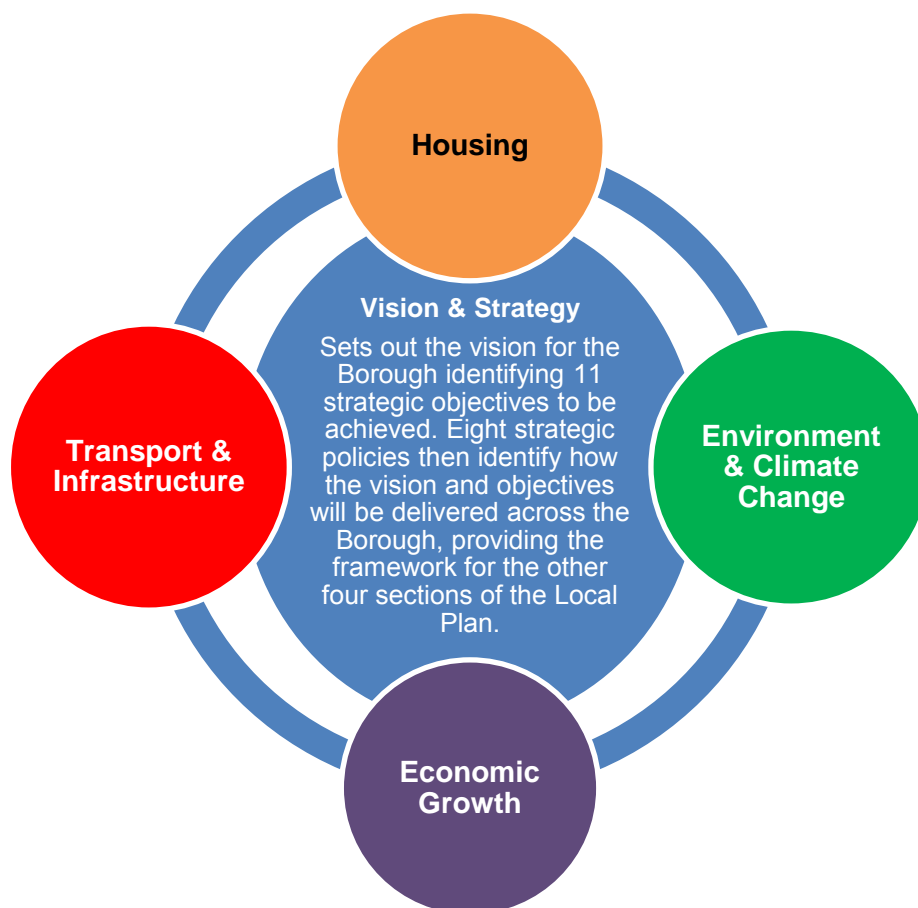
- Support innovation and sector development
- Develop the workforce
- Develop and provide infrastructure
- Attract and retain wealth

- 1.15 A refresh of the TVSEP has recently been undertaken following the establishment of the Tees Valley Combined Authority and its associated new powers and funding. The plan will set out growth ambitions and priorities for the Tees Valley over the next ten years to 2026 and will provide a framework for economic development activities. The Local Plan has been developed to be deliver the existing TVSEP and will be updated to reflect the current refresh.
- 1.16 Finally, the plan is also informed by a robust evidence base which sets out the key developmental needs in the Borough, reviews site availability and also investigates key development constraints. This evidence base has been used in combination with other information to develop the strategies, policies and site allocations within the Local Plan. Likewise, this evidence base may also influence other Council Strategies..

Structure of the Local Plan

- 1.17 The document sets out a series of strategic priorities, policies and proposals identified to deliver sustainable development and growth in the Borough to 2032, as well as being consistent with other relevant strategies. The overall structure of the Plan as set out in figure 3 below. When considering a development, the Local Plan should be read in the round with all of the policies in the document having the potential to have relevance to a new development.

Figure 3 – Structure of the Local Plan



- 1.18 The Council is required to include a Policies Map in its Local Plan, which illustrates geographically the policies and proposals contained. This is available alongside the Local Plan.

What will the Local Plan replace?

1.19 The development plan for the Borough currently comprises:

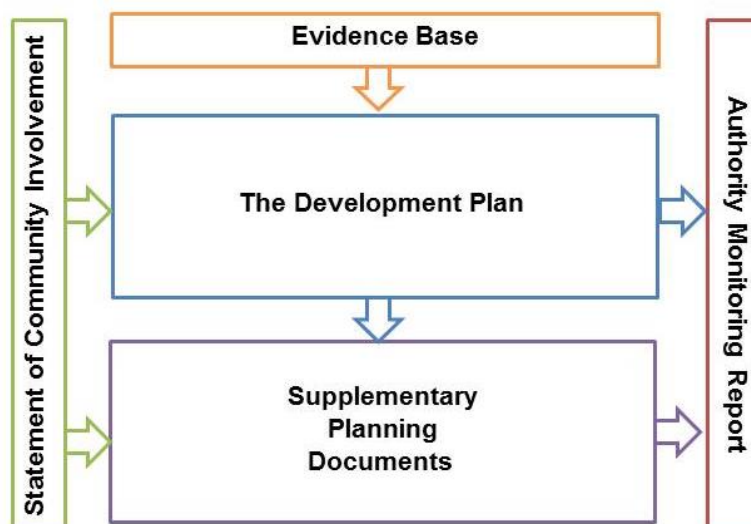
- Stockton-on-Tees Core Strategy LDD (adopted March 2010)
- Saved policies of the Stockton-on-Tees Local Plan (1997)
- Saved policies of the Stockton-on-Tees Local Plan Alteration Number One (2006)
- Joint Tees Valley Minerals and Waste Core Strategy and Policies and Sites LDDs (September 2011).

1.20 New guidance for plan-making set out in the NPPF encourages production of a single plan. As such the Local Plan will replace policies contained within the above mentioned documents with the exception of Joint Tees Valley Minerals and Waste Core Strategy and Policies and Sites LDDs. The Local Plan and Joint Tees Valley Minerals and Waste Core Strategy and Policies and Sites LDDs will combine to form the Development Plan for the Borough, subject to any review of the Minerals and Waste documents over the plan period. The publication version of this Local Plan will include an appendix listing which policies will replace existing adopted policies in accordance with regulation 8 of the Local Planning regulations.

1.21 Figure 4 below identifies how the Development Plan, which includes this Local Plan, fits together. Development plan production is influenced by the Council's evidence base and community involvement, as set out in the Local Planning regulations and Statement of Community Involvement, which is explained further below.

1.22 Following adoption the Council will monitor whether the objectives and policies in the plan are being met, for example are enough homes being built to meet the needs set out. This monitoring will, at some point, signal that a review of the plan is required. In the meantime, the Council also has the ability to produce Supplementary Planning Documents which provide additional guidance for applicants on the policies in this plan.

Figure 4 – How the Development Plan and other documents fit together



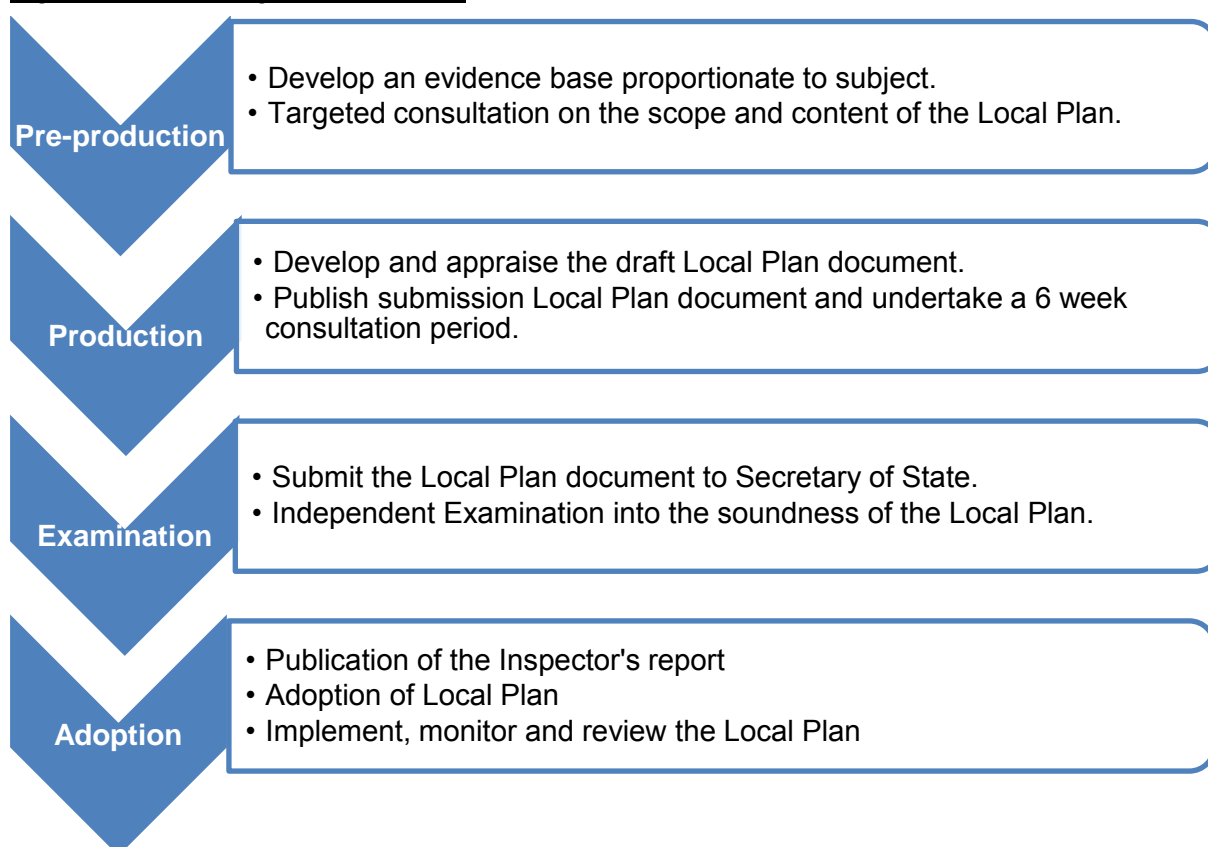
Preparing the Local Plan

1.23 The process for the production of the Local Plan is illustrated in figure 5. The process for preparing the Local Plan began early in 2016, with the commencement of an evidence base review, and is anticipated to be completed by the end of 2018, when the Plan is adopted.

1.24 This document, and the accompanying Executive Summary, set out the structure and emerging content of the draft Local Plan. In accordance with the Council's Statement of Community Involvement and regulations 18 and 35 of the Local Plan Regulations¹, the Council is engaging with stakeholders, including residents, businesses, developers, statutory consultees and other interested parties to ensure that the views of these groups inform the Local Plan.

1.25 The content of this draft plan is built on the requirements of national planning policy, the Council's evidence base and findings of previous consultations which have influenced development decisions in the past. Where there are significant issues which the plan needs to resolve, for example the number of homes that need to be built in the Borough, the document discusses the issue and provides stakeholders with the opportunity to comment.

Figure 5 - Preparing the Local Plan



1.26 The process which led to the adoption of the Core Strategy included a number of opportunities for Council officers to engage with the public. Following this, the Council

¹ The Town and Country Planning (Local Planning) (England) Regulations 2012

began the production of a Development Plan Document which aimed to identify the strategic commercial and residential allocations to deliver the Core Strategy. Due to changes in circumstances, this document also consulted on a revision to the housing strategy, which was a fundamental departure from the adopted Core Strategy. Work on this document ceased in summer 2016 to enable work to begin on this Local Plan. This past engagement in 2011, 2012 and 2015, has provided the Council with the views of the community and interested stakeholders.

Supporting Documents & Evidence Base

1.27 The following documents support the Local Plan:

- **Consultation Statement:** This outlines the consultation undertaken and how the representations received have been considered and have influenced the content of the final policies.
- **Infrastructure Strategy and Infrastructure Schedule:** The Strategy sets out baseline infrastructure and assesses what additional infrastructure will be needed to deliver the development identified in the plan. The Schedule details up to date cost estimates, timings, funding sources and mechanisms, and those responsible for delivering individual infrastructure projects.
- **Sustainability Appraisal:** This report is an assessment of the social, economic and environmental effects of the policies in the plan as a whole. It incorporates Strategic Environmental Assessment (SEA) which focuses on the environmental impacts of the policies
- **Habitat Regulations Assessment:** This report under the Conservation of Habitats and Species Regulations 2010 (the Habitats Regulations) assesses the potential impact of the plan on the integrity of any European designated sites which includes Special Areas of Conservation (SACs) and Special Protection Areas for birds (SPAs).

1.28 These documents are made available alongside this draft Local Plan with the exception of the consultation statement with this being the first formal stage of consultation. The Infrastructure Strategy and Infrastructure Schedule are currently under preparation and will be made available at the next consultation stage of the Local Plan.

1.29 An extensive evidence base will underpin the Local Plan. Much of this evidence base has been completed; however, elements are still emerging. The evidence base includes a range of documents and other sources of information that, together with responses to consultations will assist in understanding the needs, opportunities and constraints facing the Borough. A schedule of evidence base documents is available within Appendix 1; evidence base documents produced by the Council are also available on the Council's website.

Implementation and Monitoring

1.30 The Council will monitor both the implementation of the Local Plan and the effectiveness of its policies using the Implementation Plan and Monitoring Framework which will be set out as an Appendix in future versions of the document. This will be reported in the Authority Monitoring Report which is published annually.

2 Stockton-on-Tees Borough

The Place

- 2.1 Stockton-on-Tees forms a vital part of the wider Tees Valley economy, which has a successful history of working in partnership to create the best conditions for economic growth. The Tees Valley covers the five Local Authority areas of Darlington, Hartlepool, Middlesbrough, Redcar & Cleveland and Stockton-on-Tees. Tees Valley is a functional economic area that is distinct in terms of business composition, industry focus, growth sectors, assets and infrastructure from that of the wider geography.
- 2.2 The performance of the local economy is a key driver that shapes Stockton-on-Tees into a successful and growing location. Our businesses are an integral factor in creating and sustaining a diverse and strong local economy, and are essential to the continued prosperity of the area; to accelerate economic growth and to increase Tees Valley's economic contribution to the northern and national economies
- 2.3 Stockton-on-Tees is a Borough of wide contrasts with a mixture of busy town centres, urban residential areas and rural villages. The area of Stockton-on-Tees Borough is 20,393 hectares (Ha) in size with a population of 194,119 living in 84,470 dwellings. This gives a population density of 9.5 people per Ha. The principal townships within the Borough are Stockton, Norton, Billingham, Thornaby, Yarm and Ingleby Barwick.
- 2.4 The Borough is served by two main arterial roads, the Trans-Pennine A66 (east/west) and the A19 (north/south). The A66 connects Stockton-on-Tees directly to Middlesbrough (four miles to the east) and Darlington (10 miles to the west). Durham Tees Valley Airport is located partly within the Borough and partly within the neighbouring authority of Darlington. Billingham, Stockton and Thornaby rail stations provide a direct connection to Newcastle-upon-Tyne, whilst Thornaby and Yarm have good connections to the North East mainline and the rest of the country.
- 2.5 The Borough is located within the valley of the River Tees and this is the principal influence on the nature of the landscape, which is classified as being within the Tees Lowlands National Character Area (NCA). The rural area is predominantly low lying farmland with wide views to distant hills. To the North lies the Durham Magnesian Limestone Plateau NCA and to the south are the upland landscapes of the North Yorkshire Moors and the Cleveland Hills NCA. In addition, at the local scale seven distinct Landscape Character Areas have been identified within the Borough. The Borough also lies upon the Sherwood Sandstone Aquifer, which is the second most important source of groundwater in the UK. The Borough contains several areas and individual sites which are designated for their biodiversity interest, including . part of the Teesmouth and Cleveland Coast Special Protection Area (SPA) and Ramsar site, and part of Teesmouth National Nature Reserve. A Ramsar Site is a wetland site designated of international importance under the Ramsar Convention. In addition Saltholme Wildlife Reserve and Discovery Park, 5 Sites of Special Scientific Interest, 3 Country Parks, 14 Local Nature Reserves and a number of Local Wildlife / Geological sites (formerly known as Sites of Nature Conservation Importance) are located within the Borough

Businesses

- 2.6 Stockton-on-Tees Borough owes much of its early development to the River Tees, with Yarm being the most prosperous port on the river during the 13th century. By the 17th century, Stockton-on-Tees became a major river port transporting coal to London. The Borough is also famous for the first passenger railway as well as for its iron and steel industries. Although little remains of Stockton-on-Tees' industrial heritage, the River

Tees has an increasing focus for leisure following the development of the Tidal Barrage in 1995. Extensive regeneration programmes are also being brought forward for many of the former industrial sites.

- 2.7 The Borough's traditional economic base was predominantly heavy industry including chemical processing and steel production and engineering. The Borough has had to adapt and respond to the change and now represents a modern industrial and service based economy. Although the existing manufacturing base is smaller, it is still significant with a technically and highly skilled workforce remaining.
- 2.8 There were 5,260 registered businesses located in Stockton-on-Tees in 2015. The business base has continued to grow since 2011 and, apart from 'public administration and defence', all sectors have more businesses than they did in 2013. The Stockton-on-Tees economy is dominated by smaller firms comprising of 0-9 employees, which is consistent with regional and national averages. There are a low number of businesses with headquarters located in the Borough and a large proportion of the working age population are employed by a relatively low number of large businesses. Around one third of the of the 16,500 businesses in Tees Valley are located in Stockton-on-Tees.
- 2.9 Taking account of the current composition of the Tees Valley economy, existing industrial specialisms and their potential for growth, six priority sectors have been identified based on their high productivity and future job creation potential:
- Advanced Manufacturing
 - Process, Chemicals and Energy
 - Logistics
 - Health and Biologics
 - Creative and Digital
 - Culture and Leisure
- 2.10 In 2014, the Stockton-on-Tees economy supported 80,700 employee jobs²; with almost 7 in 10 of these being full-time. There has been little change in the employment structure over the past two years, and the three broad industry sectors of Manufacturing (10.2%), Construction (6.0%), and Services (81.0%) accounted for the majority of employment. However, at 2016 Stockton-on-Tees boasted a highly skilled workforce with more than one-third of residents qualified to NVQ Level 4+, and more than 2 in 5 residents working in high-value managerial, professional and technical occupations.
- 2.11 Businesses are showing greater resilience in Stockton-on-Tees; with over 9 in 10 businesses surviving their first year of trading, and more than 2 in 5 of these still trading after 5 years. The majority of businesses located in the Borough have been trading for longer than 10 years.

People

- 2.12 The Borough's population has increased by 5.6% since 2001, whereas across the North East region there has only been an increase in population of 4.1%

² Excluding self-employment

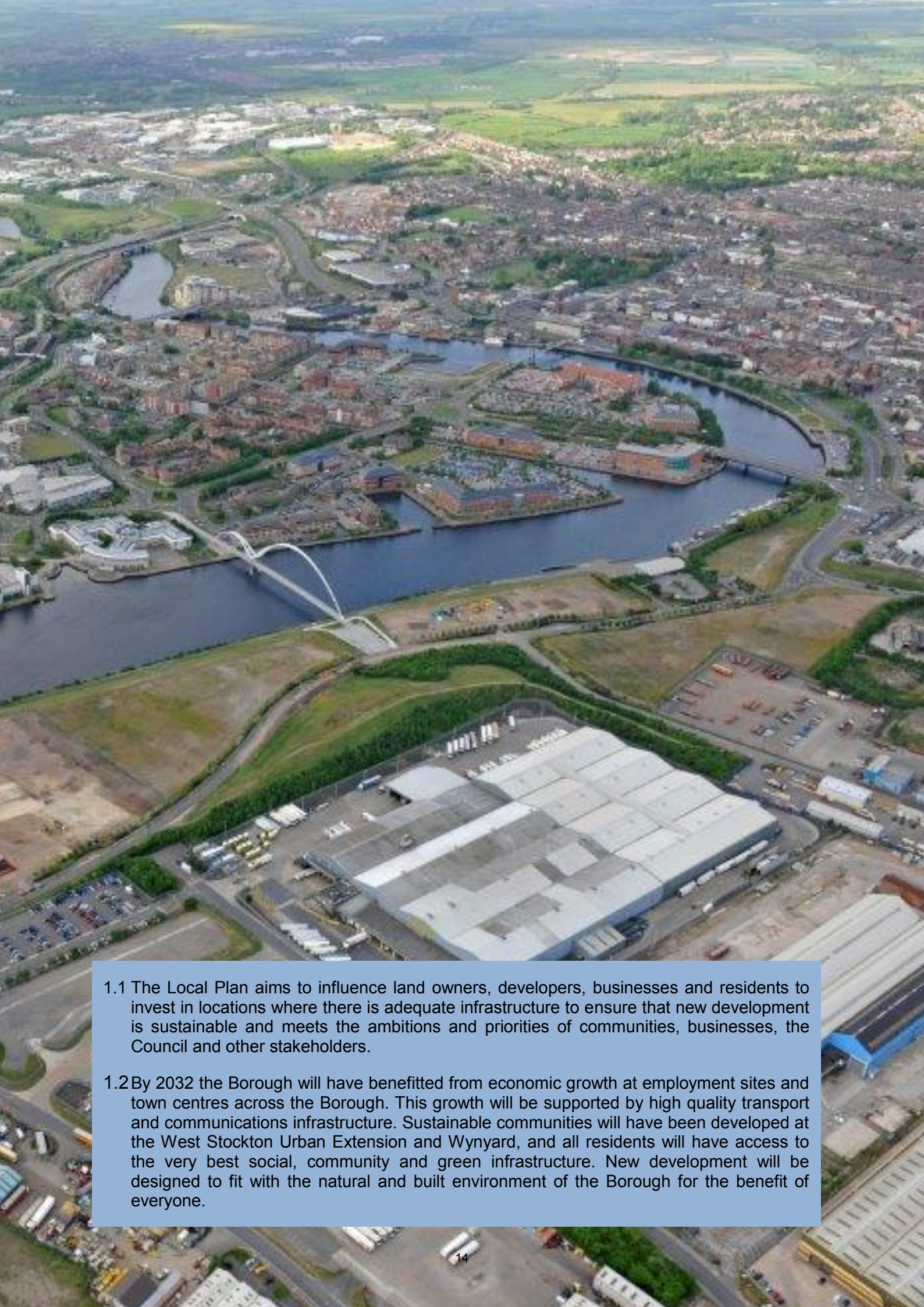
Population³	Stockton-on-Tees	North East	England & Wales
All Ages	194,119	2,618,710	57,408,654
Males	95,081	1,283,216	28,294,511
Females	99,038	1,335,494	29,114,143

- 2.13 A lot of work has been carried out in recent years to look at the changing profile of the Borough's population, the impact this is likely to have on public services and how the Council's services will need to adapt. The Borough's population is projected to increase by 11.2% by 2037 equating to an additional 21,739 residents compared with 2015. The numbers of residents aged 65-79 and over 80 are projected to increase dramatically whereas the number of people aged 45-64 is projected to decrease. The percentage increase in the Borough is greater than that for the population across the North East.
- 2.14 Life expectancy as a whole is increasing across the Borough but the inequalities are continuing to increase for men and women. In 2013/14 Stockton-on-Tees Borough reported the greatest inequality in life expectancy nationally, and health inequalities remain a priority focus in Stockton-on-Tees
- 2.15 The Borough has a unique social and economic mix with discrete geographical areas of multiple and isolated types of deprivation, situated alongside areas of relative affluence. The Department of Communities and Local Government's indices of multiple deprivation (IMD) 2015, show Stockton-on-Tees is ranked 88 out of the 326 Local Authorities districts in England making it within the 30% most deprived areas nationally.
- 2.16 Across the Borough there is a unique social and economic mix, with areas of acute disadvantage situated alongside areas of affluence. Whilst 28% of the population live within the top 20% of least deprived areas of England, 28% live in the 20% most deprived areas. In addition, 34 out of the 120 Lower Super Output Areas (LSOAs) across Stockton-on-Tees are within the 20% least deprived LSOAs in England, whereas 33 of the LSOAs are within the 20% most deprived LSOAs in England.
- 2.17 Comparisons with the 2010 IMD indicate that the gap is increasing between the most deprived and the less deprived areas of the Borough. However, despite the Borough's levels of relative deprivation, a resident satisfaction survey carried out in 2015 showed that 87% of residents are satisfied with their local area.

³Source – Office for National Statistics mid 2014 population estimates for 2015 projections.

Vision & Strategy





1.1 The Local Plan aims to influence land owners, developers, businesses and residents to invest in locations where there is adequate infrastructure to ensure that new development is sustainable and meets the ambitions and priorities of communities, businesses, the Council and other stakeholders.

1.2 By 2032 the Borough will have benefitted from economic growth at employment sites and town centres across the Borough. This growth will be supported by high quality transport and communications infrastructure. Sustainable communities will have been developed at the West Stockton Urban Extension and Wynyard, and all residents will have access to the very best social, community and green infrastructure. New development will be designed to fit with the natural and built environment of the Borough for the benefit of everyone.

3 Vision & Objectives

Stockton-on-Tees Borough Vision

3.1 Stockton-on-Tees Borough's vision for 2032 is:

In 2032 the major settlements and industrial locations in Stockton-on-Tees Borough are fundamental to the economic growth and success of the Tees Valley City Region and its positive contribution to the northern and national economies. Economic growth continues to be focused on low carbon and sites of strategic importance as well as established sites which are accessible from the strategic transport networks and remain attractive to local businesses and new inward investment.

Economic growth across the Borough is supported by a high quality local road network, and modern sustainable transport and communications infrastructure. Residents and visitors make full use of opportunities for sustainable transport choices.

The upgraded and regenerated town centres of Stockton, Billingham and Thornaby, in addition to Yarm, provide opportunities for a range of improved retail, culture, leisure, and related facilities. Residents have access to the very best in housing, education and training, health care, employment, sport, recreational and cultural facilities, which has created a better quality of life for existing and future generations.

Sustainable communities have been created through prioritising new housing development on areas of previously developed land within the conurbation and at a sustainable urban extension at West Stockton, as well as extensions to other main towns in the conurbation. Wynyard has grown in to a sustainable settlement of high quality, accommodating a mix of executive housing, market housing and additional employment development. All residents have access to high-quality social, community and green infrastructure.

The diversity, quality and character of the natural and built environment, together with the Borough's unique historic assets continue to be valued, protected, enhanced and resilient to climate change for the benefit of everyone.

Local Plan Objectives

3.2 This vision will be achieved by meeting the following strategic objectives:

Business

- Objective 1: To encourage economic growth, job creation and a more entrepreneurial culture within the Borough, as a means of diversifying the economic base and strengthening existing economic, strengths, clusters and sectors.
- Objective 2: To identify sufficient employment sites and premises to ensure the needs of inward investors, as well as, existing and new businesses are met.

People

- Objective 3: To support education and training opportunities to enhance the skills of the existing and future workforce, whilst retaining and attracting highly skilled people.
- Objective 4: To ensure sufficient land is identified for the new homes required to meet the objectively assessed housing needs of the population.

Objective 5: To provide high quality services and facilities for the Borough's growing and ageing population, with an emphasis on health care, education and training, together with sport, leisure, recreation and cultural pursuits.

Objective 6: To promote equality and diversity whilst ensuring all of Stockton-on-Tees Borough's residents live in strong, prosperous, cohesive and sustainable communities in a safe, healthy and attractive environment.

Place

Objective 7: To ensure better use of resources, particularly the re-use of vacant premises and previously developed or under-used land in the conurbation.

Objective 8: To deliver healthy and vibrant town centres, enhancing the role of Stockton as the main centre, and improving the environments of the Borough's district and local centres.

Objective 9: To enhance local identity and sense of place through the protection and enhancement of the Borough's natural and built environment, green infrastructure, biodiversity, cultural and heritage assets in the area.

Objective 10: To achieve a healthy, vibrant and successful low carbon community, resilient to the challenges of climate change and resource pressures.

Infrastructure

Objective 11: To ensure good accessibility for all to jobs, facilities, goods and services within the Borough, and to improve communications infrastructure links to other areas of the Tees Valley and beyond.

The Local Plan vision and objectives reflect the Council's long-term economic growth and regeneration aspirations, but also has regard to significant emerging developments which are likely to be included in the Local Plan.

- 1. How far do you agree/disagree with the Local Plan vision? [Strongly Agree/Agree/Neither Agree or Disagree/Disagree/Strongly Disagree/No Opinion]**
- 2. Do you have any suggestions regarding the wording of the Local Plan Vision?**
- 3. How far do you agree/disagree with the Local Plan objectives? (Strongly Agree/Agree/Neither Agree or Disagree/Disagree/ Strongly Disagree/ No Opinion)**
- 4. Do you have any suggestions regarding the wording of the Local Plan Objectives?**

4 Strategic Development Strategy

Presumption in favour of Sustainable Development

- 4.1 A cornerstone of the NPPF is the presumption in favour of sustainable development, which seeks a balanced approach between the economic, social and environmental dimensions of sustainable development. This policy acknowledges the pivotal nature of this presumption in favour of sustainable development.

Policy SD1 - Presumption in favour of sustainable development

- 1. In accordance with the Government's National Planning Policy Framework (NPPF), when the Council considers development proposals it will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. It will always work proactively with applicants jointly to find solutions which mean that proposals for sustainable development 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 polices 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.**

- 4.2 The Council is committed to a positive approach to development in order to meet the needs of the Borough, consistent with balancing the economic, social and environmental dimensions of sustainable development.
- 4.3 Following the publication of the National Planning Policy Framework, the Planning Inspectorate published model wording for a presumption in favour of sustainable development policy. This model wording has been incorporating into the Local Plan in policy SD1 as an appropriate way of meeting the Government's expectation that Local Plans are based upon the presumption in favour of sustainable development.
- 4.4 The Local Plan once adopted will 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.

As this policy is a requirement of national planning policy and the Planning Inspectorate, there is no consultation question proposed regarding this policy.

Strategic Needs

Policy SD2 – Strategic Development Needs

- 1. The following strategic growth needs have been identified for the period 2014 to 2032 which will be met through new sustainable development and infrastructure provision, which integrates positively with the built and natural environment of the Borough.**

Housing

- 2. The objectively assessed housing need for the Borough identifies that there is a need to build 11,061 new homes between 2014 and 2032.**
- 3. The Strategic Housing Market Assessment for Stockton-on-Tees Borough identifies that there are specific needs with regard to housing type and tenure. This includes delivering homes to meet the needs of the ageing population.**

Economic Growth

- 4. In order to provide sufficient employment sites to meet the needs of existing businesses, new start-ups and major inward investment there is a requirement to allocate sufficient land for specialist industries, business, general industry and warehousing, as follows:**
 - a. 120 hectares of land for specialist uses including, the chemical and process industry, energy generation, waste processing, port related uses and other uses which demonstrate operational benefits to the North and South Tees Cluster**
 - b. 70 hectares of land for airport related use expansion of Durham Tees Valley Airport, including 20 hectares of general employment land**
 - c. 115 hectares of land for general employment land.**
- 5. To meet the town centre use needs of the Borough, there is a need for:**
 - a. Up to 2,950 sqm of convenience retail floorspace by 2032**
 - b. Up to 2021 there is a need for up to 4,500 sqm of comparison retail floorspace. Beyond 2021 there may be a need to bring forward new comparison retail which will be determined by future retail capacity assessments.**

Other Development Needs

- 6. Where other needs are identified, new developments will be encouraged to meet that need in the most sustainable locations having regard to relevant policies within the Local Plan.**

- 4.5** The National Planning Policy Framework (NPPF) requires Local Plans to be based on proportionate and up-to-date evidence about the economic, social and environmental characteristics and prospects of the area. To this end the Council has undertaken a number of evidence base reviews to understand the housing and economic growth needs of the Borough. This policy takes account of these reviews and sets out the strategic needs for the Borough as identified in these studies. The Council's objective assessment of housing need (OAN) is incorporated in to the Strategic Housing Market Assessment (SHMA). The OAN was calculated using a population projection based on a 2014 population estimate, trends over the previous 10-years and market signals. This identified an OAN for the Borough of 11,061 dwellings between 2014 and 2032.
- 4.6** The NPPF and Planning Practice Guidance (PPG) make it clear that an authority's housing requirement does not necessarily equal its OAN. However, the NPPF requires that the full objectively assessed needs for market and affordable housing are met in the housing market area (HMA). A HMA is a geographical area defined by household

demand and preferences for all types of housing, reflecting the key functional linkages between places where people live and work. In converting the OAN into a housing requirement there are therefore a number of elements that need to be considered. First is the necessity to engage with neighbouring authorities under the duty to co-operate to ensure all housing needs are met; this is of particular relevance within the HMA. Whilst the SHMA identifies that Stockton-on-Tees is its own HMA it advocates the need to undertake a collaborative approach to meeting all housing needs with Middlesbrough and Redcar & Cleveland Councils owing to the conclusion that a wider HMA incorporated these authorities would result in lower level of migration.

- 4.7 It is also important to consider how the need for affordable housing will be met. The affordable housing requirement is informed by the SHMA, an assessment of viability and the overall housing requirement for the Borough. Affordable housing need is identified as being just under 40% of the OAN. This need could not be delivered through existing commitments or proposed allocations, in part, owing to viability with the Affordable Housing Viability Assessment demonstrating that an affordable housing requirement of 20% is most appropriate in viability terms. The Council could theoretically achieve the delivery of further affordable housing through increasing the housing requirement. However, delivery of this approach could be limited by market demand, infrastructure provision and relevant constraints
- 4.8 The OAN must be translated into a housing requirement setting out how housing needs can be phased over the plan period. Potential options include simply applying an average across the whole plan period or phasing based on population projections. However, more sophisticated approaches may be possible and the Council has included an opportunity for stakeholders to comment on this. Examples based on the OAN are identified in figure 6 below.

Figure 6: Housing requirement options

Requirement		Pre-2017	2017/18-2021/22	2022/23-2026/27	2027/28-2031/32
Average phasing	Period	2061	3000	3000	3000
	Per annum	687	600	600	600
Projection phasing	Period	2061	3236	2970	2788
	Per annum	687	647	594	558

- 4.9 The baseline for formulating the housing requirement is 2014. As the plan period is intended to run from 2017 to 2032 there is a need to consider any over or under-supply for the period 2014-17. The Council will monitor this against the requirement identified within the SHMA of about 2,060 dwellings and this will inform the next version of the Local Plan (Publication Stage).
- 4.10 The approach to meeting specific housing needs identified within the SHMA is detailed within policy SD3 ‘Housing Strategy’ and the section 5 ‘Housing’.

SD2 details the Objectively Assessed Need (OAN) as a high level assessment of housing need which identifies the need for 11,061 new homes up to 2032.

5. **How far do you agree/disagree with using the OAN as the starting point for considering the housing requirement for the Borough? [Strongly Agree /Agree/ Neither Agree or Disagree/ Disagree/ Strongly Disagree/ No Opinion]**
6. **The Council will work with adjoining Local Authorities to translate the OAN into a housing requirement. What are your views on the approach**

that we should take?

- a. Translate the OAN directly in to the housing requirement**
 - b. Increase the housing requirement above the OAN to increase the supply of affordable housing.**
 - c. Alternative option.**
- 7. Once the OAN has been translated into a housing requirement. What are your views on how should this be phased over the plan period?**
- a. Average across the plan period**
 - b. Align with population projections**
 - c. Alternative option.**
- 8. Do you have any other comments on the OAN and how it should be translated into a housing requirement?**

4.11 Where appropriate, the Employment Land Review for the Borough is based on population forecasts and economic activity rates which are consistent with the above OAN / SHMA. The review also has regard to the ambitions of the Strategic Economic Plan produced by Tees Valley Combined Authority.

4.12 The National Planning Policy Framework requires local planning authorities to 'plan positively for the location, promotion and expansion of clusters'. The Tees Valley is the home to an integrated cluster of chemicals and processing companies, with recent growth in the number of energy and waste businesses in the area. The market generally considers these areas as separate from the general employment land portfolio, and the local plan provides a separate need for 'specialist use' sites which operate in the chemical industry; ports and airports; and marine and offshore sectors.

4.13 The complex relationship between these uses and land take-up makes it difficult to estimate the future need for specialist use employment sites on the basis of projected employment or population change. The review therefore forecasts a need for about 120 hectares of employment land in the North Tees and Billingham area, based on the average take-up of employment land between 2008 and 2015.

4.14 In addition to the above, the Local Plan also recognises the importance of Durham Tees Valley Airport and the need to support further expansion linked to the airport in accordance with Aviation policy and the National Planning Policy Framework. The Local Plan therefore includes the need to provide sufficient specialist land to support the expansion of airport related uses at the airport, which is supported by 20 hectares of the Southside site being available as general employment land.

4.15 In accordance with national guidance, the review considered three scenarios: baseline job growth; past take-up; and future supply. The review also factored in an allowance for losses of employment land and previous take-up rates and concluded that there was a need to allocate at least 85 hectares of land for general employment use, which could potentially rise to 115 hectares of land depending on a range of factors including viability of industrial development. The review also recognised that there is no need to make further allowance on top of this requirement for other non-employment uses on industrial land over the plan period.

- 4.16 The Stockton Town Centre Uses study considers the convenience and comparison retail needs of the Borough. Convenience goods are retail items not bought on a frequent basis, for example televisions and white goods (fridges, dishwashers etc.) and comparison goods are those items bought for everyday needs such as food and other groceries, newspapers, drink and tobacco and chemists goods. The study identifies a need for up to 2,950 sqm of new convenience retail floorspace by 2032, with the actual requirement dependent on the turnover of new facilities. In terms of comparison floorspace there is a need up to 2021 for 4,500sqm of floorspace. Beyond this, up to 2026, there is a potential need for up to 33,000 sqm of comparison retail floorspace, subject to further evidence of the need in subsequent future town centre use capacity studies. However, due to uncertainty around the forecasts and the scale of need identified in the study to 2032 (56,000 – 80,000sqm) a cautious approach will be taken beyond 2021 which will be influenced by regular review of retail studies. The Town Centre Uses study also identifies potential need for other leisure uses in the Borough, subject to commercial demand.
- 4.17 It is not possible to identify all of the needs of the Borough which might occur over the plan period. However, where a strategic or local need is highlighted over the plan period the Council will seek to positively influence where the development need should be located, taking in to account aspirations to promote economic growth, support key commercial locations and also embrace the principles of sustainable development set out within this plan.

Economic Growth needs

- 9. How far do you agree/disagree with the economic growth needs identified in this policy? [Strongly Agree/ Agree/ Neither Agree or Disagree/ Disagree/ Strongly Disagree/ No Opinion]**
- 10. Do you have any further comments regarding this policy?**

- 4.18 Further site allocations and management policies to address these needs are set out and discussed in detail in section 3 Economic Growth.

Housing Strategy

Policy SD3 - Housing Strategy

- 1. The full objectively assessed housing needs of the Borough will be met through the provision of sufficient deliverable sites to ensure the maintenance of a rolling 5-year supply of deliverable housing land.**
- 2. To ensure all housing needs are met the following are priorities for the Council:**
 - a. Delivering a range and type of housing appropriate to needs and addressing shortfalls in provision; this includes the provision of housing to meet the needs of the ageing population and those with specific needs**
 - b. Providing accommodation that is affordable**
 - c. Providing opportunities for custom and self-build housing**
- 3. The approach to housing distribution has been developed to promote development in the most sustainable way. This will be achieved through:**
 - a. Supporting the aspiration of delivering housing in the Regenerated River Tees Corridor (between A66 and Newport Bridge) in close proximity to Stockton Town Centre. Key regeneration sites which provide major opportunities for redevelopment include: North Shore, Boathouse Lane, Queens Park North,**

Victoria Estate, and Tees Marshalling Yard.

- b. Prioritising new development, particularly on previously developed sites, within the conurbation as defined by the limits to development (unless allocated for another purpose) which comprises the main settlements of Stockton, Billingham, Thornaby, Ingleby Barwick, Eaglescliffe and Yarm.**
- c. Creating a Sustainable Urban Extension to West Stockton.**
- d. Promoting major new residential development at Wynyard leading to the area becoming a sustainable settlement containing general market housing and areas of executive housing in a high-quality environment.**
- e. New dwellings within the countryside, outside the limits to development, will be supported where they:**
 - 1. Are essential for farming, forestry or the operation of a rural based enterprise; or**
 - 2. Represent the best viable use of a heritage asset or would be appropriate enabling development to secure the future of a heritage asset; or**
 - 3. Would re-use redundant or disused buildings and lead to an enhancement of the immediate setting; or**
 - 4. Are of an exceptional quality or innovative nature of design**
- 4. The Council will continue to work with partners to bring empty homes back into use and identify areas for neighbourhood regeneration to provide wider benefits to local communities.**
- 5. Proposals for domestic extensions will be supported where they are in keeping with the property and the street scene in terms of style, proportion and materials, and avoid significant loss of privacy and amenity for the residents of neighbouring properties.**
- 6. Within the countryside, outside the limits to development, support will be given to:**
 - a. extensions within the existing curtilage of a dwelling where they are of a suitable scale and subservient to the host dwelling**
 - b. a replacement dwelling where the proposed dwelling is:**
 - 1. not materially larger than the existing dwelling**
 - 2. located on the site of, or in close proximity, to the existing dwelling**

4.19 This policy seeks to identify a high level strategy to meet the housing needs identified in the SHMA and incorporates an approach to housing distribution. Further information regarding specific sites to meet housing need and the Council's approach to meeting specific housing needs is detailed within section 5 'Housing'.

4.20 The NPPF requires the Council to identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against our housing requirement. To fulfil this requirement the Council annually prepare a 5-year supply assessment. As the Council do not currently have an up-to-date housing requirement National Planning Policy Guidance (NPPG) requires the Council to undertake the 5-year supply assessment against the OAN. The latest 5 year supply assessment is available on the Council website.

4.21 The approach to housing distribution has ensured a range of sites have been identified to meet the housing needs identified within the SHMA in a sustainable way. This approach seeks to focus and prioritise development in the existing urban area, in part, to support regeneration ambitions in close proximity to Stockton Town Centre. Beyond this the Council is seeking to deliver a Sustainable Urban Extension (SUE) to West Stockton and creation of a sustainable settlement at Wynyard.

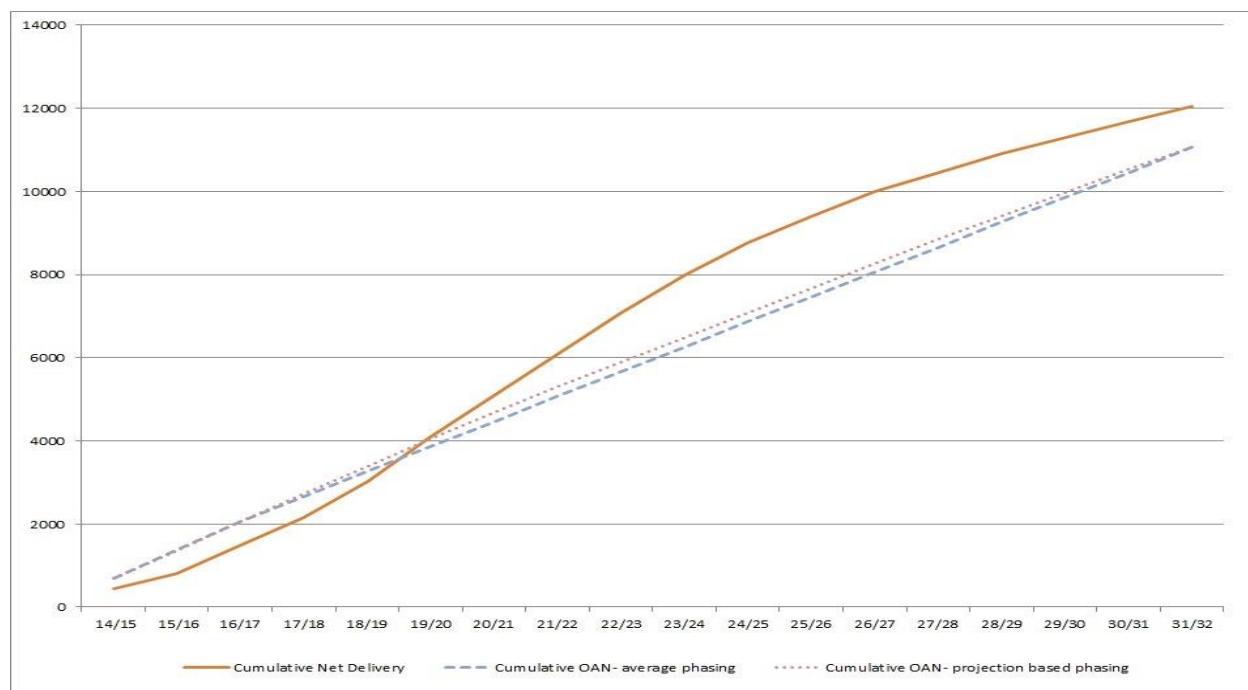
4.22 In recent years a number of planning permissions have been granted by the local planning authority or on appeal which will form extensions or infill development within villages. Where appropriate these commitments have been re-affirmed within the Local Plan. We would like to know your views on the approach to rural housing specifically in the context on NPPF paragraphs 54 and 55 which state:

4.23 “In rural areas, exercising the duty to cooperate with neighbouring authorities, local planning authorities should be responsive to local circumstances and plan housing development to reflect local needs, particularly for affordable housing, including through rural exception sites where appropriate. Local planning authorities should in particular consider whether allowing some market housing would facilitate the provision of significant additional affordable housing to meet local needs.

4.24 To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. For example, where there are groups of smaller settlements, development in one village may support services in a village nearby...”

4.25 Housing trajectory work (see figure 7) has been undertaken which identifies that existing commitments and proposed allocations within this draft Local Plan are likely to meet the OAN. However, as the OAN has not yet been translated into a housing requirement and recognising the need to ensure that sufficient sites are identified to boost significantly the supply of housing the Council would welcome the identification of any additional sites that you consider are suitable for allocation. Any sites submitted will be assessed through the Strategic Housing Land Availability Assessment, considered in the Sustainability Appraisal and then incorporated in to the plan, if appropriate.

Figure 7 - Housing Trajectory



4.26 This housing trajectory will be further refined as the Council finalises the Local Plan housing requirement and the sites needed to meet it. Therefore the publication version of the Local Plan will include an appendix setting out a housing implementation strategy.

11. **SD3 details the approach to housing distribution to meet the strategic housing needs of the Borough to 2032. How far do you agree with policy SD3? (Strongly Agree/ Agree/ Neither Agree or Disagree/ Disagree/ Strongly Disagree/ No Opinion)**
12. **Do you support housing in the rural area? (Yes/ No/ No Opinion)**
13. **How do you think the Council should approach housing in the rural area? Please select one of the following approaches you consider to be the most appropriate.**
 - a. **Identification of further allocations forming extensions to existing villages.**
 - b. **Adopting a policy approach which supports rural exception sites where need for affordable housing is identified incorporating affordable housing only.**
 - c. **Adopting a policy approach which supports rural exception sites where need for affordable housing is identified incorporating market housing where necessary to deliver affordable housing.**
 - d. **Alternative option.**
14. **If you support the identification of further development at rural villages, should this be directed to:**
 - a. **All villages**
 - b. **Larger villages or groups of smaller villages where residents will have access to a range of services and facilities**
15. **Are there any other sites you think we should consider for housing? Please provide as much detail as possible regarding the location of the area and the reasons why you consider it should be added.**
16. **Do you have any further comments regarding this policy?**

Economic Growth Strategy

Policy SD4 - Economic Growth Strategy

1. **Economic development needs will be directed to appropriate locations within the Borough to ensure the delivery of sustainable economic growth.**
2. **Proposals for the redevelopment of previously developed land, in particular prominent sites which have been derelict for a significant period of time, will be supported.**

Specialist Uses

3. **The Seal Sands, North Tees and Billingham Chemical Complex areas are the main growth locations for hazardous installations including liquid and gas processing; bio-fuels and bio-refineries; chemical processing; resource recovery and waste treatment; energy generation; carbon capture and storage; and other activities**

which have operational benefits for the cluster. In these areas general employment development, which is unrelated to the main cluster, will normally be resisted.

4. Port related development and other suitable economic growth uses, will be encouraged at Billingham Riverside and North Tees
5. Economic growth proposals in the Seal Sands, North Tees, Billingham Riverside and Billingham Chemical Complex will recognise environmental constraints in the area including the Teesmouth and Cleveland Coast Special Protection Area.
6. Land at Durham Tees Valley Airport is safeguarded for the continued operation of a regional airport. Alongside expansion for airport related uses, 20 hectares of land is identified for general employment use.

General Employment

7. The following sites are identified as principal office locations where new office development will be directed:
 - a. Stockton Town Centre and the District Centres
 - b. North Shore
 - c. Teesdale and Thornaby Place
8. Employment land at Wynyard Park provides high quality strategic inward investment opportunities for major employers to locate in the Tees Valley.
9. Belasis and Cowpen Lane, Durham Lane, Preston Farm, Portrack Lane and Teesside Industrial estate are the main locations for new industrial and logistics related development.

Town Centres

10. Stockton Primary Shopping Frontage will be the main location for new retail development to 2032, whilst the wider town centre will be the main location for new leisure and evening economy uses.
11. Proposals for new town centre uses will be directed to suitable and available sites and premises in the centres within the following Town Centres Hierarchy:

Location	Centre Tier	Role and Function
a. Stockton	Primary Shopping Area / Town Centre	The largest shopping centre within the Borough containing the Primary Shopping Area, an administrative function and evening economy.
b. Billingham	District Centre	Centres serving particular areas within the main settlements, typically including a range of services such as banks, building societies, restaurants, library, and usually at least one supermarket
c. Thornaby		
d. Yarm		
e. Billingham Green	Local Centre	Centres which serve the immediate locality, typically including a small supermarket and a limited range of other small scale convenience and community facilities.
f. Ingleby Barwick		
g. Norton		
h. Other: See consultation question 17.		

12. Should any planning application proposals for main town centre uses in edge or out-of-centre locations emerge, such proposals will be determined in accordance with the sequential and impact tests set out in policies EG3 and EG6 alongside

prevailing national planning policy, having regard to the catchment area of the proposal.

- 13. Teesside Park and Portrack Lane will continue to provide out of centre shopping provision. New developments in these areas will be determined in accordance with the Sequential and Impact tests.**

Sustainable tourism and the tranquil river corridor

- 14. Support will be given to sustainable tourism proposals in the Borough's main town centres, tourist attractions, main parks and country parks, as well as enhancing the River Tees as a leisure, recreation and water sports destination. Proposals should be of an appropriate scale having regard to the intrinsic character of the countryside, in particular the desire to protect and enhance the tranquil River Tees, Leven and Bassleton Beck corridors as represented by the green wedge.**

- 15. The Council will support economic growth development within the countryside, outside the limits to development, providing it cannot be located within the urban area, or it is of an appropriate scale and does not harm the character and appearance of the countryside; where it provides:**

- a. Development necessary for a farming or forestry operation; or**
- b. Farm diversification; or**
- c. Equestrian activity; or**
- d. A recreation or tourism proposal requiring a rural location; or**
- e. Facilities adjacent to villages which are essential to their social and community needs; or**
- f. Other development that requires a rural location for technical or operational reasons.**

Local Labour

- 16. Support will be given to the creation of employment and training opportunities for residents. Major development proposals will demonstrate how opportunities arising from the proposal will be made accessible to the Borough's residents, particularly those in the most deprived areas and priority groups.**

4.27 The Council is committed to supporting sustainable economic growth delivered within environmental limits and supported by high-quality infrastructure, which ensures the economy of the Borough, and the wider Tees Valley, is competitive with other locations across the North of England and globally. To this end the Local Plan directs new development to established employment locations across the Borough, where there is sufficient employment land and infrastructure to accommodate economic growth.

4.28 Several of these locations, including Belasis, North Shore and part of North Tees have been recognised within the Tees Valley Enterprise Zone, where new development will benefit from various incentives, supporting the Advanced Manufacturing sectors at Belasis, the Digital sector at North Shore and expansion in process, chemical and energy sectors in the North Tees area.

4.29 Seal Sands, North Tees and Billingham area is recognised globally as part of the Tees Valley's inter-connected process industries cluster and the area is of vital importance to the local, regional and national economy and the Council will continue to prioritise economic growth in this area, working in partnership with the Tees Valley Combined Authority. This policy sets out the types of growth which will occur in this area over the plan period.

- 4.30 At the same time development proposals must continue to work within the set environmental limits to ensure that industrial development and nature conservation objectives are delivered in tandem. A number of these sites are situated near to the Tees Estuary, an area identified as a Special Protection Area which due to the use by a number of internationally protected bird species is subject to a high level of protection, which may constrain development in the area.
- 4.31 The Council, the Tees Valley Combined Authority, businesses and environmental stakeholders are working proactively to investigate opportunities for business expansion to take place whilst safeguarding the environment. Through this process the Council will aim to deliver the site allocations identified in policy EG4 and the proposals map, without significant impact on the natural environment. Insufficient evidence demonstrating that site allocations at Seal Sands will not impact on sensitive habitats will result in site allocations in the Seal Sands area being removed from the submitted Local Plan.
- 4.32 Furthermore, the international connectivity provided to the area through Durham Tees Valley airport provides opportunities for continued economic growth. The Local Plan recognises this importance and safeguards the airport for continued use and recognises the expansion land which exists in the area, which includes 20 hectares of land that is suitable for airport related uses and logistics development.
- 4.33 In addition to the above sites, the Local Plan also sets out a portfolio of sites where manufacturing, advanced manufacturing and logistics uses will also be encouraged, with policies in the Economic Growth section providing further detail to support this strategy. This portfolio also includes land at Wynyard Park which, as well as being a main location for new housing development, will also continue to provide a prestigious location for new employment development and strategic inward investment opportunities, which cannot be accommodated elsewhere in the Borough.
- 4.34 The town centres hierarchy sets out the main locations for new town centre uses. These centres are already the location for the majority of retail, leisure, evening entertainment, culture, leisure and tourism operations in the Borough. Stockton is the only town centre; a designation justified on the size of the retail core of the centre alongside the administrative, leisure and evening economy role. The centre also has a significant potential for future growth as it is highly accessible by public transport and a well-connected road network.
- 4.35 The district centres of Billingham, Thornaby and Yarm are much smaller in size than Stockton Town Centre, and also have a smaller catchment area. However, they provide vital facilities to the communities they serve and are the host to a number of national businesses. In addition, out of centre facilities at Portrack Lane and Teesside Park provide opportunities for retailers who cannot be accommodated within town and district centres.
- 4.36 The Local Centres provide further facilities for the residents of the Borough, but cover a more localised catchment area. The Council is currently in the process of reviewing which locations should be classified as Local Centres, this includes the following options identified in the Council's evidence base :
- Elevating existing Local Centres (for example Norton or Ingleby Barwick) so that they are considered as a district centre along with Billingham, Thornaby and Yarm.
 - Elevating areas previously considered as 'neighbourhood centres' (see below) to local centre status.

- 4.37 The designation of a centre is important because that designation has an influence on the scale and type of new development which could be promoted in that area. Furthermore, recognition in the town centre hierarchy affords a degree of protection for these centres as they will be recognised in the impact and sequential tests set out in national planning policy. At the same time, elevating a centre can also have an unintended consequence of impacting on investment in other centres, as more commercial development is directed to other locations. Consultation question 17 provides an opportunity for interested parties to comment on this issue.
- 4.38 The Local Plan previously identified a number of smaller shopping parades as neighbourhood centres, areas where small scale convenience shopping and services were located. National planning policy does not officially recognise this designation and the Council does not intend to formally designate neighbourhood centres in the Local Plan. Future planning applications relating to small-scale retailing and small shopping parades will be determined in accordance with policy EG6 'Small Scale Shopping Facilities'.
- 4.39 Several locations are also recognised as 'principal office locations' which already accommodate significant amounts of office floor space in sustainable locations to support the creative, digital and financial and professional services sectors. This designation aims to recognise these locations in searches for sequentially preferable sites (see policy EG7). If there are no suitable or available sites in these areas other employment locations which are generally the location for manufacturing or logistics uses may be considered as suitable locations, subject to other policies in the Local Plan.

- 17. Policy SD4 sets out the locations where economic growth will be promoted. How far do you agree/disagree with the approach in this policy? (Strongly Agree/ Agree/ Neither Agree or Disagree/ Disagree/ Strongly Disagree/ No Opinion)**
- 18. Policy SD4 sets out Principal Office Locations where new office development will be prioritised. How far do you agree/ disagree with the approach in this policy? (Strongly Agree/Agree/Neither Agree or Disagree/Disagree/ Strongly Disagree/ No Opinion)**
- 19. Are you aware of any locations which could also be a Principal Office Location? Please provide as much detail as possible regarding the location of the area and the reasons why you consider it should be added.**
- 20. The town centre uses study identifies a need for 2,900sqm of new convenience retail floor space. Please select one of the following options on how the Council should plan for this need.**
- a. Focus major new development in Stockton Town Centre with retail in other locations, other than district centres, restricted?**
 - b. Locate floor space around the Borough in close proximity to major residential growth and areas where there currently is high demand. At the same time, Stockton Town Centre would continue to be recognised as the main location for new retail development?**

c. Alternative option.

21. Local Centres serve the immediate locality, typically including a small supermarket and a limited range of other small scale convenience and community facilities. Recognition as a local centre provides additional protection for the investment within these areas. The Council is reviewing which centres should be classed as Local Centres. In your view should the Local Plan elevate any of the following to a district centre-

Norton (Yes, No, No Opinion)

Ingleby Barwick (Yes, No, No Opinion)

Billingham Green (Yes, No, No Opinion)

22. Are there any areas you think should be designated to a local centre? Please provide as much detail as possible regarding the location of the area and the reasons why you consider it should be added.

23. Do you have any further comments regarding this policy?

4.40 A number of tourism uses, such as hotels and cultural facilities are highlighted as main town centre uses. This policy recognises the definition and identifies the main centres in the Borough as locations for this use.

4.41 Whilst most economic growth uses are situated within the main built up area, the Council recognises that opportunities exist for agricultural, leisure and recreation related economic growth in the rural area, country parks, the countryside and the river corridor . At the same time the policy recognises the intrinsic value of the countryside and the scale of the proposal.

Environment and Climate Change Strategy

Policy SD5 –Environment and Climate Change Strategy

To ensure the conservation and enhancement of the environment alongside meeting the challenge of climate change the Council will:

- 1. Conserve and enhance the built and natural environment through a variety methods including:**
 - a. Ensuring that development proposals adhere with the sustainable design principles identified within SD8.**
 - b. Protecting and enhancing designated sites (including the Teesmouth and Cleveland Coast Special Protection Area and RAMSAR) and other existing resources alongside the provision of new resources**
 - c. Protecting and enhancing ecological and green infrastructure networks and assets.**
 - d. Maintaining strategic gaps between individual settlements to retain their physical identity.**
 - e. Preserving the intrinsic value of the countryside, outside the limits to development, by supporting development of an appropriate scale where it does not harm the character and appearance of the countryside, and provides development requiring such a location as identified within SD3 and SD4.**
 - f. Directing development within the countryside, outside the limits to**

- development, towards existing underused buildings on a site for re-use or conversion in the first instance. Only where it can be demonstrated that existing underused buildings would not be appropriate for the intended use should new buildings be considered.
- g. Supporting the conversion and re-use of buildings in the countryside, outside the limits to development, where it provides development requiring such a location as identified within SD3 and SD4, and meets the following criteria:**
 - a. The proposed use can largely be accommodated within the existing building, without significant demolition and rebuilding;**
 - b. Any alterations or extensions are limited in scale;**
 - c. The proposed use does not result in the fragmentation and/or severance of an agricultural land holding creating a non-viable agricultural unit; and**
 - d. Any associated outbuildings/structures are of an appropriate design and scale.**
 - h. Protecting and enhancing the network of green wedges within the conurbation through the preservation of their open nature and the physical separation between built up areas to ensure local identity and landscape character are preserved.**
 - i. Preventing development which has an unacceptable impact on the character and distinctiveness of the Borough's landscape**
 - j. Protecting and enhancing valued urban and rural landscapes and areas of tranquillity**
 - k. Supporting proposals within the Tees Heritage Park which seek to increase access, promote the area as leisure and recreation destination, improve the natural environment and landscape character, enhance cultural and historic assets, and, promote understanding and community involvement.**
 - l. Preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of ground, air, water or noise pollution or land instability. Wherever possible proposals should seek to improve the ground, air and water quality.**
 - m. Encouraging the reduction, reuse and recycling of waste, and the use of locally sourced materials.**
- 2. Meet the challenge of climate change, flooding and coastal change through a variety methods including:**
 - a. Directing development in accordance with SD3 and SD4.**
 - b. Delivering an effective and efficient sustainable transport network to deliver genuine alternatives to the private car.**
 - c. Directing new development towards areas of low flood risk (Flood Zone 1)**
 - d. Working with developers and partners to ensure the flood risk is reduced.**
 - e. Ensuring development takes into account the risks and opportunities associated with future changes to the climate and are adaptable to changing social, technological and economic conditions such as incorporating suitable and effective climate change adaptation principles**
 - f. Ensuring development minimises the effects of climate change and encourage new development to meet the highest feasible environmental standards.**
 - g. Supporting and encouraging sensitive energy efficiency improvements to existing buildings.**
 - h. Supporting proposals for renewable and low carbon energy schemes including the generation and supply of decentralised energy.**
 - 3. Conserve and enhance the historic environment through a variety methods including:**
 - a. Celebrating, promoting and enabling access to the historic environment**

- b. Ensuring the health of the historic environment is regularly monitored**
 - c. Intervening to enhance the historic environment especially where heritage assets are identified as being at risk**
 - d. Supporting proposals which positively respond to and enhance heritage assets.**
 - e. Recognising the area's industrial heritage, including early history, railway and engineering heritage and the area's World War II contribution.**
- 4. Priorities for interventions to enhance the historic environment include the conservation areas of Stockton and Yarm, assets associated with the route of the Stockton & Darlington railway of 1825, the branch line to Yarm and associated structures, and assets identified as being at risk. These assets, along with Preston Park, are also the priorities for celebrating the historic environment.**

- 4.42 The Council is committed to ensuring that economic growth is achieved alongside the protection and enhancement of the natural, built and historic environment. Integral to this commitment is the need to ensure a credible and robust strategy towards mitigating and adapting to climate change and moving to a low carbon economy.
- 4.43 The Borough has a rich natural and historic environment from the numerous sites designated internationally, nationally and locally for their importance to biodiversity which form an essential part of the green infrastructure and ecological networks to the varied archaeological heritage which includes a Roman villa at Ingleby Barwick, several Anglo-Saxon cemeteries at Norton and the medieval ports of Yarm and Stockton. The Council support development where it maintains and enhances the natural, built and historic environment.
- 4.44 Strategic gaps between settlements (towns and villages) will be protected to ensure that they do not coalesce and that their physical identity is retained. The policy is not intended to prevent appropriate development on the edge of a particular settlement, but to ensure that a sufficient gap is always maintained between settlements so that they can still be perceived as being separate. The limits to development define the conurbation and outlying villages, using identifiable features which represent the break between these areas and countryside beyond. The principle of the limits to development is to protect the intrinsic value of the countryside. Through the application of other policies within the development plan the limits to development also serve to actively manage patterns of growth.
- 4.45 Stockton-on-Tees Green Infrastructure Strategy (2011) identifies ten broad themes or 'Strategic Objectives' which will be addressed through the future development and on-going management of the Borough's green infrastructure. 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
- 4.46 The preservation and enhancement of these green infrastructure networks forms an essential role in ensuring that ecological networks can be preserved and extended through the preservation, restoration and re-creation of priority habitats.

- 4.47 The Borough is fortunate to have a number of areas of green space that extend from the countryside into the heart of the conurbation; many of these areas incorporate natural valleys associated with watercourses. These green wedges play an important role in maintaining the identity of individual settlements through the prevention of coalescence which is achieved through the protection and enhancement of openness and physical separation. The Council consider green wedges to be an important policy designation and continue to support their identification between built-up areas. The Council intend to undertake a detailed assessment of the green wedges to ensure that land is only identified where it is required to fulfil the purposes of the green wedge. The policies map defines the area the Council consider could represent the extent of the green wedge and we would welcome views on the appropriateness of these boundaries.
- 4.48 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. The NPPF supports the protection and enhancement of valued landscapes and areas of tranquillity; strategic gaps, limits to development and green wedges assist in delivering this aim.
- 4.49 The NPPF identifies that local communities through local and neighbourhood plans should be able to identify for special protection green areas of particular importance to them. By designating land as Local Green Space local communities will be able to rule out new development except in very special circumstances. The NPPF advises that the Local Green Space designation will not be appropriate for most green areas or open space and that the designation should only be used:
- where the green space is in reasonably close proximity to the community it serves;
 - where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
 - where the green area concerned is local in character and is not an extensive tract of land.
- 4.50 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. Projects to enhance the environment of this area and improve access are 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. 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. This policy reflects the Council's commitment to further schemes as and when funding is identified. It will be essential to ensure that landowners are consulted on any proposals and that these are in accordance with relevant policies contained within this plan.
- 4.51 Meeting the challenge of climate change, flooding and coastal change is a theme which cuts across many sections of the Local Plan. It is important that the Local Plan is read as a whole as the policies contained within detail the approach to delivering sustainable development which encompasses the approach to meeting the challenge of climate change, flooding and coastal change.
- 4.52 The Council places great importance on the historic environment and has undertaken numerous schemes to enhance heritage assets. Projects have included the regeneration of Preston Hall Museum, the restoration of Ropner Park, the Stockton Heritage in Partnership (SHiP) scheme and the Central Stockton Townscape Heritage

Initiative. This strategic approach to conserving and enhancing the historic environment, in combination with policies within the Environment and Climate Change section of this Local Plan, provide the positive strategy for the conservation and enjoyment of the historic environment.

- 24. Policy SD5 sets our approach to environment and climate change to ensure growth is delivered within environmental limits. How far do you agree/disagree with policy SD5? (Strongly Agree/Agree/Neither Agree or Disagree/Disagree/Strongly Disagree/ No Opinion)**
- 25. Are there any areas of land that should be added to or removed from the strategic gap, limits to development or green wedge? (Please provide as much detail as possible regarding the location of the area of land and the reasons why you consider it should be added to or removed)**
- 26. Local Green Space is a designation which would rule out new development except in very special circumstances. Please select which document you think local green space should be designated from the options below. (Local Plan, Neighbourhood Plan, Both, None)**
- 27. Are there any areas you think should be considered for designation as a Local Green Space? (Please provide as much detail regarding the location of the green space as possible and the reasons why you think it should be designated as a Local Green Space)**
- 28. Do you have any further comments regarding this policy?**

Transport and Infrastructure Strategy

Policy SD6 – Transport and Infrastructure Strategy

- 1. To provide realistic alternatives to the private car the Council will work with partners to deliver a sustainable transport network. This will be achieved through improvements to the public transport network and routes for pedestrians, cyclists and other users.**
 - 2. To ensure the road network is safe and there are reliable journey times the Council will prioritise and deliver targeted improvements at key points on the local road network and work in conjunction with Highways England to deliver improvements at priority strategic locations on the strategic road network.**
 - 3. The Council will work with partners to deliver community infrastructure within the neighbourhoods they serve. Priority will be given to the provision of facilities that contribute towards sustainable communities, in particular the growing populations at Ingleby Barwick, Yarm, Eaglescliffe, Wynyard and West Stockton Sustainable Urban Extension.**
 - 4. To ensure residents needs for community infrastructure are met, the Council will support planning applications which:
 - a. Provide for the expansion and delivery of education and training facilities.**
 - b. Provide and improve health facilities.**
 - c. Provide opportunities to widen the Borough’s cultural, sport, recreation and leisure offer.****
- 29. Proposals will be encouraged where they provide for the expansion of communications networks, including telecommunications and high speed**

broadband; especially where this addresses gaps in coverage.

- 4.53 Infrastructure delivery is essential to delivering economic growth. Whilst infrastructure is necessary to support new development it is equally important to ensure that infrastructure meets the needs of existing communities.
- 4.54 The important role of infrastructure has been recognised at a national and local level. The Tees Valley Combined Authority and the Council are working with partners to deliver infrastructure where it is needed to support growth and meet the needs of communities.
- 4.55 The Local Plan will be supported by an Infrastructure Strategy and Infrastructure Schedule. The Infrastructure Strategy sets out baseline infrastructure and assesses what additional infrastructure will be needed to deliver the development identified in the plan. The Infrastructure Schedule details up to date cost estimates, timings, funding sources and mechanisms, and those responsible for delivering individual infrastructure projects. The Infrastructure Strategy and Infrastructure Schedule are currently under preparation and will be made available at the next consultation stage of the Local Plan.
- 4.56 This policy highlights distinct types of infrastructure; policies relating to the approach to each including specific schemes and justification is provided within the 'Transport and Infrastructure' section.
- 4.57 It is recognised that a planned approach to infrastructure delivery is essential to delivering economic growth and creating sustainable communities. It is essential that infrastructure is delivered in a strategic and planned manner to achieve the objectives of the Local Plan and to meet the needs of communities.
- 4.58 There are a number of growing communities within the Borough. A number of these areas benefit from planning permission such as Yarm, Eaglescliffe and Ingleby Barwick but there are other areas such as the West Stockton Sustainable Urban Extension and Wynyard where land is proposed for allocation. Within these areas there is a need to ensure that infrastructure is phased and delivered to meet the needs of the growing communities.
- 4.59 Much of the infrastructure planned across the Borough aligns with these growth areas. However, there is also a need to ensure that the needs of existing communities are met and infrastructure is delivered to support economic growth. The Local Plan as a whole supports the delivery of the infrastructure required to deliver the objectives of the Local Plan. This includes improvements to the sustainable transport network, the strategic and local road network, and community infrastructure.

Policy SD6 sets out how infrastructure will be improved to meet identified needs and economic growth ambitions.

29. How far do you agree/disagree with policy SD6? (Strongly Agree/ Agree / Neither Agree or Disagree / Disagree / Strongly Disagree/ No Opinion)

30. Do you have any further comments regarding this policy?

Infrastructure Delivery and Viability

Policy SD7- Infrastructure Delivery and Viability

1. The Council will ensure appropriate infrastructure is delivered when it is required

so it can support new development. Where appropriate and through a range of means, the Council will seek to improve any deficiencies in the current level of infrastructure provision. The Council will also work together with other public sector organisations, within and beyond the Borough, to achieve funding for other necessary items of infrastructure.

2. New development will be required, where appropriate, to contribute to infrastructure provision to meet the impact of that growth through the use of planning obligations and other means including the Community Infrastructure Levy (CIL). Planning obligations will be sought where:
 - a. It is not possible to address unacceptable impacts through the use of a condition; and,
 - b. The contributions are fair, reasonable, directly related to the development and necessary to make the application acceptable.
3. Where the economic viability of a new development is such that it is not reasonably possible to make payments to fund all or part of the infrastructure required to support it, applicants will need to provide robust evidence of the viability of the proposal to demonstrate this. In these circumstances the Council may:
 - a. Enter negotiations with the applicant over a suitable contribution towards the infrastructure costs of the proposed development, whilst continuing to enable viable and sustainable development;
 - b. Consider alternative phasing, through the development period, of any contributions where to do so would sufficiently improve the economic viability of the scheme to enable payment.
4. When determining the contributions required, consideration will be given to the application's overall conformity with the presumption in favour of sustainable development.

4.60 The delivery of infrastructure within and alongside new development is essential to the delivery of sustainable development and the creation of sustainable communities. Infrastructure should be considered in its broadest form and includes all infrastructure required to meet the needs of prospective residents and users. Without the provision of appropriate infrastructure when it is required there is the potential that development will be delayed or that there will be adverse impacts on the community or the environment until such a time that infrastructure is delivered.

4.61 Contributions towards infrastructure may be required for, affordable housing, education provision, sustainable transport measures, highways infrastructure, community facilities, green infrastructure (including open space, playing pitches, informal sports facilities, play areas and ecological improvements), flood mitigation, training and apprenticeships, heritage schemes, maintenance, and renewable energy and energy efficiency measures. This list is not exhaustive and other infrastructure contributions may be requested where they meet regulatory tests. The Local Plan contains policies and proposals relating to particular types of infrastructure (in particular the 'Transport and Infrastructure' section). The Local Plan will also be supported by an Infrastructure Strategy and Infrastructure Schedule.

4.62 Legislation allows developer contributions for infrastructure to be obtained through both planning obligations and the CIL. Planning obligations are legal agreements (often known as Section 106 agreements) between a Local Planning Authority and a developer and are used as a means of securing necessary infrastructure. The CIL is a levy that the Local Planning Authority can impose on new developments to contribute towards infrastructure required to support development of the Borough.

- 4.63 CIL is currently being reviewed at a national level. As such the Council has no immediate plans to progress the CIL in the early stages of plan preparation. However, this will be reviewed as the plan is progressed.
- 4.64 Development can only proceed where it is viable. In accordance with national policy, the Council will seek to ensure that the combined total impact of contributions do not threaten the viability of the sites and scale of development identified in the development plan.
- 4.65 There will be instances when an applicant considers that costs towards infrastructure would render a development financially unviable - taking into consideration the costs of the development itself, the return that it could generate, and the alternative returns available to an investor. In these cases, it will be necessary for the Council to have a full understanding of the developments viability. Therefore, where a scheme is considered by an applicant to be unviable the Council require the applicant to provide viability evidence through an open book approach.
- 4.66 Where it has been demonstrated that infrastructure contributions would make a development unviable the council will negotiate with applicants to reach a position whereby the scheme can be considered viable. In undertaking negotiations the Council will consider the conformity with the presumption in favour of sustainable development.

Policy SD7 sets out the Council's approach to Infrastructure Delivery and Viability:

- 31. How far do you agree/disagree with policy SD7? [Strongly Agree/ Agree / Neither Agree or Disagree / Disagree / Strongly Disagree/ No Opinion]**
- 32. Do you have any further comments regarding this policy?**

Sustainable Design Principles

Policy SD8 – Sustainable Design Principles

- 1. New development will be designed to the highest possible standard, taking in to consideration the context of the surrounding area and responding positively to the:**
 - a. quality, character and sensitivity of the surrounding public realm, heritage assets, and nearby buildings, in particular at prominent junctions, main roads and town centre gateways.**
 - b. landscape character of the area, including the contribution made by existing trees and landscaping.**
 - c. need to protect and enhance ecological and green infrastructure networks and assets.**
 - d. need to ensure that new development is appropriately laid out to ensure adequate separation between buildings and an attractive environment**
 - e. privacy and amenity of existing residents and future occupants.**
 - f. existing transport network and provide satisfactory access and parking for all modes of transport.**
 - g. need to reinforce local distinctiveness and provide high quality and inclusive design solutions.**
- 2. New development should contribute positively to making places better for people. They should be inclusive and establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live,**

work and visit.

- 3. All proposals will be designed with public safety and the desire to reduce crime in mind, incorporating, where appropriate, advice from the Health and Safety Executive, Secure by Design principles, or any other appropriate design standard.**
- 4. New development will make provision for adequate waste recycling, storage and collection facilities, which are appropriately sited and designed.**
- 5. New commercial development will be expected to provide appropriately designed signage and shop fronts.**

4.67 The Council is committed to ensuring all new development fits in to the surrounding area ensuring both residential and commercial environments remain attractive places to live, work or invest. The principles set out above provide the contextual, design, and highway principles which every proposal should be assessed against, to ensure that it delivers a sustainable form of development.

4.68 These principles should be considered in combination with other policies within this Local Plan, including, where appropriate, environmental policies, open space requirements, affordable housing, transport, infrastructure policies and land-use designation policies which reference the context of the area, for example town centre and employment land designations.

4.69 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).

4.70 Public safety is of key importance in the development process. This should be considered in terms of the impact on human health from new development, in particular hazardous installations in the North Tees and Billingham areas. In these instances the Council will liaise with the Health and Safety Executive to understand issues affecting sites and make determinations on these issues.

4.71 The security of residents in the built environment is also a key issue of public safety and the Council will require a variety of design standards to be considered including Secure by Design principles.

4.72 The Sustainable Design Guide Supplementary Planning Document (SPD) provides further guidance to the public and developers on improving the design standards of new developments; this includes detailed guidance on the issues identified in this policy and other relevant Local Plan policies.

Policy SD8 sets out the principles which will be taken in to account in the design of new developments:

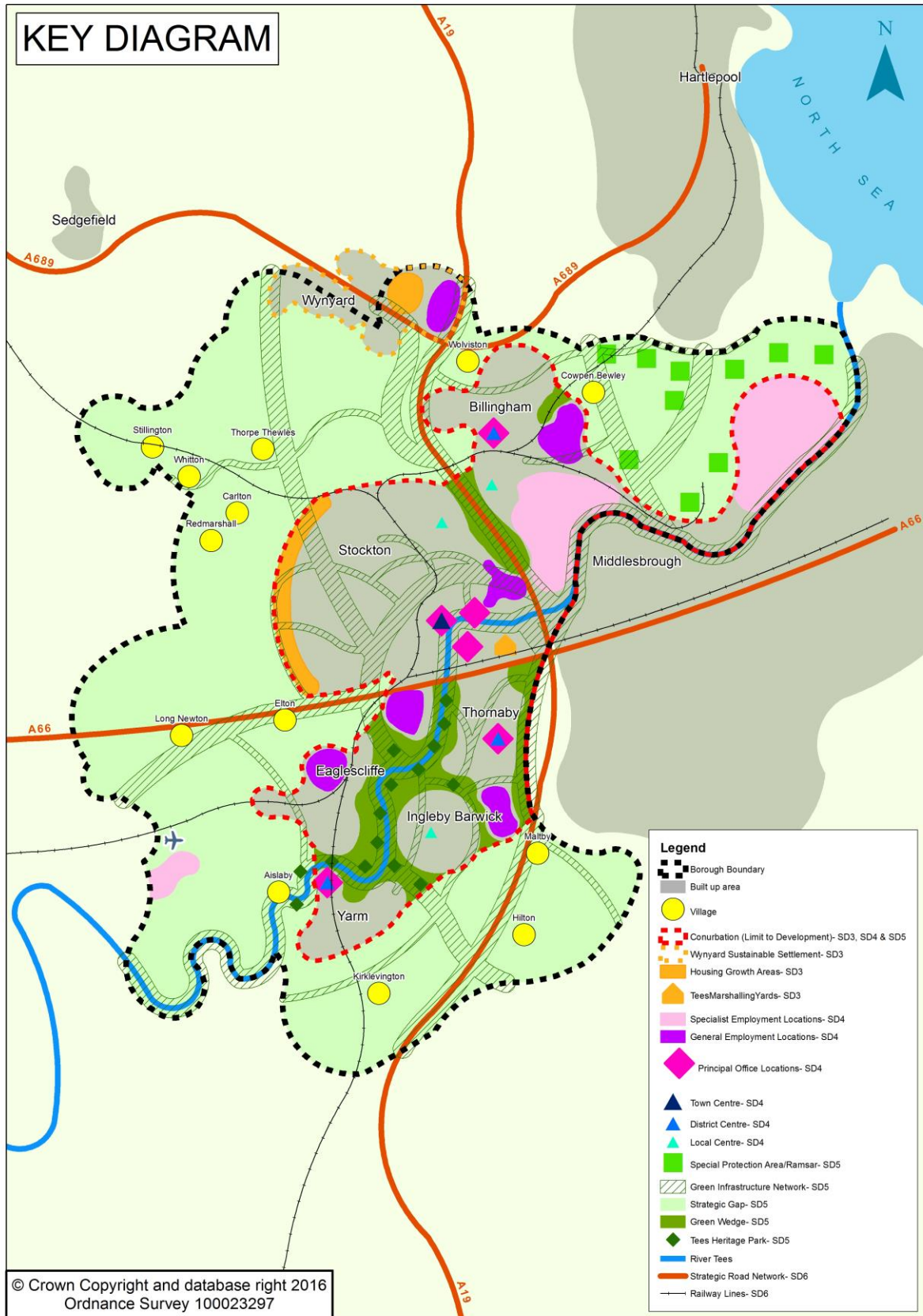
- 33. How far do you agree/disagree with policy SD8? (Strongly Agree/ Agree / Neither Agree or Disagree / Disagree / Strongly Disagree/ No Opinion)**
- 34. Do you have any further comments regarding this policy?**

Key Diagram

- 4.73 The Key Diagram (over page) provides a geographic representation of the broad locations of strategic developments and land-uses identified in the policies above.

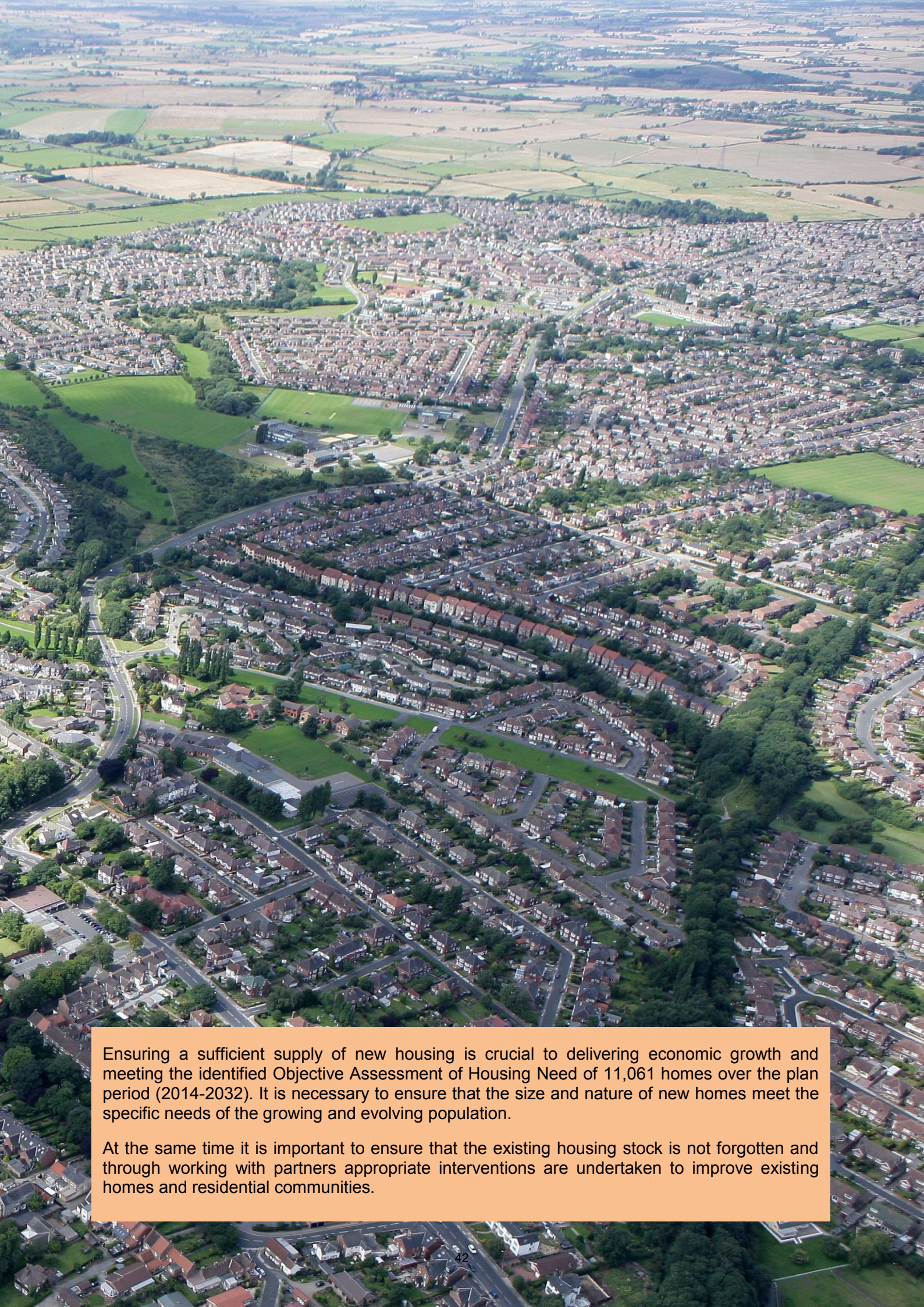
When viewing the Key Diagram:

- 35. How far do you agree/disagree with the designations shown on the Key Diagram? [Strongly Agree/ Agree / Neither Agree or Disagree/ Disagree / Strongly Disagree/No Opinion]**
- 36. Do you have any further comments regarding the Key Diagram?**



HOUSING





Ensuring a sufficient supply of new housing is crucial to delivering economic growth and meeting the identified Objective Assessment of Housing Need of 11,061 homes over the plan period (2014-2032). It is necessary to ensure that the size and nature of new homes meet the specific needs of the growing and evolving population.

At the same time it is important to ensure that the existing housing stock is not forgotten and through working with partners appropriate interventions are undertaken to improve existing homes and residential communities.

5 Housing

Housing Commitments & Allocations

Policy H1 – Housing Commitment and Allocations

1. To deliver the objectively assessed need of 11,061 homes between 2014 and 2032, and to maintain a 5 year supply of deliverable housing land, the Council propose to re-affirm commitments and allocate suitable sites to meet remaining needs.
2. The majority of the new homes will be delivered through re-affirmed commitments (sites with planning permission identified within point 3) with the remainder of new homes being delivered through allocations at:
 - a) Various sites within the conurbation/urban area (see point 4 and 5)
 - b) West Stockton Strategic Urban Extension (see point 6 and 7)
 - c) Wynyard Sustainable Settlement (see point 8 and 9)

The total number of dwellings set out in this policy is not the same as the objective assessment of need. This is because some commitments have already delivered a proportion of the dwelling numbers identified and some sites will likely deliver dwellings beyond the plan period, after 2032.

COMMITMENTS

3. Residential development is proposed at the following main sites which benefit from planning permission. These planning commitments are re-affirmed for residential development.

Site Location/Name		Area (ha)	Dwellings (approx)
Eaglescliffe			
E1	Urray Nook	6.8	145
E2	Allens West	40.9	845
E3	West Acres	2.6	81
Ingleby Barwick			
IB1	The Rings, Sandview and Sandgate	19	657
IB2	Sandhill	7	138
IB3	Little Maltby Farm, Low Lane	35	970
IB4	Blair Avenue	0.9	40
IB5	Roundhill Avenue	4.3	65
IB6	Betty's Close Farm	2.1	17
IB7	Lowfield Farm	4.4	40
Stockton			
S1	Summerville Farm	17	350
S2	Corus Pipe Mill	7.9	322
S3	Former Visqueen Site	15.8	480
S4	Clive Crescent/Somerset Road	0.9	46
S5	Norton Park Regeneration Scheme	4.4	174
S6	Kingfisher Way	1.4	37
S7	Bowesfield	6	150
S8	Parkfield and Mill Lane Regeneration Scheme	3.3	117
S9	Parkin Street	0.2	43
Thornaby			
T1	Land South of Cayton Drive	1.6	45

Yarm			
Y1	Morley Carr Farm	22.2	350
Y2	Tall Trees	16.3	288
Y3	Land South of Green Lane	16	354
Y4	Mount Leven	28.6	332
Y5	Land off Busby Way	1.2	14
Wynyard			
W1	Land at Wynyard Village	82.6	500
W2	Wellington Drive	21	44
Village Sites			
V1	Jasper Grove, Stillington	1.7	54
V2	Stillington Social Club, Stillington	0.7	20
V3	South Avenue, Stillington	1.1	39
V4	Kirk Hill (Phase 1), Carlton	2.0	36
V5	Kirk Hill (phase 2), Carlton	1.0	25
V6	Land South of Kirklevington	10.8	145

CONURBATION / URBAN AREA ALLOCATIONS

4. The following sites within the conurbation / urban area are allocated for housing development as illustrated on the proposals map:

	Site Name	Area (ha)	Dwellings (approx)
1	Victoria Estate	5.1	210
2	Boathouse Lane	6.9	350
3	Queens Park North	9	300
4	Navigation Way	3.9	150
5	Yarm Road	1.1	30
6	Land off Albany Road & Berkshire Road	9.3	180
7	South of Junction Road	3.9	100
8	North of Junction Road	3.3	60
9	Darlington Back Lane	1	30
10	Former Billingham Campus School Site	10.9	150
11	South of Kingfisher Way, Bowesfield	0.5	30

5. The Council support housing led regeneration aspirations at Tees Marshalling Yard (34.5ha) with the site allocated for approximately 1,100 dwellings.

WEST STOCKTON STRATEGIC URBAN EXTENSION

6. Land is allocated and safeguarded for the following number of dwellings at West Stockton Strategic Urban Extension (SUE):

	Site Name	Area (ha)	Dwellings
a.	Yarm Back Lane	46	859
b.	Harrowgate Lane	69.2	1,291
c.	Harrowgate Lane Safeguarded Land	19.6	400 (approx)

7. Further policy regarding the West Stockton SUE is provided within policy H2.

WYNYARD SUSTAINABLE SETTLEMENT

8. In addition to the commitments at Wynyard (see point 3), land is also allocated at Wynyard as follows:

Site Name	Area (ha)	Dwellings (approx)
Wynyard Park	66.1	1,100

9. Further policy regarding Wynyard Sustainable Settlement is provided within policy H3.

10. Indicative mapping identifying potential access arrangements as well as possible areas of open space and green infrastructure have been prepared for a selected range of allocations where additional guidance could benefit future delivery.

- 5.1 To ensure the housing requirement is met the Local Plan is required to identify sufficient sites. Alongside re-affirming commitments the Council are seeking to allocate sites identified within the Strategic Housing Land Availability Assessment (SHLAA) which are anticipated to deliver over the plan period to 2032. In accordance with national guidance the Council has undertaken a SHLAA via a partnership approach having established a steering group.
- 5.2 In accordance with policy SD3 the Council has sought to allocate sites and grant permissions within the conurbation on sites which the Council have identified will contribute towards meeting the housing requirement over the plan period; numerous sites are also regeneration priorities. However, the Council recognises that the sites within the conurbation do not provide sufficient homes to meet the objectively assessed need, and there are also concerns over site deliverability. This policy therefore identifies West Stockton and Wynyard Park as alternative locations for new housing development.
- 5.3 The West Stockton site identifies a total of 2,150 new homes. In addition to this, there is the potential for additional homes on an area of land safeguarded in this policy, as well as the potential to increase the number on homes across the site which is limited by the capacity of the highway network. Policy H2 and the supporting justification provide further detail on this strategic site.
- 5.4 The strategic allocation at Wynyard Park totals 1,100 dwellings across a large area which has previously been identified for employment use. It should be noted that part of the site already has planning permission for residential development, which has commenced. In order to avoid confusion this commitment has been absorbed in to the wider strategic allocation. Policy H3 provides further detail on this matter.
- 5.5 It is also likely that other housing sites will come forward over the plan period. These are referred to as windfall sites. All sites (windfalls, allocations and re-affirmed commitments) will be considered and infrastructure required in accordance with the requirements of SD7 and SD8 and other Local Plan policies as relevant.

Indicative Site Delivery

- 5.6 To guide the delivery of allocations it is important to give a guide to potential access and green infrastructure solutions. Maps provided are indicative and for guidance. However, where sites are particularly constrained the indicative maps are likely to provide the main workable solutions.

Victoria Estate- H1(4.1)

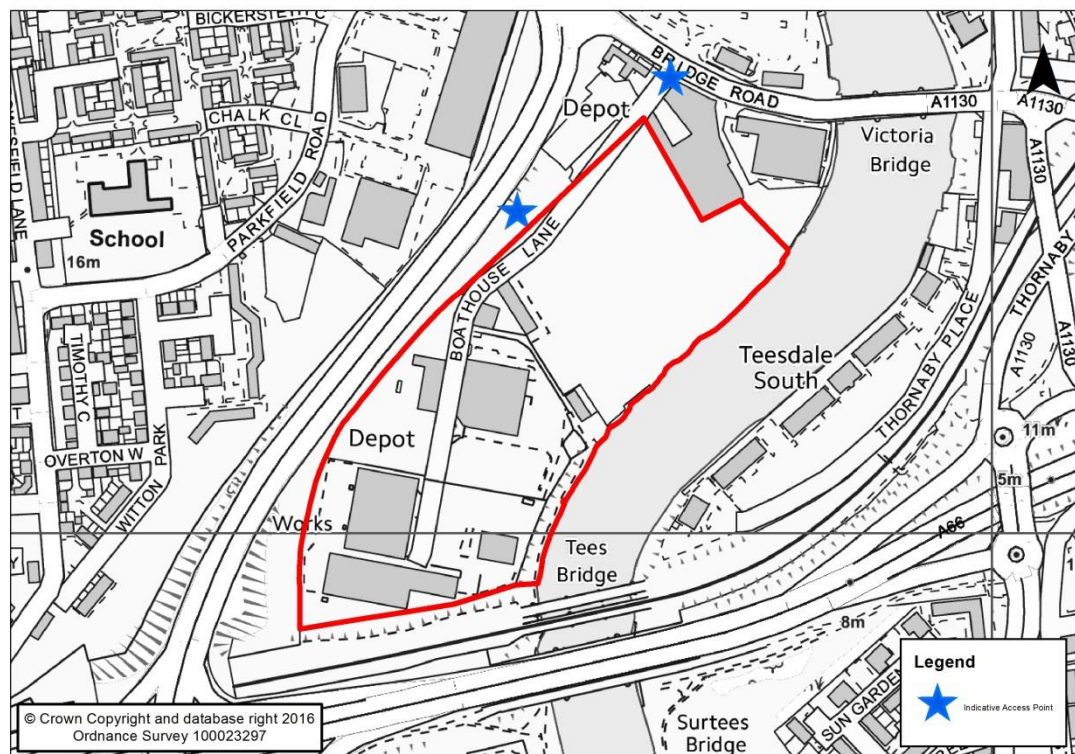
- 5.7 The Council has an ambition to deliver an 'Urban Village' exclusively providing active ageing/retirement housing at Victoria Estate as required by policy H4. A master-planning exercise is underway which will guide development proposals at this location. Further information will be provided as the masterplan process progresses.

Boathouse Lane- H1(4.2)

5.8 This key regeneration gateway site is close to Stockton Town Centre. The key development considerations include:

- Principal access to be taken from a junction on Bridge Road;
- A new secondary left in/left out junction arrangement from the 1825 Way
- Implications of flood risk as the Local Plan is progressed (including through an update of the Strategic Flood Risk Assessment- Level 2)
- A cycleway/footway between Tees Bridge and Victoria Bridge on the western bank of the River Tees (see policy T11)

Figure 8 – Boathouse Lane

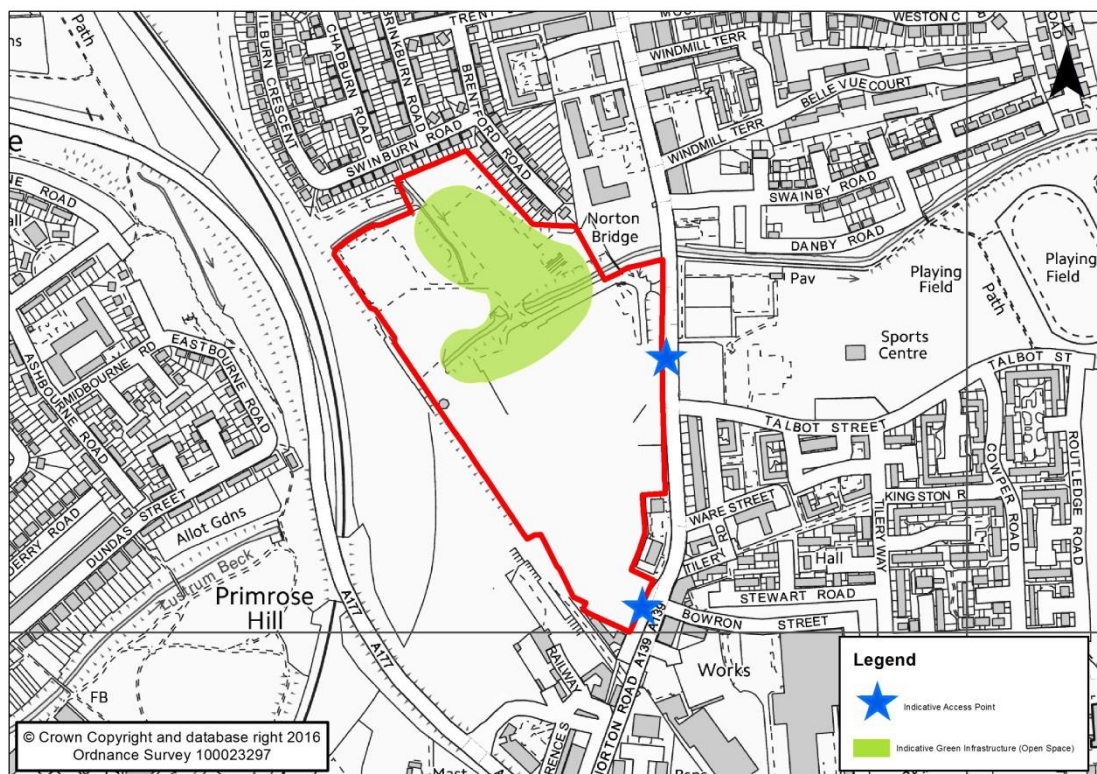


Queens Park North- H1(4.3)

5.9 A strategic site on a principal road into Stockton Town Centre. New development at this location has an important role to play in enhancing the street scheme along Norton Road. The key development considerations include:

- Access points from Norton Road
- Potential strategic open space (incorporating ecological enhancements) to the north east of the site. This space could have an important role to play in creating sustainable drainage solutions in this area of the site which is identified as being at risk of flooding along Lustrum Beck.

Figure 9 – Queens Park North



Navigation Way- H1(4.4)

5.10 This site is currently the subject of an outline planning application.

Land off Albany Road & Berkshire Road and North of Junction Road- H1(4.6) and H1(4.8)

5.11 These sites have become available following the merger of Blakeston School and Norton School, which resulted in the formation of North Shore Academy, a new purpose build facility at the former Tilery Sports Centre.

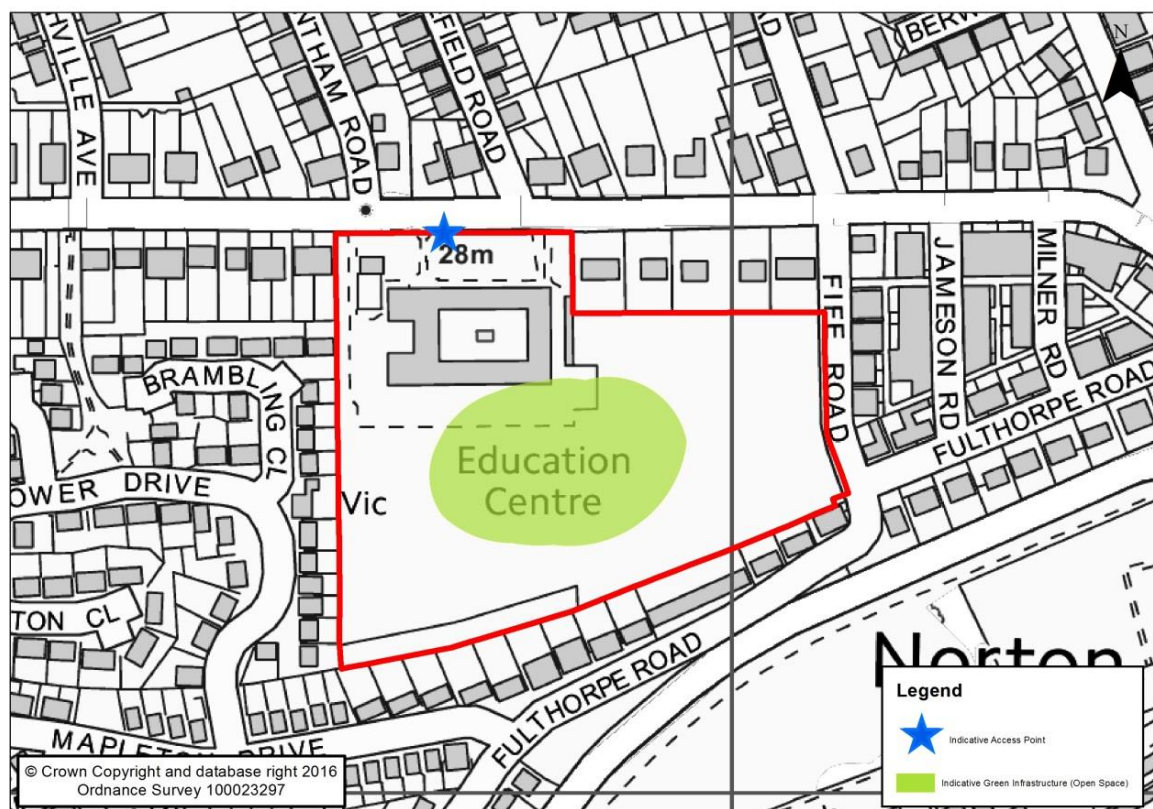
5.12 Masterplanning work is currently being undertaken at Land off Albany Road & Berkshire Road to identify the preferred design and layout of housing at this location. A significant element of the site will be made available as public open space; acknowledging the existing open space which forms part of the site and the growing population created by the proposed development. An indicative yield of 180 new homes has been identified based on work to date and further information will be provided as the masterplan process progresses.

South of Junction Road- H1(4.7)

5.13 This site creates the opportunity to deliver a high quality development which delivers a substantial and usable open space for use by the local community. Key considerations-

- Principal access to be achieved from Junction Road
- Potential to provide a strategic open space/village green within the centre of the development.

Figure 10 – South of Junction Road



Former Billingham Campus School Site- H1(4.10)

5.14 This site is a longer-term aspiration. The Council will progress masterplanning to determine the extent of developable land and design/layout of development. Principle access will likely be achieved via Neasham Avenue. An indicative yield of 150 units has been identified at this stage and will be revised following further details masterplanning work.

Yarm Road H1(4.5), Darlington Back Lane H1(4.9) and South of Kingfisher Way H1(4.11)

5.15 These sites are smaller allocations which have not been subject to planning applications or masterplanning activity. The Yarm Road and Darlington Back Lane sites are areas of open space which the Council considers suitable for residential development. The Kingfisher Way site is a development plot within the Bowesfield site which does not currently benefit from planning permission.

Tees Marshalling Yard

5.16 Previous regeneration initiatives and strategies identified the ‘urban core’ of Middlesbrough and Stockton as the main focus for new housing and recreation development. Central to this ambition was the Tees Marshalling Yard site which has operated as a railway marshalling yard for over 100 hundred years. Due to rationalisation of the yards the opportunity to introduce new residential development in the area was identified.

5.17 Tees Marshalling Yard has numerous deliverability constraints associated with remediation costs and infrastructure delivery. Whilst the site is not required by the Council to meet the housing requirements over the plan period, the Council continue to support the aspiration of residential led regeneration at this location, which will assist in

boosting housing supply if it contributes residential development during the plan period. The delivery of this site in a highly sustainable location may also reduce the need to release greenfield sites in future plan periods.

Strategic Allocations

5.18 The NPPF identifies that the supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns. To meet the housing requirement two major growth areas have been identified at West Stockton and Wynyard. The West Stockton growth area has been developed to provide a Sustainable Urban Extension (SUE) whilst the growth area at Wynyard will create a sustainable settlement at this location.

5.19 A masterplan approach to growth areas has been promoted by the Council to ensure development makes a positive contribution to the local area and sustainable communities are delivered.

West Stockton Strategic Urban Extension

Policy H2 – West Stockton Strategic Urban Extension

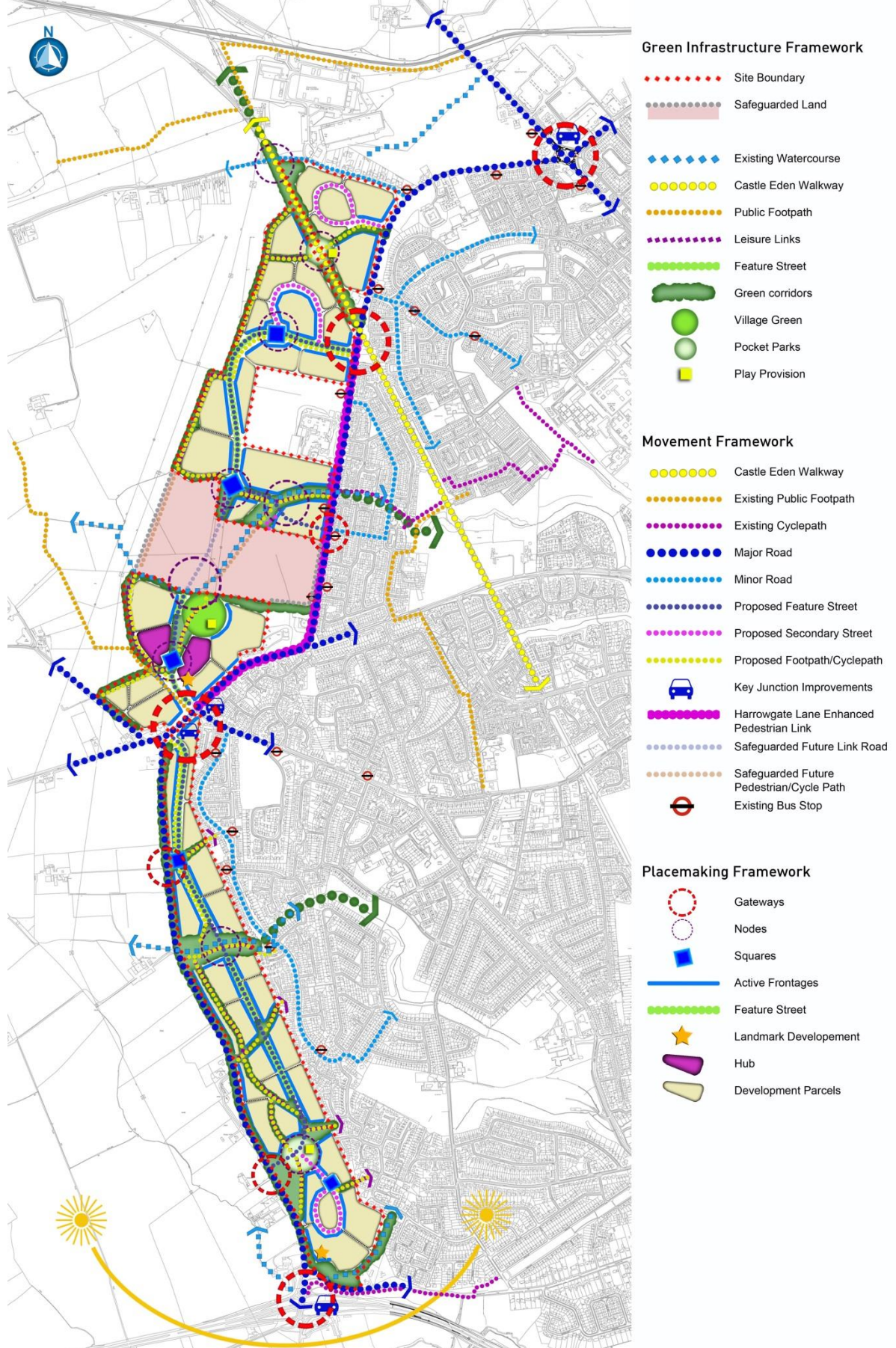
- 1. The West Stockton Strategic Urban Extension covers approximately 135 hectares. Development, including apportionment of residential units, and infrastructure requirements will be designed and delivered in accordance with the Yarm Back Lane and Harrowgate Lane Masterplan.**
- 2. Until significant improvements have been made to Elton Interchange (above those identified in the masterplan):**
 - a) dwelling numbers above those allocated in policy H1 (and identified in the masterplan) will be restricted; and**
 - b) no residential development will be permitted on safeguarded land**
- 3. The main shared infrastructure requirements identified within the Yarm Back Lane and Harrowgate Lane Masterplan are as follows:**
 - a) Community Hub – incorporating:**
 - a. Primary school**
 - b. Community centre**
 - c. Neighbourhood shopping parade**
 - b) Highway junction improvements at the following locations**
 - a. Elton Interchange**
 - b. Darlington Back Lane and Yarm Back Lane**
 - c. Horse and Jockey Roundabout (Durham Road, Junction Road and Harrowgate Lane)**
 - d. Harrowgate Lane and Leam Lane**
- 4. Contributions towards shared infrastructure will be made on a proportionate basis by allocated dwellings. Dwellings proposed above the figures allocated or on safeguarded land will be required to mitigate the impacts of development in accordance with SD7 and other relevant Local Plan policies.**

5.20 The Council have worked in collaboration with the Advisory Team for Large Applications (ATLAS), landowners, developers and agents to bring forward coordinated housing development and associated infrastructure at the West Stockton SUE. The Yarm Back Lane and Harrowgate Lane Masterplan (2015) has been adopted by the Council and is to be used in the preparation and determination of planning applications to guide development and delivery of infrastructure. As part of

the masterplan a Strategic Framework Plan was prepared (figure 12); which will assist in guiding development proposals.

- 5.21 Owing to the scale of development a number of infrastructure requirements have been identified including those relating to education, retail and highways. These are shared infrastructure requirements and it will be necessary for proportionate contributions to be made towards them.
- 5.22 Highways junction improvements have been identified at the main junctions based on extensive modelling of the impacts of development. The highways network is the limiting factor to total achievable housing numbers at the SUE. Modelling has confirmed that until significant improvements are made to the A66 junction at Elton Interchange (above those identified in the masterplan) the maximum quantum of housing that can be delivered at the SUE is 2,150 units (859 Yarm Back Lane and 1,291 at Harrowgate Lane).
- 5.23 These significant improvements at Elton Interchange are reliant upon interventions from Highways England; once complete these will release further highway capacity allowing for increased housing numbers at the SUE and delivery of the safeguarded land, subject to wider infrastructure improvements
- 5.24 The masterplan for the SUE has been prepared to ensure the allocated land at Harrowgate Lane can be delivered independently of the safeguarded land whilst ensuring that appropriate linkages into this land are provided so that it can be delivered at a later date to complete the SUE.
- 5.25 The Summerville Farm commitment requires improvements to the Horse and Jockey Roundabout (junction of Durham Road, Junction Road and Harrowgate Lane). Development of the wider SUE will require further mitigation at this junction to mitigate the impacts of development.

Figure 12 – West Stockton Sustainable Urban Extension- Strategic Framework Plan



Wynyard

Policy H3 – Wynyard Sustainable Settlement

- 1. A masterplanning approach is being undertaken to deliver a sustainable settlement at Wynyard; this will be achieved through reaffirming a housing commitment, allocating land for housing and delivering necessary infrastructure. As a strategic cross-boundary issue the Council will work alongside Hartlepool Council to ensure that infrastructure is provided to ensure growth proposed within both authorities can be delivered.**
- 2. Development will be delivered in accordance with the emerging masterplan.**
- 3. Land at Wynyard Village will be low density executive housing to compliment that within the existing village.**
- 4. Improvements to the A689 and A19 will be required. The full nature of these will be identified as part of the emerging masterplan and incorporated into the Local Plan as appropriate.**
- 5. To deliver a sustainable community it is essential that both sides of the A689 are linked by a safe, sustainable footway and cycleway, connected to the existing rights of way network. Development will be required to deliver this along the route safeguarded within policy T1.**
- 6. Within each housing development the following infrastructure will be provided:**
 - a) Land at Wynyard Village:**
 - a. Primary school**
 - b. Neighbourhood shopping parade**
 - c. Green infrastructure, including appropriate links to Wynyard Woodland Park and the Castle Eden Walkway**
 - b) Wynyard Park:**
 - a. Green infrastructure**
 - b. Further infrastructure which will be identified within the emerging masterplan**
 - c) Wellington Drive:**
 - a. High quality executive housing**
 - b. Five star hotel provision to support Wynyard Golf Club**

5.27 Within the borough housing development has historically been to the south of the A689 with prestigious employment land provision to the north of the A689. However, in recent years housing development has been permitted in both Stockton and Hartlepool to the north of the A689. In these instances both local authorities worked in collaboration and with Atlas to enable 1,100 new homes to be identified in the area. This includes a substantial commitment for 500 homes to the west of Wynyard Village; this is a reaffirmed commitment within the plan under policy H1(3,W1)

5.28 There is an opportunity to create a sustainable settlement in the Wynyard area which seeks to balance employment, residential and community infrastructure. Working alongside Hartlepool Borough Council, landowners and developers the Council wish to seize this opportunity to drive economic growth and support housing delivery. To deliver this and ensure the co-ordinated delivery of infrastructure (including community infrastructure) a master-planning process has begun. This will assist in identifying the quantum of housing achievable in the location over the plan period and the requirements for infrastructure delivery. It is intended that this policy will be further developed in future stages of the Local Plan to incorporate outputs from the emerging masterplan. An indicative yield of 1,100 homes has been identified. This indicative yield is based on available land and is inclusive of the housing yields associated with

outstanding commitments on the allocated land where development is currently underway.

- 5.29 A necessity of creating a sustainable settlement will be the provision of infrastructure which allows residents to meet their needs for community infrastructure either within the settlement (where demand exists to support such infrastructure) or outside of the settlement via sustainable means. The provision of a sustainable transport options will be essential to delivering a sustainable settlement. A key element of the sustainable transport network will be linking the communities to the north and south of the A689; it is considered that this can best be achieved by a bridge over the road. Wider linkages will also be required to extend cycleway linkages to connect with the network at Wynyard Road. A primary school and neighbourhood shopping parade (incorporating relevant services and facilities) is required to meet the needs of the growing population in the area.
- 5.30 Maintaining and enhancing the quality of green infrastructure in the area is a key factor in the growth of Wynyard in to a sustainable settlement. The Council is aware that the emerging Local Plan for Hartlepool Borough includes a number of green wedges in the settlement. Whilst no green wedges are shown in this Local Plan, the Council will consider the continuation of these boundaries in to the Stockton part of the settlement through a review of the Green Wedges and collaborative working. The results of this work will be included in the Publication Local Plan.
- 5.31 In addition to recognising housing growth to the west of Wynyard Village and north of the A689 at Wynyard Park, this policy also reaffirms a planning commitment at Wellington Drive. This permission allowed 44 low density executive homes in an attractive setting. Delivery of these homes is linked to the provision of a 5-star golf hotel at Wynyard Golf Club, which would not only support the aspiration to achieve destination status for the Golf Club, but would also provide facilities for the local Wynyard community.

Meeting Housing Needs

Policy H4 – Meeting Housing Needs

- 1. To ensure new development delivers homes that meet the needs and aspirations of communities, the Council will give significant weight to the most up-to-date evidence, including housing need and local housing market conditions, when determining applications.**
- 2. Support will be given to higher density development within areas with a particularly high level of public transport accessibility. Elsewhere housing densities will be considered in the context of the surrounding area in accordance with policy SD8.**
- 3. The Council require 20% of new homes to be affordable on schemes of more than 10 dwellings or with a combined gross floorspace of above 1000sqm. The affordable housing mix required is 70% affordable rented and 30% intermediate tenures. Where the delivery of affordable housing is not in accordance with the above, robust justification is required and the proposal will be considered in accordance with policy SD7.**
- 4. Off-site affordable housing provision, or a commuted sum, will only be accepted 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 Council will support proposals for specialist housing, including extra care and supported housing to meet identified needs. Accommodation will seek to**

- deliver and promote independent living.
6. Extensions to dwellings to provide accommodation for dependent relatives will be supported where they are designed to be used as part of the main dwelling when no longer required for that purpose.
 7. The Council support the delivery of homes which are accessible and provide living conditions appropriate for current and future residents. Subject to viability the following targets will be achieved:
 - a. 60% of new dwellings to meet building regulation M4(2)- ‘accessible and adaptable dwellings’
 - b. All specialist housing for older people will be required to meet building regulations M4(3) ‘wheelchair user dwellings’
 - c. 7% of affordable and 8% of market dwellings to meet building regulations M4(3) ‘wheelchair user dwellings’
 8. To widen the overall housing offer the Council will support the delivery of custom and self-build housing. The Council will:
 - a. Regularly monitor the demand for custom and self-build housing and assist in facilitating the delivery of land/sites, where appropriate.
 - b. Encourage applicants to consider incorporating plots for custom and self-build housing within larger housing developments.
 9. Planning applications for student accommodation will be required to demonstrate they are compatible with the wider social and economic regeneration objectives, and are conveniently located for access to the relevant education establishments and local facilities. Proposals will be designed with an internal layout which is adaptable to alternative residential uses.
 10. To ensure the existing residential areas remain sustainable places to live the Council will:
 - a. Actively seek to bring long-term empty homes back into use
 - b. Improve the condition of existing homes through the delivery of schemes, including those to enhance energy efficiency
 - c. Explore options with local communities for the regeneration of residential areas. This may include:
 - i. The renovation and renewal or demolition and redevelopment of existing housing stock as appropriate to meet local housing need and aspirations.
 - ii. Public realm improvements
 11. Support is given the completion of the Parkfield/Mill Lane Regeneration Scheme- H1(3,S8)
 12. The Council will require allocations to deliver a suitable range and mix of house types which are appropriate to their location and housing needs. The following significant allocations will deliver a mix of house types as specified below:

Site Name	House Type
Victoria Estate- H1(4.1)	Housing specific to meeting the needs of the ageing population
Boathouse Lane- H1(4.2)	Range of house types with a presumption towards apartments/townhouses
Queens Park North- H1(4.3)	Full Range of House Types
West Stockton Sustainable Urban	Full Range of House Types

Extension- H2	
Wynyard- H3	Full Range of House Types
13. At the following specific re-affirmed commitments the Council require the delivery of the following mix of house types through the current or any subsequent application.	
Site Name	House Type
Allens West- H1(3.E2)	Full Range of House Types
Mount Leven- H1(3.Y4)	Housing specific to meeting the needs of the ageing population
Land at Wynyard Village- H1(3.W1)	Executive Housing
Wellington Drive- H1(3.W2)	Executive Housing
Betty's Close Farm- H1(3.IB6)	Custom and self-build housing
Lowfield Farm- H1(3.IB7)	Custom and self-build housing

- 5.32 This policy deals with the Council's approach to meeting housing needs and aspirations of communities, including the identification of sites which will deliver housing to meet identified needs.
- 5.33 The NPPF requires the Council to "Plan for a mix of housing to meet the needs of the community, including families with children, older people and people with disabilities." A starting point for this is ensuring that a range of house types and sizes is provided as part of new development within appropriate tenures. The Stockton-on-Tees Strategic Housing Market Assessment (SHMA) 2016 provides relevant information on the type and size of market and affordable homes that are needed in the Borough. The SHMA identifies a need for market housing focused heavily towards the provision of 3 bedroom homes followed by the provision of 2 and 4 bedroom homes. With regards to affordable housing the SHMA identifies that priority should be towards the delivery of 2 and 3 bedroom homes.
- 5.34 The approach to housing densities is to ensure that they respect local character and distinctiveness. Higher densities will be supported in areas with particularly high level of public transport accessibility, such as Stockton, Billingham and Thornaby town centres.
- 5.35 Affordable housing provides opportunities for people to access housing where they would not otherwise be able to do so and assists with reducing homelessness and overcrowding. Currently affordable housing is delivered within the Borough by Registered Housing Providers and private developers. The Council are acutely aware of the need for affordable housing and are actively exploring ways in which to promote its delivery within new development, in accordance with national planning policy and legislation.
- 5.36 Ensuring an appropriate range of types, sizes and tenures of affordable housing is delivered as part of new developments is fundamental to meeting affordable housing needs. Policy requirements have been based on evidence identified within the SHMA. When affordable housing is required as part of new development it will meet the identified policy requirement, unless justification is provided identifying that it would be unviable to do so. Where a development site is sub-divided into separate development parcels below the affordable housing threshold, the developer will be required to deliver the affordable housing units proportionately over the development parcels.
- 5.37 There is an increasing demand for specialist housing which helps support people in the community with very specific needs, for example the elderly, people with physical or learning disability and other vulnerable people. The SHMA provides information on the likely needs of groups with needs for specialist housing. In particular the SHMA

identifies the growing elderly population within the Borough and the potential needs emerging for specialist housing. Meeting the needs of the growing elderly population is essential when planning for new housing with the principal of delivering specialist accommodation with promotes independent living being integral to this.

- 5.38 To meet housing needs of residents, including those of the ageing population it is necessary to ensure that homes are delivered which are accessible and provide living conditions appropriate for current and future residents. A number of sites have been identified which are anticipated to deliver housing specific to the ageing population; these being Victoria Estate and Mount Leven. To ensure homes are accessible and provide living conditions appropriate for current and future residents a number of standards have been identified.
- 5.39 Custom and self-build is the process by which an individual (or association) purchases a plot of land and then builds their own home; the process can vary from the individual undertaking the whole process themselves to commissioning architects or builders to assist in the process. The Council are keen to support this process and make land available for such development as this is important to boosting housing supply and meet housing aspirations. At this stage there is limited evidence of demand for custom and self-build within the SHMA and on the Council Custom and Self-build Register. However, it is likely that making plots of land available will drive demand and the Council are committed to delivering land for custom and self-build through the provision of sites.
- 5.40 Queens Campus (part of Durham University) and Stockton Riverside College are located on Teesdale, south of the River Tees. These educational establishments are of key importance to the Borough attracting students from a wide variety of locations. It is important that the need for student accommodation to support these institutions is satisfied in appropriate locations which have good access to both the educational establishments they serve and the local services students require.
- 5.41 Numerous initiatives have been undertaken by the Council and Registered Providers to improve existing housing stock and urban fabric of residential communities. The Council actively work with tenants and landlords in the private rented sector to improve housing standards, and support owners of empty homes with a view to bringing them back into use. There is an on-going relationship with Registered Providers to bring empty homes back into use as affordable dwellings.
- 5.42 Recent and on-going housing regeneration schemes include Meadow Rise (Hardwick Green), Mandale Park (Thornaby), Norton Park (Norton), Parkfield and Mill Lane (Stockton), and Victoria Estate (Stockton). The regeneration scheme at Norton Park and the remainder of the scheme at Parkfield and Mill Lane are identified on the policies map as re-affirmed commitments. In addition to this the Council have recently implemented the Energy Company Obligation (ECO) scheme which has seen the delivery of external wall insulation to 3,268 private sector dwellings across 4 wards since 2012. Future schemes will be identified as appropriate.

Gypsy and Traveller Accommodation

Policy H5 – Gypsy and Traveller Accommodation

1. Where there is a proven need for Gypsy and Traveller accommodation it will be met on existing sites, where possible. Where proven need cannot be met on an existing site a new site will be permitted where the proposed development:
 - a. accords with policy SD8 ‘Sustainable Design Principles’;
 - b. is accessible to schools, shops, health care and other local facilities;

- c. is large enough to provide for adequate on site facilities for parking, storage, and residential amenity; and**
 - d. reflects the scale of and does not dominate the nearest settled community.**
- 2. The Council will safeguard the existing site for Gypsies and Travellers at Mount Pleasant Grange, Bowesfield Lane unless the Council is satisfied that there is no longer a need for this provision.**

5.43 As specified within the NPPF providing accommodation for Gypsies, Travellers and Travelling Showpeople is essential to meeting the housing needs. The Council have undertaken a Gypsy and Traveller Accommodation Assessment (GTAA) as part of the SHMA to ensure that the evidence base for meeting needs aligns with 'Planning Policy for Traveller Sites (August 2015). The study identified that there is a small requirement for additional pitches which can be accommodated on existing sites. The GTAA did not find any need for provision to accommodate Travelling Showpeople and does not consider there a need to identify any transit provision at this time.

5.44 The above policy seeks to meet needs on existing sites wherever possible. A criteria-based approach will be applied where this is not possible to ensure any proposals are appropriately located to meet the needs of potential residents of the site, and, respects local character and the settled community.

37. How far do you agree/disagree with policies H1 to H5? (Strongly Agree / Agree / Neither Agree or Disagree / Disagree / Strongly Disagree)

38. Do you have any further comments regarding these policies?

ECONOMIC GROWTH





An economically successful Tees Valley with Stockton-on-Tees Borough at the heart is a central component of the Council's vision for economic growth. Strengthening the economy, through the provision of more skilled, higher paid jobs, increased economic activity and reduced unemployment will improve the quality of life for residents and workers.

This chapter builds on the commercial needs already identified for the Borough and the overarching planning strategy to facilitate economic growth. The policies in this chapter set out the site allocations and criteria to match the strategy. At the same time the policies in this chapter do not seek to impose significant planning policy burdens on commercial developers and businesses.

6 Economic Growth

Growing Strategic locations

EG1 - Strategic Growth Sites

1. New general employment proposals will be directed to existing premises and allocated sites in the following locations:

Site	Area (ha) Gross	General Role
a. North Shore	3 ha	Mixed use development including residential and commercial uses. Retail and leisure uses will be prioritised in the part of the site within Stockton Town Centre. The area benefits from designation as an Enterprise Zone and is classed as a Principal Office Location where office based development will be encouraged to locate.
b. Teesdale and Thornaby Place	2 ha	Mixed use site including residential and office opportunities. The area is identified as a Principal Office Location providing large scale opportunities for office based businesses.
c. Wynyard	14 ha	High quality strategic inward investment location providing opportunities for major employers to locate in the Tees Valley.
d. Preston Farm	11 ha	General employment development focusing on manufacturing and engineering (B2 use class) sectors and car sales (sui generis). Office development will be encouraged where there are no more central locations for the use.
e. Belasis	16 ha	High quality proposals for office development, laboratories, research and development, and light industrial uses linked to the process industries. This area benefits from designation as an Enterprise Zone.
f. Portrack Lane	14 ha	General employment development focusing on logistics (B8 use class) manufacturing and engineering (B2 use class) sectors
g. Durham Lane	30 ha	
h. Teesside	31 ha	
i. Cowpen	4 ha	
j. DTVA	20 ha	General employment land providing large-scale opportunities including logistics (B8 use class) which support the operation of the airport

2. General employment development will also be directed to sites and premises in established industrial estates including Bowesfield, Black Path, St Ann's, Bon Lea & Mandale Triangle, Primrose Hill, and Stillington.

3. At Wynyard Park about 23 ha of land is safeguarded for employment use and proposals for alternative uses on this site must consider policy EG1.4.

4. In order to maintain an adequate supply of land for economic growth, sites and premises allocated for office, industrial and logistics uses which are viable and attractive to the market will be protected from alternative uses.

5. The following sites within 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

6. Proposals which support the continued regeneration of Billingham and Thornaby will be supported.

- 6.1 Recognising the significant investment which has already, and is likely to take place in established employment locations across the Borough, this policy directs new general employment development to a number of locations operating in employment use and recognised by the market for this purpose. The policy also specifies the types of use which would be supported in each location, depending on the individual uses in that area, the potential for further growth and the sequential approach to locating new office development.
- 6.2 The figures identified in the policy are a rounded gross figure, showing the total extent of the sites allocated. This totals about 145ha. However, analysis in the Employment Land Review (ELR) suggests that the total unrounded net developable area of these allocations is more likely to be just under 135 ha. It should also be noted that 5 ha of land is identified as mixed-use and may actually be developed for non-B class uses.
- 6.3 However, whilst the policy provides a mechanism to protect existing employment sites whilst providing flexibility to respond to changes in circumstances, which would allow for alternative uses to be brought forward on employment sites. This will only occur in circumstances where it is demonstrated that there is adequate alternative land provision or that the site is no longer attractive or viable for employment use. In these circumstances the onus will be on the applicant to provide evidence to justify any loss of employment land.
- 6.4 In addition to the identified site allocations, the Local Plan safeguards an area of expansion land at Wynyard Park for future employment use. The site has not been allocated because of strategic highway constraints in the area and the existence of more readily available sites in the Borough. Furthermore, housing allocations elsewhere on the Wynyard Park site ensure that a sufficient supply of homes is available in the area, meaning de-allocation for housing is not appropriate. As employment land remains the most sustainable long-term use for this site, the Local Plan recognises that the sites future potential and safeguards the site for employment use. Therefore, any alternative proposal would therefore need to consider the long-term implications of this loss of land, should a planning application be submitted.
- 6.5 The plan also identifies where there are growth opportunities in these locations which can meet the commercial development needs which are identified in policy SD4 and build on the strategic locations identified in policy SD4. The main economic growth allocations encompass sites to meet town centre use developments (retail, leisure and tourism) and general employment development (office, industrial and warehousing), whilst specialist use allocations are identified under policy EG4 and EG5 below.
- 6.6 Town centres are also strategic locations for future economic growth. This policy provides site allocations where future redevelopment will be encouraged, with recommendations made in line with the sequential approach to locating new development, as set out in national planning policy. Further site allocations or de-allocations may be made subject to the response to consultation question 13 and 19 relating to policy SD4.
- 6.7 The main site allocations for town centre use are located at the Southern Gateway to Stockton Town Centre and to the rear of Stockton High Street which also has a prominent frontage in the centre. In order to respond flexibly to operator demand these allocations are mixed use development proposals. This also provides an opportunity for development to consider appropriately designed schemes which accommodate

more than one land use. In addition to the site allocations, a number of planning commitments exist which will also contribute to delivering the floorspace to address retail capacity across the Borough.

Town Centres

- 6.8 The NPPF requires Local Plans to outline policies for the management and growth of town centres. This policy outlines the general considerations which will be applied to development proposals across town, district and local centres. In general the retail role of town centres continues to be recognised. However, the changing nature of shopping patterns and the resulting pressure on these areas is recognised, and the policy provides simple criteria to allow alternative uses, where appropriate.

EG 2 – Managing Town Centres

MAINTAINING VITALITY & VIABILITY

- 1. The Council will seek to maintain and enhance the retail function of units in all centres in the Town Centre Hierarchy as defined in policy SD4, and represented on the policies map. Proposals for change of use away from retail (A1) will be supported if it can be demonstrated that:**
 - a. the proposal will contribute to the centre’s vitality and viability and an acceptable level of retail uses will be maintained within the centre;**
 - b. 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;**
 - c. 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;**
 - d. it can be demonstrated that the premises is no longer attractive for retail use.**

STOCKTON TOWN CENTRE

- 2. The sustainability of the Primary Shopping Area , as defined on the policies maps, as the main town centre shopping location in the Borough will be maintained and enhanced by:**
 - a. Retaining a high concentration of retail uses in the Stockton Shopping Frontage, as defined on the policies map.**
 - b. Reducing the number of vacant ground floor commercial premises in the Stockton Shopping Frontage to the national average.**
 - c. Directing proposals for pay-day loan shops, bookmakers, hot-food takeaways and uses that operate principally outside daytime hours away from the Stockton Shopping Frontage, with significant clusters of these uses resisted elsewhere in the town centre.**
 - d. Resisting proposals for ground floor residential development within the primary shopping area.**
- 3. In order to consolidate the retail offer of the centre, proposals which reduce the proportion of retail uses (A1 use class) outside of the Primary Shopping Area and provide further opportunities for a wider variety of town centre uses including offices (B1 use class) hotels (C1 use class) and assembly and leisure (D2 use class) will be encouraged.**
- 4. Proposals to reconfigure and modernise commercial units throughout the town centre, whilst recognising the historic character of the area, will be encouraged.**

DISTRICT & LOCAL CENTRES

- 5. The Council will, where appropriate, work with the owners of Billingham and**

Thornaby District Centres and local communities to develop schemes to maintain and enhance the vitality and viability of these modern district centres, particularly where the proposal will generate significant regeneration benefits for the wider centre.

- 6. 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.**
- 7. 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.**

- 6.9 Stockton Town Centre contains the Primary Shopping Area where new retail development is directed in the first instance. This policy recognises the importance of the retail function of the centre and sets out to protect this, whilst recognising that the centre has suffered from high vacancy rates in recent times and that there is a requirement to diversify the offer of the town centre, whilst restricting certain uses and over-concentrations which could further threaten the vitality and viability of the main retail area.
- 6.10 Elsewhere in the centre further flexibility is encouraged to allow uses which will complement the Primary Shopping Area and assist in the ambition to consolidate the retail offer of the centre. At the same time, throughout the centre businesses and developers will be encouraged to, where appropriate, modernise premises to meet the evolving needs and formats of businesses. Solutions may include, amongst other things, the amalgamation of units or improvements to service areas in the centre.
- 6.11 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.
- 6.12 Thornaby and Billingham District Centres are strategically managed centres which in recent years have benefitted from regeneration schemes and, other than isolated areas, are operating successfully. New uses will be considered against the general principles set out in this policy and support will continue to be given to proposals to further enhance these centres.
- 6.13 In contrast retail units in Yarm District Centre are in multiple-ownership and are not strategically managed and in recent decades the evening economy of the centre has grown to a significant level. Furthermore, due to the number of listed buildings in the centre, the Council has the ability to exert more control on the uses in the centre. The historic character of Yarm and the pressure of the evening economy mean that it remains appropriate to restrict non-retail uses to 50% of the total frontage length of the shopping frontage.
- 6.14 In addition, both Norton and Yarm centres benefit from a historic setting which mixes commercial and residential properties in close proximity. The Local Plan protects a number of residential properties on sites which are both inside and outside of these centres protecting the historic character of these areas and also preventing the loss of residential units for commercial purposes, impacting on the housing supply in the Borough. The properties identified in this policy are identified on the proposals map and in Appendix 3.

EG3 – Protecting Town Centres

- 1. 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, as identified on the policies maps, in the following sequence:**
 - a. Stockton Town Centre Primary Shopping Area; then,**
 - b. Sites within the boundaries of Stockton Town Centre, then**
 - c. Sites within the ground floor shopping frontages of the District Centres; then,**
 - d. Sites within the boundaries of the District Centres; then,**
 - e. 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 or frontages; then,**
 - f. Sites within the Local Centres; then**
 - g. 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**
 - h. Sustainable out-of-centre locations within the limits to development.**
- 2. 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:**
 - a. Town and District Centres, and for office development only, Principal Office Locations; then,**
 - b. Sites on the edge of the Town and District Centres, which are well served by public transport and have a high likelihood of forming links with the centre; then,**
 - c. Within the boundaries of the Local Centres; then,**
 - d. Sustainable out-of-centre locations within the limits to development.**
- 3. Proposals will only be supported in sequentially less 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.**
- 4. Town centre use proposals on out-of-centre sites, which demonstrate that the business model cannot be located in a town centre location, will be the subject of restrictive conditions to protect the future vitality and viability of the Boroughs town centres**
- 5. Convenience retail proposals in excess of 500 square metres (net) and comparison retail proposals in excess of 1,000 square metres (net) will only be supported outside of the town centre hierarchy where it can be demonstrated through a proportionate impact assessment that the development will not have a significant adverse impact, both individually and cumulatively, 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).**
- 6. Within designated centres, the Council will support proposals for food (A3 and A5 use class), drink (A4 use class) and other evening economy uses providing the activities in the area do not result in a harmful over-concentration of that use in that area, either as a proportion of the centre overall or as cluster within the**

centre.

- 6.15 The National Planning Policy Framework provides the basis for applying a town centre first approach to locating new town centre use. This policy sets out the sequence of locations which should be followed in applying this test.
- 6.16 In terms of retail uses this directs new development to the Primary Shopping Area in Stockton Town Centre, the main location for new retail development. This use will then be directed to sites and premises in town and district centres, edge-of-centre sites, local centres and then to suitable out-of-centre locations.
- 6.17 Other town centre uses follow a similar sequence to new retail development, however, at the outset they will not be directed to the primary shopping area. This policy also includes a reference to Principal Office Locations (see policy SD4 and EG2 and consultation question 14 and 19) which are locations classed as sustainable locations for new office development.
- 6.18 The policy also recognises that not all town centre use development can be accommodated in town centres, and that the sequential test may lead to an approval of a town centre use in a location which is suitable and available, but outside of a town centre. Circumstances may include where the development is too large for a centre, or it is a small-scale proposal designed to meet a localised catchment area. In the latter circumstance proposals should be considered against policy EG6 below.
- 6.19 The policy is also clear that in particular circumstances planning conditions may be applied to limit the future use of any new use outside of a defined centre. Circumstances include where a business model of a proposal has affected the application of the sequential assessment and led to an out-of-centre site being selected.
- 6.20 The evidence base has identified that there is a requirement to include an impact assessment threshold below the 2,500sq.m trigger identified in national policy. The Council's evidence base has identified that due to the health of a number of centres in the Borough and the scale of forecast retail floorspace in the Borough, a locally set threshold should be set which requires a proportionate assessment of the impact of a proposal, which is tailored to the development proposed.
- 6.21 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.
- 6.22 The Council's policy is therefore to direct food and drink uses to designated centres of an appropriate scale, unless there is an over-concentration of this type of use. Given the varying circumstances in centres across the Borough, the Council has not sought to define in policy what constitutes an 'over-concentration'. This issue can therefore be considered on a case by case basis, or in evidence in future town centre surveys or health checks.

Specialist Uses

Policy EG4 – Seal Sands, North Tees and Billingham

- 1. Development proposals for hazardous installations, uses related to the process industries, or emerging specialist sectors will be directed to available sites and**

expansion land in the following locations:

- a. **Billingham Chemical Complex including 45 ha of available land**
 - b. **North Tees including 46 ha of available land**
 - c. **Seal Sands including 144 ha of available land**
- 2. Development proposals in the Seal Sands area will recognise the cumulative importance 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:**
- a. **Land has been identified to provide appropriate strategic mitigation; or;**
 - b. **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. Proposals for port and river based uses will be directed to sites and premises at Billingham Riverside which includes approximately 38 hectares of available land. The following uses are considered to be suitable at port and riverside locations:**
- a. **Operational facilities, including wharves, jetties, slipways;**
 - b. **River based logistics, warehousing, hard standing, and storage;**
 - c. **Storage of hazardous substances awaiting import or export**
 - d. **Fabrication, maintenance or decommissioning of marine vessels, oil rigs and other large structures requiring transportation by sea; and**
 - e. **Energy generation plants and infrastructure that are reliant on a port/riverside location.**
- 4. Alternative uses may be supported at Billingham Riverside if:**
- a. **The proposal complements anticipated investment in the area;**
 - b. **There are no other locations within the employment land portfolio which can accommodate the proposed development; or**
 - c. **The proposed development is essential for sustainable development, operational relationships with existing processes in the area, or other sustainability considerations.**
- 5. Proposals which require hazardous substance consent will 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.**

6.23 This policy builds on policy SD4 providing additional criteria for specialist use development. As noted in policy SD4, site allocations in the Seal Sands part of North Tees may be constrained by sites of ecological importance because of the potential cumulative impact that development of this land could have on the SPA. This may lead to the allocations being removed as the Local Plan progresses.

6.24 The Council is also aware of the potential to extend the SPA and has worked proactively within the Tees Estuary Partnership, which has been set up to consider any implications. This extension would effectively result in the SPA extending along the working river corridor past Newport Bridge to Tees Barrage. Should the extension be confirmed the impact on these site allocations will be assessed through the Habitats Regulation Assessment process, whilst any planning applications at North Tees, Seal Sands and Billingham Riverside will consider this issue in accordance with policy ENV5.

- 6.25 In addition, a number of brownfield sites exist along the River Tees which have previously been developed for industrial and river related uses. The close proximity to the river also presents a potential flood risk constraint to the area. In total about 38 hectares of land are available with 9 ha at the Billingham Reach estate, 6 ha at the nearby Casebourne Site, and 23 ha of available land at Haverton Hill
- 6.26 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.
- 6.27 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.

Policy EG5 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; ancillary 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 uses to the south of the runway. To support this expansion a further 20 ha of general employment land is also allocated south of the runway.**
- 3. Development of employment land to the south of the runway will be supported by an appropriate surface water and foul drainage network utilising, where practicable, a Sustainable Urban Drainage System.**
- 4. The following transport improvements will be supported to enable future aviation and economic growth at the airport:**
 - a. Public transport access to the airport; and**
 - b. Road access to the Southside employment site taking in to consideration the public safety zone at the eastern end of the runway and the airport safeguarding zones surrounding the airport.**
- 5. Future revisions of the masterplan will require the airport operator to:**
 - a. Identify an appropriate time horizon setting out realistic short, medium, and long term growth aspirations for the airport;**
 - b. Specify the type and scale of any development or infrastructure requirements needed to deliver this growth; and**
 - c. Assess the significant environmental implications of airport growth during the masterplan process.**
- 6. 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:**
 - a. The proposed development is necessary to enable the long term sustainability and viability of the airport;**
 - b. 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;

- c. The developer can clearly demonstrate that existing land, buildings and facilities are not suitable for the development; and**
 - d. The environmental impacts of any proposal is mitigated.**
- 7. Within the established 13km (bird strike hazard area) and the 15km (radius of critical airspace) safeguarding areas surrounding the airport, as identified on the policies map, relevant development proposals will require consultation with the operator of the airport, and must consider the operational integrity of the airport, its surveillance systems, and the safety of air traffic services, in accordance with Government Circular 1/2003, or any successor guidance.**
- 8. Within the Public Safety Zones adjacent to the airport runway, as identified on the policies map, there is a general presumption against new development, unless the proposal accords with guidance in Government circular 1/2010 or any successor guidance.**

6.28 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.

6.29 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.

6.30 During 2014 the operators of the airport prepared a masterplan which sought to secure the future of the airport. This policy takes account of the masterplan by specifically allocating the airport and non-airport related development situated to the south of the runway. The airport masterplan covers the period to 2020 and beyond, it is therefore possible that the document could be reviewed during the plan period. As airport masterplans are not statutory documents it is important that a framework is set out to ensure that any future airport master plan seeks to protect the site as regional airport. Therefore additional criteria are included in the policy should this situation occur.

6.31 The masterplan has now been adopted by the airport operator and has been the subject of a scrutiny review by Stockton on Tees Borough Council. This review was generally supportive of the masterplan but encouraged the airport operator to continue to grow and encourage leisure, holiday and business flights, but also recognised the importance of the southside development to the airport and the need to find develop appropriate public transport to the airport.

6.32 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. 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.

6.33 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.

- 6.34 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 may influence future inward investment decisions. Therefore, the continued role of the site as a thriving regional airport is of vital importance to the sub-regional economy.
- 6.35 Policy EG5 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.
- 6.36 Whilst this significant release of land exists at the airport, 50 hectares of the site is limited to airport related uses (see figure 13 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.
- 6.37 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.

Figure 13 – 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

- 6.38 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. 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'. However, any new road access, and associated street furniture, should also be considered against the airport safeguarding zones and circular 1/2003.

Sustainable Communities

EG6 –Small Scale convenience facilities

- 1. Proposals for small-scale convenience retailing, hot-food takeaways and facilities designed to meet a localised catchment will be directed to defined centres or existing commercial premises in neighbourhood shopping parades in the catchment area of the proposal.**
- 2. In exceptional circumstances, support will be given to the development or retention of small-scale (under 150sqm) town centre uses for local convenience outside of defined centres and neighbourhood shopping parades which:**
 - a. are within an identified catchment area that is deficient in local convenience facilities and are accessible by sustainable means;**
 - b. cannot be located within a defined centre or neighbourhood shopping parade;**
 - c. are of a scale and function intended to serve a local catchment area;**
 - d. do not adversely impact the vitality and viability of any designated centre; and**
 - e. Are situated within the limits to development.**
- 3. 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.**
- 4. As part of the Council's commitment to improving health and tackling childhood obesity, proposals for hot food takeaways outside designated centres and neighbourhood shopping parades will be resisted where the premises fall within 400m of the boundary of an existing primary school, secondary school, park or playground boundary.**

6.39 As noted above, the Council recognises that it may not be desirable to direct small-scale proposals to the main centres in the Borough. This policy provides support for small-scale uses to be supported in commercial premises in neighbourhood shopping parades, as well as main centres. Neighbourhood shopping parades are located across the Borough including, amongst others the following locations

- Billingham – High Grange; Kenilworth Road; Low Grange; Mill Lane; Ochil Terrace; Port Clarence; Station Road; Tunstall Avenue; Windleston Road; Wolviston Court and Wolviston Road.
- Eaglescliffe and Yarm – Healaugh Park; Orchard Parade; Station Road and Sunningdale Parade.
- Ingleby Barwick and Thornaby – Bassleton Court; Beckfields Centre; Lowfields Centre; Thorntree Road and Westbury Street.
- Stockton – Bowesfield 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.
- Wynyard – The Stables

- 6.40 There may also be circumstances where these locations cannot accommodate a new development or a major development scheme requires some small-scale convenience provision. This policy provides the criteria to assess proposals in these exceptional circumstances.
- 6.41 In situations where local services are threatened by higher value uses, the Council may not be able to consider the protection of all facilities due to the extensive flexibility which property owners have to convert premises. However, where permission is required the council will consider the value of the facility against this policy.
- 6.42 Although Hot Food Takeaways are not identified in national policy as a main town centre use, the Council will direct hot-food takeaway premises to properties within defined centres, including neighbourhood shopping parades. As these locations 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 that hot-food takeaways are managed in order to maintain attractive street frontages and to and to protect residential amenity where appropriate.
- 6.43 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 EG3. 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.

Farm Diversification & Horticultural Nurseries

Policy EG7 - Farm Diversification, Horticultural Nurseries & Equestrian Development

- 1. The Council will support proposals for farm diversification providing they 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:**
 - a. proposals are small in scale and ancillary to the main use of the farm/nursery;**
 - b. the operation does not cause significant harm to a local/ neighbourhood centre or a nearby village shop; and**
 - c. 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.**
- 4. Development will be commensurate with the scale, nature and degree of permanence of the proposals.**

- 6.44 The diversification of an existing agricultural enterprise is supported. 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, the Council wishes to 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.

- 6.45 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.
- 6.46 It will be important that any farm diversification, horticultural nursery or equestrian development is designed and sited appropriately. In this regard many local plan policies will need to be considered in determining any application; this will include SD4, SD5 and SD8.

Agricultural, Forestry and Other Rural Based Enterprise Dwellings

Policy EG8 – Agricultural, Forestry and Other Rural Based Enterprise Dwellings

- 1. 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:**
 - a. clear evidence of a firm intention and ability to develop the enterprise concerned;**
 - b. clear evidence that the enterprise has a functional need;**
 - c. clear evidence that the proposed enterprise has been planned on a sound financial basis;**
 - d. 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;**
 - e. the temporary accommodation is of a size commensurate with the established functional requirement; and**
 - f. 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.**
- 2. The Council will support new permanent agricultural or forestry dwellings where it supports existing activities on well-established agricultural or forestry units, providing:**
 - a. there is a clearly established existing functional need;**
 - b. the need relates to a full-time worker, or one who is primarily employed in agriculture or forestry and does not relate to a part-time requirement;**
 - c. the unit and the agricultural or forestry activity concerned have been established for at least three years, have been profitable for at least one of them, are currently financially sound, and have a clear prospect of remaining so;**
 - d. 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;**
 - e. the new dwelling is of a size commensurate with the established functional requirement;**
 - f. the new dwelling is sited so as to meet the identified functional need and to be well-related to existing farm buildings, or other dwellings.**
- 3. Where permission for temporary accommodation is granted, permission for a permanent dwelling will not subsequently be given unless the criteria within point 2 are met.**
- 4. New dwellings associated with other rural based enterprises will be subject to the**

above criteria.

- 6.47 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 the Local Plan. 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.
- 6.48 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.
- 6.49 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.
- 6.50 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.
- 6.51 New 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.
- 6.52 Any grant of planning permission may include a condition preventing the exercise of permitted development rights for extensions and/or curtilage buildings.
- 6.53 Temporary 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.
- 6.54 There may also be instances where special justification exists for new isolated dwellings associated with other rural based enterprises. In these cases, the enterprise itself, including any development necessary for the operation of the enterprise, must be acceptable in planning terms and permitted in that rural location, regardless of the consideration of any proposed associated dwelling.
- 6.55 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.

39. How far do you agree/disagree with policies EG1 to EG9? (Strongly Agree / Agree / Neither Agree or Disagree / Disagree / Strongly Disagree)

40. Do you have any further comments regarding these policies?

TRANSPORT & INFRASTRUCTURE





Infrastructure delivery is essential to delivering economic growth. Whilst infrastructure is necessary to support new development it is equally important to ensure that infrastructure meets the needs of existing communities.

The important role of infrastructure has been recognised at a national and local level. The Tees Valley Combined Authority and the Council are working with partners to deliver infrastructure where it is needed to support growth and meet the needs of communities. This section details the councils approach to delivering transport, community and Communications infrastructure.

7 Transport and Infrastructure

Transport Infrastructure

Policy TI1 – Transport Infrastructure

DELIVERING A SUSTAINABLE TRANSPORT NETWORK

1. To support economic growth and provide realistic alternatives to the private car the Council will work with partners to deliver a sustainable transport network. This will be achieved through improvements to the public transport network and routes for pedestrians, cyclists and other uses.
2. A comprehensive, integrated and efficient public transport network will be delivered by:
 - a. Retaining essential infrastructure that will facilitate sustainable passenger movements by bus, rail and water.
 - b. Supporting proposals for the provision of infrastructure which will improve the operation, punctuality and reliability of public transport services
 - c. Supporting upgrades to the railway stations within the Borough to improve access and safety.
 - d. Improving public transport interchanges to allow integration between different modes of transport.
 - e. Working with public transport operators to maintain and enhance provision wherever possible.
 - f. Working with partners to promote the provision of accessible transport options for persons with reduced mobility.
 - g. Ensuring appropriate provision is made for taxis and coaches
3. Accessible, convenient, and safe routes for pedestrians, cyclists and other users will be delivered by:
 - a. Improving, extending and linking the Borough's strategic and local network of footpaths, bridleways and cycleways.
 - b. Improving the public realm and implementing streetscape improvements to ensure they provide a safe and inviting environment.
4. 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. Bridges and their links across the Rivers Tees and Leven between Ingleby Barwick and Eaglescliffe/Yarm
 - b. Cycleway/footway between Tees/Surtees 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. Cycleway/footway from Elton Interchange to Durham Lane Industrial Estate
 - h. Cycleway/footbridge across the A689 (via a bridge) to connect with the wider cycleway network at Wynyard Road
 - i. Car parking to the west of Eaglescliffe Station and footbridge over the railway line
5. Essential infrastructure that will facilitate sustainable freight movements by rail

and water will be retained.

HIGHWAYS INFRASTRUCTURE

6. To support economic growth it is essential that the road network is safe and that journey times are reliable. To ensure this, targeted improvements will be delivered at the following priority locations (routes are safeguarded as identified).

a. Strategic road network:

- i. A66 (including A66 Elton Interchange)**
- ii. A19 Widening Norton to A689 (route safeguarded)**
- iii. A19/ A689 Interchange**
- iv. A689 at Wynyard**
- v. New Tees Crossing**

b. Local road network:

- i. A1046 Portrack Relief Road (route safeguarded)**
- ii. Junctions associated with the West Stockton Sustainable Urban Extension:**
 - 1. Darlington Back Lane and Yarm Back Lane junction**
 - 2. Horse and Jockey Roundabout (Durham Road, Junction Road and Harrowgate Lane)**
 - 3. Harrowgate Lane and Leam Lane**
- iii. Junction of A1027, Junction Road and Norton High Street, Stockton**
- iv. Junction of Durham Road, A1027 and Bishopton Avenue, Stockton**

7. It will be important to support the development of the Key Route Network through continual assessment of the strategic and local road network, which will ensure appropriate improvements are delivered.

AVIATION

8. The Councils approach to Durham Tees Valley Airport is outlined within EG5

NEW DEVELOPMENT

9. Existing sustainable and public transport infrastructure will be protected from development which would impair its function or attractiveness to users.

10. All major development proposals likely to generate significant additional journeys are required to be accompanied by a Transport Assessment and a Travel Plan.

11. The Council and its partners will ensure that new development (including alterations to existing developments and changes of use) offers prospective residents and/or users with genuine sustainable transport options. This will be achieved by ensuring that:

- a. Transport choices are widened by ensuring that new development provides access to existing sustainable and public transport networks and hubs. Where appropriate networks will be extended and new hubs created. When considering how best to serve new developments, measures to make best use of capacity on existing bus services should be explored before proposing new services; consideration should be given to increasing the frequency of existing services or providing feeder services within the main network.**
- b. Suitable access is provided for all people and modes of transport**
- c. 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. Any new or revised parking provision should be of a sufficient size and layout to facilitate its safe and efficient operation.**
- d. Appropriate infrastructure supports Travel Demand Management reduces**

travel by the private car and incentivises the use of sustainable transport options

12. Any transport infrastructure provided will be commensurate to the proposal in terms of scale and type.

- 7.1 The Tees Valley Statement of Transport Ambition (2011) recognises the need to deliver an environmentally sustainable transport system for Tees Valley that protects and enhances the natural environment, as well as delivering economic and social benefits. The statement of ambition identifies the following three areas of challenge:
- Resilient Network Connectivity
 - Access to Employment; and
 - Reducing Carbon Emissions.
- 7.2 Good connectivity both within the Borough and to the wider regional and national transport networks is essential to support economic growth. The Local Plan supports the delivery of an improved transport network for the Borough to ensure effective integration of land-use and transport planning. This approach is directly linked to the ambitions identified within the Tees Valley Statement of Transport Ambition.
- 7.3 The Strategic Economic Plan (SEP) identifies ‘Develop and Provide Infrastructure’ as a one of the four objectives. This policy has been developed to be incorporate priority schemes identified within the SEP. The SEP is currently being updated; it is the intention that priorities emerging from this update relating to transport infrastructure will be forward through the Tees Valley Strategic Transport Plan (TVSTP). It is the intention that the TVSTP framework will be based around five ‘stepping stones’ to success – Strategic Rail, Strategic Roads, Unlocking Growth, Connecting Centres and Supporting Networks.
- 7.4 Beneath the TVSTP, it is the intention that each local authority is to develop a Local Delivery Plan, which will outline how each of the local authorities will contribute to their local objectives and those of the Tees Valley as a whole.

Public Transport Network

- 7.5 The public transport network facilitates opportunities for people to commute and access shopping and leisure facilities. To ensure that public transport is attractive to users it is essential that improvements are made where appropriate to facilitate access, allow integration between different modes of transport and to expand and improve services. It is also important to ensure that new development makes use of and supports the network and does not negatively impact upon it.

Bus Network

- 7.6 The bus network is an important part of the public transport network in the Borough. To assist in promoting sustainable travel the Council will work closely with bus operators to maintain and enhance bus provision wherever possible as well as supporting the introduction of infrastructure to support increased punctuality and reliability. A key element of enhancing the bus network will be through the improvement of information provision; particularly through Real Time Information.
- 7.7 The Tees Valley Bus Network Improvement scheme (TVBNI) was designed to offer significant improvements to bus services, provide a real alternative to the private car on key corridors, and increase the number of opportunities for better access to employment and training. The TVBNI has upgraded a number of core bus routes in the Borough and across the sub-region. The physical works are largely complete meaning

that no site allocations have been made within the Local Plan. TVBNI2 is currently under development; any proposals will be incorporated within the Local Plan as appropriate.

Rail Network

- 7.8 The Borough has six rail stations (Allens West, Billingham, Eaglescliffe, Stockton, Thornaby and Yarm), along two rail lines. This network plays a vital role in providing access to local and mainline services.
- 7.9 The Council will work with rail operators and other partners to deliver infrastructure which enhances the rail network; this includes access improvements to stations. The Council are currently investigating options for improving access to Billingham Station; further information regarding this will be incorporated into the Local Plan as appropriate.
- 7.10 Eaglescliffe Station has seen a significant increase in patronage in recent years due to the extended range of services offered from the station, particularly direct service to London. This has led to pressure on existing infrastructure at the station, including the car park. Whilst the car park was significantly extended in 2014 increased patronage over coming years will require the provision of another car park. 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 made available for this provision. The introduction of a connecting footbridge will also promote sustainable commuting by providing a convenient link between residential areas and Durham Lane industrial Estate.

Footpath, Cycleway and Bridleway Network

- 7.11 The Borough has an extensive network of footpaths, cycleways and bridleways. However, there are opportunities to improve accessibility, convenience and safety through improvements to existing routes and expansions to the network. The network provides opportunities for commuting and recreation, and provides access to services and facilities. Improvements will be prioritised where they will have maximum benefit.
- 7.12 A number of routes have been safeguarded from development as they will play an important role in developing infrastructure to widen transport choice. The benefits of implementing these schemes are detailed below.
- **Bridges and their links across the Rivers Tees and Leven between Ingleby Barwick and Eaglescliffe/Yarm-** residents access adjoining settlements for employment and services. The provision of suitable crossing points will allow travel by sustainable means as there are currently no convenient routes between settlements. Whilst no funding has been identified these schemes are desirable additions to the network and should be safeguarded should funding become available.
 - **Cycleway/footway between Tees/Surtees Bridge and Victoria Bridge on the western bank of the River Tees-** the realignment and improvement of the existing footway to a cycleway and footway at this location is an aspiration of the Council to deliver a sustainable transport link which forms part of the Eight Bridges Cycle Way from Victoria Bridge to the Transporter Bridge. This realignment is through the Boathouse Lane housing site and it will be essential that any development respects this proposal.
 - **Cycleway/footway on the northern bank of the River Tees at Yarm-** 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. 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 the future.

- **Cycleway/bridleway from Durham Road, Thorpe Thewles to Wynyard Woodland Park-** The development of an off-road cycle/bridleway link from Durham Road in Thorpe Thewles to 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.
- **Cycleway/footway to the north of Mill Lane, Long Newton-** 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.
- **Cycleway/footway from Greatham Creek to Transporter Bridge-** 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. 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.
- **Cycleway/footway from Elton Interchange to Durham Lane Industrial Estate-** A Strategic Urban Extension (SUE) is proposed at West Stockton. In order to facilitate commuting via sustainable means it is appropriate to provide a cycleway/footway that connects this development (from National Cycle Network Route 14) to Durham Lane Industrial Estate.
- **Bridge and its linkages across the A689 at Wynyard-** The creation of a sustainable settlement at Wynyard is proposed within this Local Plan. To deliver this it is important that both sides of the A689 are linked by a safe, sustainable footway and cycleway, connected to the existing rights of way network. 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.

Highways Infrastructure

- 7.13 A Key Route Network will be established for the Borough made up of links to the strategic road network, A roads and other key local roads, serving strategic demand flows of people and freight. Establishment of a KRN will aid in identifying infrastructure improvements across that part of the highway system that will help determine our economic success over the next 20 years.
- 7.14 The strategic road network within the Borough consists of the A19, A66 and A689. Unlike the local road network, which is maintained by the Council as the local highway authority, the A19 and A66 is improved, managed and maintained by the Highways Agency, with the Department for Transport acting as the highway authority. The continued functioning of the strategic and local road network is essential to supporting development and attracting investment to the Borough. To ensure levels of growth in the locations proposed within this Local Plan can be accommodated improvements are required to both the strategic and local road network. A plethora of studies have been undertaken at a strategic and local level to identify necessary improvements.
- 7.15 The Tees Valley Area Action Plan (AAP) is a collaboration between Highways England, Tees Valley Combined Authority, and the five Tees Valley Local Authorities. It is a constantly evolving transport planning response to the changing development aspirations of the Tees Valley. In order to facilitate the economic growth that is being sought by the Tees Valley Strategic Economic Plan, it is vital that the strategic transport network is able to accommodate the traffic pressures that come with it. This will be achieved through the maintenance, adaptation and expansion of the existing network allied to measures to encourage the use of buses, trains, walking and cycling. This is summarised within the aim of the AAP as stated below:
- 7.16 “Taking all of the predicted and aspirational future economic growth into consideration – develop a series of transport interventions and prioritise them by growth delivered, value for money, affordability, and timescale.”
- 7.17 The AAP is currently under review and an update will be produced in 2017. The last major revision was in 2009. However, the development database which underpins the future year traffic predictions and is used to inform the modelling of the impact of new developments, has been updated on an annual basis.
- 7.18 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. A number of schemes have been identified to assist in facilitating reliable journey times including a scheme to widen the carriageway to three lanes between Norton and the A689.
- 7.19 Improved traffic flows have been achieved at the A19/A689 junction through improvements implemented through the successful bid for Pinch Point Programme funding. However, to deliver growth at Wynyard and other locations there will be a requirement to upgrade infrastructure at this junction and on the A689. The nature of improvements will be identified through on-going masterplanning work.
- 7.20 A key priority in the SEP is to improve east-west road connectivity to provide a high quality, resilient corridor along the A66 from the A1(M) to the international gateway at Teesport. Specific improvements required to support anticipated traffic growth on the A66 will be identified through on-going studies and incorporated within the Local Plan as appropriate.
- 7.21 An identified improvement on the A66 includes a scheme associated with the West Stockton Strategic Urban Extension (SUE). Modelling work undertaken as part of the

masterplan for the SUE identified the necessity for improvements to the junction at Elton Interchange. However, in the longer term there is an ambition to support further and more significant improvements to this junction which would benefit the highway network and facilitate additional highway capacity.

7.22 Two specific schemes on the local road network have been identified within the Tees Valley Area Action Plan (TVAAP) to relieve congestion on the strategic road network. These are Portrack Relief Road and a New Tees Crossing. The route of the proposed Portrack Relief Road is safeguarded and identified on the policies map. Feasibility work is on-going to establish the proposed route for the New Tees Crossing.

7.23 As part of the West Stockton SUE improvements to the local road network have been identified; these include improvements to the junctions of:

- Darlington Back Lane and Yarm Back Lane
- Horse and Jockey Roundabout (Durham Road, Junction Road and Harrowgate Lane)
- Harrowgate Lane and Leam Lane.

7.24 A wider North Stockton transport model (focusing on A177 Durham Road, B1274 Junction Road and the A1207) is under preparation to ascertain improvements that are required in this area to ensure the highways network can accommodate cumulative increases in traffic movements. Particular focus of this study will be the following principle junctions:

- A1027, Junction Road and Norton High Street, Stockton
- Durham, A1027 and Bishopton Avenue, Stockton

Community Infrastructure

Policy TI2 – Community Infrastructure

- 1. There is a need to ensure that community infrastructure is delivered and protected to meet the needs of the growing population within the Borough. To ensure community infrastructure meets the education, cultural, social, leisure/recreation and health needs of all sections of the local community the Council will:**
 - a. Protect, maintain and improve existing community infrastructure where appropriate and practicable;**
 - b. Work with partners to ensure exiting deficiencies are addressed**
 - c. Require the provision of new community infrastructure alongside new development in accordance with SD7**
- 2. Where community infrastructure is deemed surplus to requirements, priority should be given to alternative community uses in the first instance.**
- 3. To ensure needs for community infrastructure are met the Council will:**
 - a. Support opportunities to widen the cultural, sport, recreation and leisure offer**
 - b. Support proposals of education, training and health care providers to meet the needs of communities.**
 - c. Encourage the multi-purpose use of facilities to provide a range of services and facilities within one accessible location**
 - d. Safeguard land at the former Blakeston School site for the provision of a crematorium**
 - e. Identify land for the delivery of cemetery provision within Stockton and to the south of the Borough to meet identified needs.**

- f. Support the provision of additional river accesses with increased moorings/marina at appropriate locations where they are of a scale appropriate to the location.**
- g. Safeguard areas of land at Ingleby Barwick for:**
 - i. Leisure facility adjacent to the Local Centre**
 - ii. Community Centre at Sandgate**
- 4. Community Infrastructure is to be delivered alongside residential development at the West Stockton Sustainable Urban Extension and Wynyard in accordance with policies H2 and H3 to ensure the creation of sustainable communities.**
- 5. The loss of a playing field(s), in whole or part, will not be supported unless:**
 - a. The playing field(s) have been identified as surplus to requirements, or**
 - b. The proposed development is ancillary to the principal use of the site as a playing field(s), and does not affect the quantity or quality of pitches or adversely affect their use, or**
 - c. The proposed development affects only land incapable of forming, or forming part of, a playing pitch, and does not result in the loss of or inability to make use of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing areas of any playing pitch or the loss of any other sporting/ancillary facilities on the site, or**
 - d. The playing field(s), which would be lost as a result of the proposed development, would be replaced by a playing field(s) of an equivalent or better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of development, or**
 - e. The development is for an alternative sports and recreational provision the needs for which clearly outweigh the loss.**

7.25 The Local Plan seeks to deliver sustainable communities and promote community cohesion. This is only possible if all sections of the local community have access to facilities to fulfil their education, cultural, social, leisure/recreation and health needs. Community facilities give residents opportunities to fulfil healthy and fulfilling lifestyles which contributes to numerous objectives of the Local Plan.

7.26 Community infrastructure includes many venues and facilities including places of worship, libraries, theatres, museums, retail centres, town squares and meeting places, schools, health centres (including hospitals), pubs and cafes, parks, open spaces and other public venues.

7.27 The Local Plan seeks to provide a range of facilities within existing communities. To deliver this it is essential that the plans of other service providers are taken into account. In particular, the Council are keen to ensure that the education and health needs of communities are met and will support proposals of providers to meet identified needs.

7.28 There is an identified need for the provision of a crematorium within the Borough. 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 crematorium. There is limited provision for burial within central Stockton and some areas to the south of the Borough (specifically the communities of Yarm, Eaglescliffe, Preston and Ingleby Barwick). The Council are therefore seeking to land to deliver cemetery provision within these locations.

- 7.29 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 Tees around Thornaby, Ingleby Barwick, Yarm and Eaglescliffe. This policy seeks to support the delivery of infrastructure to increase access to the River Tees. This could include the provision of a marina at Bowesfield where there has been a long term ambition for increased river access.
- 7.30 A number of areas of land have been safeguarded at Ingleby Barwick for the provision of community infrastructure. This includes a community centre and leisure facility (incorporating a leisure centre, library and customer service point). In addition to this a small retail centre is currently being developed at village 6.
- 7.31 A Playing Pitch Strategy (PPS) for Stockton has been prepared that will provide a clear, strategic framework for the maintenance and improvement of existing playing pitches and ancillary facilities between 2015 and 2025. The Strategy identifies that the provision of artificial grass pitches will mean that a number of existing playing pitch sites can be considered a surplus to requirements as playing fields. Within the Local Plan alternative uses have been proposed on sites identified as no longer being required as playing fields; this includes the provision of a crematorium at the former Blakeston School.

Communications Infrastructure

Policy TI3: 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 base stations 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 mast or base station has been justified.**
- 3. Where a new mast or base station has been justified any equipment should be sympathetically designed and camouflaged where appropriate. Applications will be supported by a statement that self-certificates that, when operational, International Commission guidelines will be met.**
- 4. When considering applications for telecommunications development, the Council will have regard to the operational requirements of communications networks and the technical limitations of the technology.**
- 5. Telecommunications development will be supported where it has been demonstrated that the proposal does not cause significant and irremediable interference with other electrical equipment, air traffic services or instrumentation operated in the national interest. Consideration should also be given to the possibility of the construction of new buildings or structures interfering with telecommunications services.**
- 6. Applications for telecommunications development should be supported by:**
 - a. the outcome of consultations with organisations with an interest in the proposed development, in particular with the relevant body where a mast is to be installed near a school or college or within a statutory safeguarding zone surrounding an aerodrome or technical site; and**
 - b. where appropriate a statement that self-certifies that the cumulative exposure, when operational, will not exceed International Commission on**

non-ionising radiation protection guidelines

- 7. 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.**
- 8. Taking into consideration viability the Council require 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, viable and desirable, the provision of additional ducting will be supported where it allows the expansion of the network.**

7.32 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 where this will deliver economic growth.

7.33 The Council is committed to ensuring that telecommunications developments are supported by necessary evidence to ensure that they designed and sited appropriately.

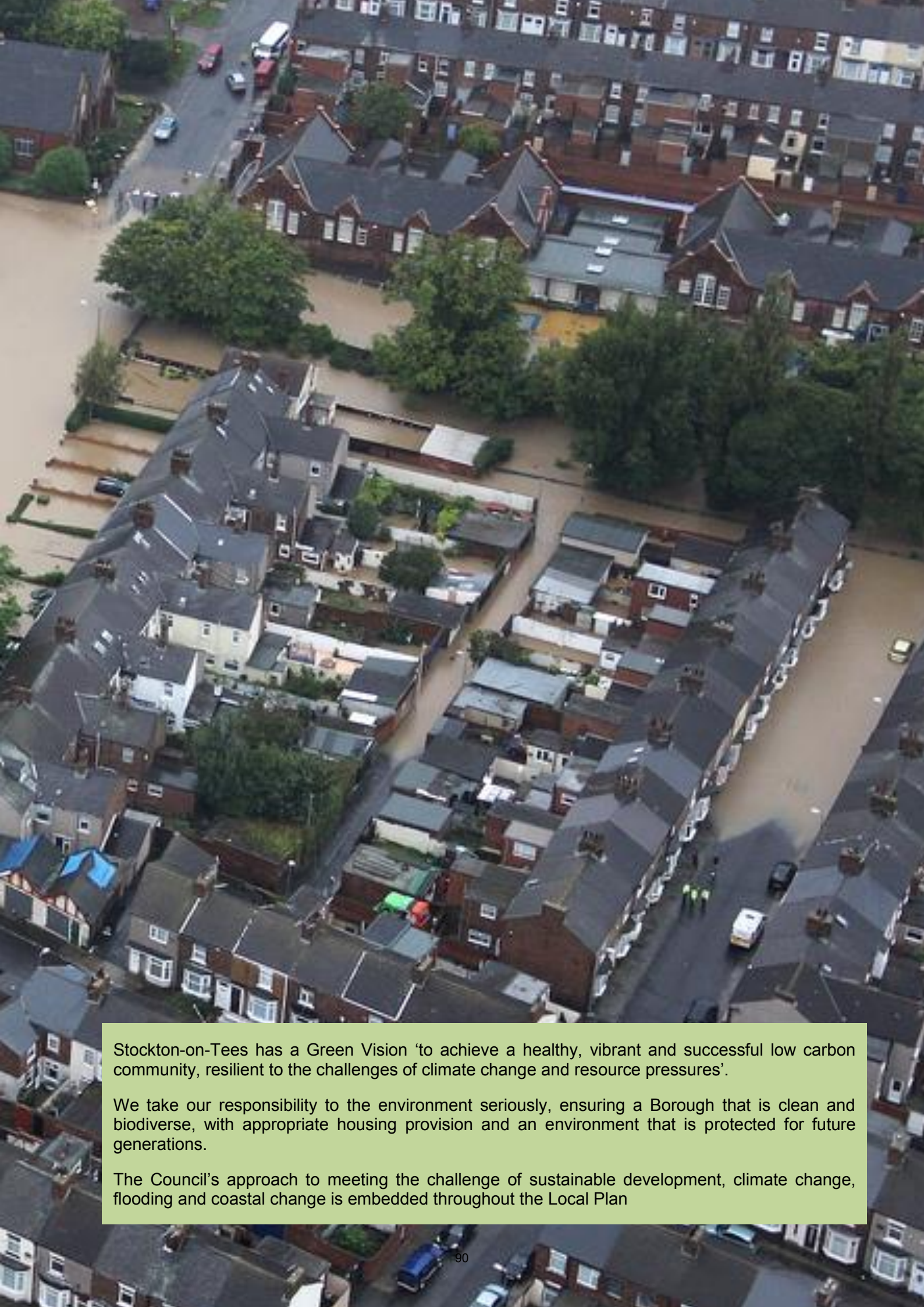
7.34 The world of telecommunications and connectivity is a changing environment with new technological advances occurring all the time. However, the provision of fibre connections is the most robust and future-proof method of connectivity. Therefore, it should be the aim to ensure that infrastructure is provided to facilitate fibre connections to all new developments.

**41. How far do you agree/disagree with policies TI1 to TI3?
(Strongly Agree / Agree / Neither Agree or Disagree / Disagree /
Strongly Disagree)**

42. Do you have any further comments regarding these policies?

Environment & Climate Change





Stockton-on-Tees has a Green Vision 'to achieve a healthy, vibrant and successful low carbon community, resilient to the challenges of climate change and resource pressures'.

We take our responsibility to the environment seriously, ensuring a Borough that is clean and biodiverse, with appropriate housing provision and an environment that is protected for future generations.

The Council's approach to meeting the challenge of sustainable development, climate change, flooding and coastal change is embedded throughout the Local Plan

8 Environment & Climate Change

Energy Efficiency, Renewable Energy and Low Carbon

- 8.1 Internationally, climate change is recognised as one of the greatest long term threats to our lives, health and well-being, the economy and natural environment. Since 2002, the Council and its partners have prioritised the challenge of mitigating and adapting to climate change, and to that end, in January 2016 adopted its latest Climate Change Strategy and Action Plan. That document sets out seven priorities in continually reducing greenhouse gas emissions from domestic and commercial premises, as well as increasing resilience of communities and environments to the impact of future severe events. If the Borough is to contribute to the national target of an 80% reduction in CO₂ emissions by 2050, then the energy efficiency and building standards of new development and existing stock needs to be enhanced and the Borough's local energy generating capacity expanded and decarbonised.
- 8.2 Total emissions of CO₂ in 2014 were 2,654,900 tonnes, a reduction of 16.3% from 2013 emissions of 3,173,000 tonnes. 74.9% of all emissions in Stockton-on-Tees in 2014 were from industrial and commercial operations. The Council has adopted a target to reduce total greenhouse gas emissions from the Borough by 18%, and per capita emissions by 21%, on 2013 levels by March 2020.
- 8.3 The NPPF states that planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy
- 8.4 In terms of adaptation, national and local data analysis and intelligence provides a valuable insight into potential future scenarios for the Borough including hotter drier summers, milder and wetter winters, and increasing likelihood of more intense combined events including rainfall. Further detail and justification for climate change responses can be found in the adopted Climate Change Strategy 2016.
- 8.5 There are also significant opportunities for economic growth in moving towards a low carbon, high value economy in Stockton-on-Tees in areas such as district heat and power, onshore and offshore renewables, hydrogen and syngas, and carbon capture and storage.
- 8.6 In the domestic sector, energy efficiency of homes and maintaining affordable warmth remain a challenge for many with 10.7% of all households finding themselves in fuel poverty. Ensuring the energy efficiency of existing domestic properties is improved while making sure all new development is designed and constructed to minimise the risk of fuel poverty occurring remains a high priority.
- 8.7 This section sets out our policies in ensuring that all new development including the location, design, construction and operation of individual buildings to new communities is energy and resource efficient, supports renewable and low carbon energy generation and consumption, and contributes to creating a low carbon community with reducing fuel poverty levels.

Policy ENV 1 – Energy Efficiency

- 1. The Council will require all development to minimise the effects of climate change and encourage all developments to meet the highest feasible environmental standards that are financially viable during construction and occupation. The Council will:**

- a. **promote zero carbon development and require all development to reduce carbon dioxide emissions through following the steps in the energy hierarchy**
 - i. Energy reduction
 - ii. Energy efficiency
 - iii. Renewable energy
 - iv. Low carbon energy
 - v. Conventional energy
 - b. **require all major development to demonstrate how they contribute to the greenhouse gas emissions reduction targets set out in Stockton-on-Tees' Climate Change Strategy 2016;**
 - c. **support and encourage sensitive energy efficiency improvements to existing buildings;**
- 2. Proposals are encouraged where development:**
- a. **incorporates passive design measures to improve the efficiency of heating, cooling and ventilation**
 - b. **includes design measures to minimise the reliance on artificial lighting through siting, design, layout and building orientation that maximises sunlight and daylight, passive ventilation and avoids overshadowing.**
- Domestic**
- 3. All developments of five dwellings or more, or of 500m² and above of gross floor space, will be required to submit an energy statement demonstrating how the energy hierarchy has been applied to make the fullest contribution to greenhouse gas emissions reduction.**
- Non domestic**
- 4. All new non-residential developments up to and including 499m² of gross floor space will be completed to a Building Research Establishment Environmental Assessment Method (BREEAM) minimum rating of 'very good' (or any future national equivalent).**
 - 5. All new non-residential developments of 500m² and above of gross floor space will be required to i) submit an energy statement demonstrating how the energy hierarchy has been applied to make the fullest contribution to CO₂ reduction, and ii) be completed to a Building Research Establishment Environmental Assessment Method (BREEAM) minimum rating of 'very good' (or any future national equivalent).**

8.8 It is the responsibility of local planning authorities to develop pro-active strategies to mitigate and adapt to climate change. The NPPF (paragraphs 95, 96 and 97) also expects local planning authorities to:

- support energy efficiency improvements to existing buildings;
- when setting local requirements for sustainability, do so in a way that is consistent with the government's zero carbon policy, and adopt nationally described standards;
- take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption; and
- have a positive strategy to generate energy from renewable and low carbon sources.

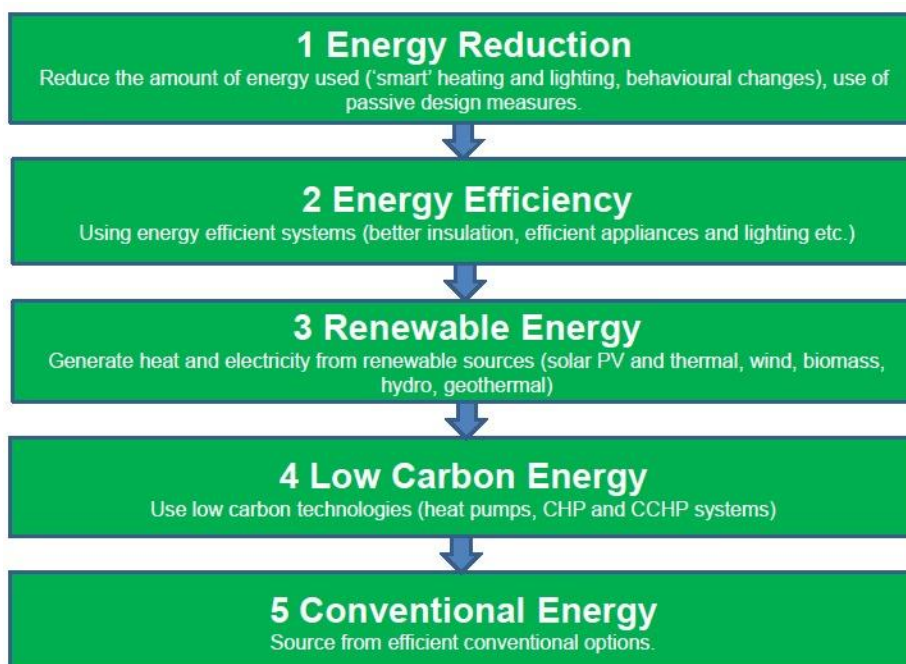
8.9 The government's Housing Standards Review began in 2012 and set out to rationalise standards for new homes including those for energy, water efficiency and materials.

On 27 March 2015 the Ministerial Statement announced a new approach to the setting of technical housing standards with the Deregulation Act 2015 introducing requirements for housing standards, in particular energy and carbon emission performance, to be integrated into the Building Regulations. This removed planning powers within the Planning and Energy Act 2008 including the opportunity for planning authorities to impose local technical standards for new dwellings. However, the NPPF recognises that there is a role within the planning system for promoting environmental sustainability and states that a core principle of planning is to support the transition to a low carbon future in a changing climate (National Planning Policy Framework, March 2012, paragraph 17.)

- 8.10 The Ministerial Statement also noted that “local planning authorities will continue to be able to set and apply policies in their Local Plans which require compliance with energy performance standards that exceed the energy requirements of Building Regulations until the commencement of amendments to the Planning and Energy Act 2008”. The Planning and Energy Act 2008 grants powers to Local Planning Authorities to require development to comply with energy efficiency standards that exceed the energy requirements of the Building Regulations. The Infrastructure Act 2015 sets out the intention to remove these powers by amending the Planning and Energy Act 2008. However, such amendments have not yet been made and it is unclear when or if the changes will be made. As such the Council is still able to set local energy requirements in line with the Planning and Energy Act 2008. However, this issue will be kept up under review and the latest position reflected in the publication draft Local Plan.
- 8.11 The Ministerial Statement expects Local Planning Authorities to take the government’s intentions into account and not set conditions above a Code 4 Level requirement (which equates to 19% below Part L Building Regulations 2013). It also noted the continued intention of government to implement the zero carbon homes standard in 2016, with the recognition that this should not apply to small sites. However, a subsequent policy paper ‘Fixing the Foundations’ (July 2015) announced that the government did not intend to pursue the zero carbon homes allowable solutions offsetting scheme, but would keep national policy on energy efficiency under review.
- 8.12 Whilst Building Regulations address the standard of energy efficiency in buildings, the Local Plan seeks to ensure that development is environmentally sustainable and as such applications will need to demonstrate that energy efficiency considerations have guided the design process, using the energy hierarchy (see figure 14 below).
- 8.13 This includes consideration of opportunities to incorporate passive design measures, for example maximising the potential for solar gain and natural ventilation through the siting, orientation and layout of a development. Other key considerations include potential to connect to or incorporate district energy systems, renewable energy, water recycling and waste reduction.
- 8.14 Non-residential development was not affected by the Housing Standards Review described in section 8.9 and Planning Authorities are still enabled to require better than Building Regulations standards for new non-domestic buildings. The Building Research Establishment Environmental Assessment Method (BREEAM) is regarded as the measure of best practice in environmental design and management of non-domestic buildings. BREEAM assesses buildings’ performance in aspects such as construction, energy use, pollution and water consumption and efficiency. In order to meet our adopted targets such as emissions reduction (where 75% of all CO2 emissions in Stockton-on-Tees is from industrial and commercial premises) then application of BREEAM is of significant value.

8.15 The Council also has a desire to significantly increase the energy efficiency of all properties in contributing to reducing the incidence of fuel poverty in Stockton-on-Tees. Fuel poverty affects the most vulnerable residents in our communities and can have significant adverse impacts on their health and well-being. The levels of fuel poverty have been increasing across the UK, with 2.38 million households nationally living in fuel poverty in 2014 compared to 1 million households in 2004.

Figure 14 Energy hierarchy



8.16 As of 5th December 2014 successive Governments are bound by a statutory fuel poverty target: 'to ensure that as many fuel poor homes as is reasonably practicable achieve a minimum energy efficiency rating of band C by 2030'. (A band C rating is equivalent to a SAP rating of 69-80 points). The interim milestones to support this statutory target are:

- as many fuel poor homes as is reasonably practicable to band E by 2020 (A band E rating is equivalent to a SAP rating of 39 – 54 points)
- as many fuel poor homes as is reasonably practicable to band D by 2025 (A band D rating is equivalent to a SAP rating of 55 – 68 points)

8.17 The energy efficiency of a property is measured by the Standard Assessment Procedure (SAP) rating on a scale of 1 to 100 e.g. the higher the number the more energy efficient the house. Households suffering from fuel poverty are more likely to be living in properties with low SAP ratings. 'Cutting the cost of keeping warm – a fuel poverty strategy for England' (2015) estimates that less than 5% of fuel poor homes in England have an energy efficiency rating of band C and above. This compares to around 18% across all households.

8.18 Tackling fuel poverty and promoting affordable warmth is a high priority for Stockton-on-Tees Borough Council, as set out in the adopted Affordable Warmth Strategy (2015), with an ambition to increase the average SAP rating of domestic housing stock to 65 by 2017. While the rate of fuel poverty in Stockton-on-Tees at 10.7% (DECC annual estimates – June 2016) is the lowest in the Tees Valley and only just above the 10.6% average for England, this does represent 8,585 households experiencing fuel poverty and remains a significant challenge to be tackled. Encouraging higher

standards to improve the thermal properties and energy efficiency of homes across our Borough are the very foundation of our Affordable Warmth Strategy that can be realised through the design and construction standards of new builds and the comprehensive retrofit across the existing stock, especially properties with lower SAP ratings. Stockton-on-Tees Borough Council will support proposals which seek to build to higher energy levels than currently required by Building Regulations in order to reduce carbon emissions and design out fuel poverty.

- 8.19 The standards set out in the policy will be reviewed to reflect any future change in national standards and/or any equivalent standards that might be introduced.

Policy ENV 2: Renewable and Low Carbon Energy Generation

- 1. Proposals will be supported where renewable energy measures are considered from the outset, including incorporating small-scale renewable and low carbon energy generation into the design of new developments where appropriate, feasible and viable, and where there would be no unacceptable adverse effects on landscape, ecology, heritage assets and amenity. The Council encourage and support:
 - a. The local production of energy from renewable and low carbon sources to help to reduce carbon emissions and contribute towards the achievement of renewable energy targets.**
 - b. Community energy schemes that reduce, manage and generate energy to bring benefits to the local community.****
- 2. Planning applications for energy generation from renewable and low carbon sources will be considered against SD8 and other relevant policies.**
- 3. Commercial and large-scale energy generation projects from renewable and low carbon sources will be supported where other policies in the plan including SD8 are satisfied. Proposals should be supported by a comprehensive assessment of impact so that consideration impacts, including cumulative impacts, can be undertaken.**
- 4. In considering proposals for large-scale renewable energy developments, assessment will take into account the principles of SD8.**
- 5. Developers should, where appropriate, provide details alongside a planning application of a satisfactory scheme to restore a site to at least its original condition when the scheme has reached the end of its operational life.**
- 6. To ensure that the Council can monitor the effectiveness of renewable and low carbon technologies, major developments will be required to install appropriate monitoring equipment.**

- 8.20 The need to tackle climate change by reducing carbon emissions, through the use of renewable energy is well established at national, regional and local levels. The Government's Energy White Paper set a target that by 2010, 10% of the UK's electricity would be from zero carbon or carbon neutral sources with 20% by 2020. Renewable sources of energy include wind, wave, tidal, hydro or solar power and biomass.

- 8.21 The National Planning Policy Framework states that local planning authorities should design their policies to maximise renewable and low carbon energy development while ensuring that adverse impacts are addressed satisfactorily, including cumulative landscape and visual impacts. This policy seeks to support, in principle, schemes to generate energy from renewable and low carbon sources within the Borough where any impacts from the proposals can be satisfactorily addressed. The Council

recognises the important contribution made by renewable energy generation in moving towards a low carbon economy.

- 8.22 This policy will contribute directly to promoting use of renewable energy and addressing climate change. Supporting small scale renewable and low carbon energy generation provides an opportunity to deliver the Local Plan. Whilst amendments to planning legislation may restrict the inclusion of policies in relation to building performance for housing, existing powers within the Planning and Energy Act 2008 in relation to development and renewable or low carbon energy have not been altered. The NPPF also retains requirements regarding new housing development and low carbon infrastructure such as district heating networks.
- 8.23 Paragraph 97 of the NPPF highlights the duty placed on local planning authorities to be proactive in supporting the delivery of renewable and low carbon energy. It states that local planning authorities should 'have a positive strategy to promote energy from renewable and low carbon sources' and 'identify opportunities where development can draw its energy supply from decentralised, renewable or low carbon energy supply systems'. The development of renewable and low carbon energy could have a significant positive impact in terms of reducing carbon emissions from Stockton-on-Tees and improving energy security for the future.
- 8.24 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.
- 8.25 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.
- 8.26 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.

Policy ENV 3 – Decentralised energy generation and supply

- 1. The Council will promote and support decentralised energy such as District Heat and Power Networks by:**
 - a. working with local partner organisations and developers to implement decentralised energy networks in Stockton-on-Tees in line with our District**

Energy Masterplan;

- b. requiring any developments with the potential to produce waste heat (such as power generation , energy from waste or chemical processing) to be CHP ready such that heat can be supplied into any new or existing networks;**
- c. safeguarding potential network routes; and**
- d. requiring all major developments to assess the feasibility of connecting to an existing decentralised energy network, or where this is not possible, establishing a new network or future proofing energy infrastructure to make future connection feasible.**
- e. The Council will require all major development to investigate the use of decentralised energy networks for heat and power as part of the feasibility assessment and energy statement.**

8.27 Decentralised energy is generated and consumed off the main grid ranging from micro-renewables, to large scale heating and cooling. It can refer to energy from waste plants, combined heat and power (CHP), district heat and power networks, as well as geothermal, biomass or solar energy

8.28 The Council is actively pursuing the development of a large scale heat and power network across Stockton-on-Tees and supports the provision of infrastructure for low carbon decentralised energy systems. Policy ENV3 of the Local Plan encourages all major development proposals to consider and take advantage of low carbon decentralised energy systems.

8.29 A study into the potential for district heating systems within the Tees Valley (2010) indicated that there was 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. Further, more detailed investigations into a potential heat and power network in the Borough have since identified potential networks to serve wide ranging customers including large commercial users, a hospital, prison and local authority assets, and leisure facilities. This North Tees District Heat and Power Scheme is supported by feasibility funding from the Department for Business, Energy and Industrial Strategy through the Tees Valley City Deal. A Stockton-on-Tees Masterplan including detailed heat mapping and exploration of network routes work was developed to determine the economic feasibility of the scheme and a techno economic study is now under development.

8.30 The fundamental concept of the district energy scheme is based on waste heat and surplus electricity being captured from several companies who are in surplus, and supplied to those companies and the wider community who purchase gas and electricity from the grid. The benefits are wide ranging:

- Improving the economic conditions for local energy intensive companies by providing lower energy costs, also potentially supporting job protection and creation and the associated benefits to the local economy)
- Providing additional revenue streams for the heat and power providers, contributing to their continued viability
- Reduce the volatility of future energy prices through providing long-term contracts, allowing companies to plan on a longer-term horizon and reducing any uncertainty / risks that energy price volatility may have on their operations
- The additional capacity built in will be used to attract further inward investment to the area.

- Significant environmental benefits such as reducing CO₂ and other greenhouse gas emissions from reducing the need to fire gas in boilers.

8.31 Whilst the main focus is on the larger industrial and commercial users as they offer the economy of scale to initiate the scheme, there is also potential to leverage off these networks and also supply heat to some social housing providers/tenants. This will generate financial and environmental savings for the local community and in the longer term could provide a platform to address wider social issues such as fuel poverty.

Climate Adaptation and Mitigating Flood Risk

8.32 Climate change will result in hotter, drier summers, and warmer wetter winters, with more extreme events occurring more regularly. Winter rainfall locally has almost doubled since 1960 and the Council's Climate Change Strategy sets out the evidence for the need for future development to take account of expected changes in weather and events. Responding to climate risk and change through adaptation is fundamental for the built and natural environment to continue to survive and meet the needs of future generations.

8.33 The NPPF notes that Local Plans should take account of climate changes over the longer term (paragraph 99). Any new development should also be planned to avoid any increased vulnerability to the impacts of climate change. National Planning Practice Guidance highlights the importance of effective spatial planning in building a successful response to climate change. It also notes the importance of helping to increase resilience to the impacts of climate change through the location, mix and design of development. The Council will require development to be resilient to climate change and risk, adopting appropriate climate change mitigation and adaptation principles in line with SD5.

Policy ENV4 - Reducing and Mitigating Flood Risk

- 1. New development will be directed towards areas of low flood risk (Flood Zone 1). In considering proposals elsewhere, the sequential and exception tests will be applied.**
- 2. In exceptional circumstances developments may be permitted in higher flood risk areas to meet strategic regeneration objectives within the Regenerated River Tees Corridor as identified within policy SD3 or to provide essential infrastructure. Where necessary mitigation measures would have to be identified through a detailed Flood Risk Assessment.**
- 3. All new development should contribute positively to reducing flood risk through avoidance, reduction, management and mitigation.**
- 4. Development proposals will be required to consider the effect of the proposed development on flood risk. This includes completion of a Flood Risk Assessment (FRA) and/or drainage strategy, where appropriate.**
- 5. All major development will be required to demonstrate that flood risk does not increase as a result of development proposed and the options to reduce overall flood risk from all sources, taking into account the impact from climate change over its lifetime.**
- 6. Surface water runoff should be managed at source wherever possible and disposed of in the following the hierarchy of preference:**
 - a. To an infiltration or soak away system.**
 - b. To a watercourse open or closed.**
 - c. To a sewer.**

- 7. Disposal to combined sewers should be the last resort once all other methods have been explored.**
- 8. 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. Where SuDS are provided arrangements must be put in place for their whole life management and maintenance.**
- 9. Through partnership working the Council will work to achieve the goals of the Stockton-on-Tees Local Flood Risk Management Strategy & Northumbria Catchment Flood Management Plan. This will include the implementation of schemes to reduce the risk of flooding to existing properties and infrastructure. Proposals which seek to mitigate flooding, create natural flood plains or seek to enhance and/or expand flood plains in appropriate locations will be permitted.**

8.34 Reducing and mitigating flood risk is an important issue for planning particularly as the effects of climate change are being realised. To ensure sustainable economic growth is achieved, it is essential that development (new and existing) is safe from flooding and incorporates approaches to reduced risk. The Borough has been subject to severe flooding in the last few years. Over 200 residents and businesses suffered damage and disruption from severe weather events in September 2012, May 2013, September 2013 and December 2013.

8.35 The latest flood zone maps for the Borough are accessible through the Environment Agency and identify areas of land at risk from all sources of flooding. This policy seeks to direct new development to areas at lowest risk of flooding in accordance with the flooding sequential test, which directs development to flood zone 1. If it is not possible to direct uses to the lowest risk areas, then the exception test must be applied. This considers the wider sustainability benefits of the proposal and involves a site-specific flood risk assessment which must demonstrate the development is safe and does not increase flood risk elsewhere.

8.36 The Council have undertaken a Strategic Flood Risk Assessment which provides further information regarding flood risk including the impacts of climate change. The Council as the lead Local Flood Authority is responsible for preparing a local flood risk management strategy and maintaining a register of flood risk assets. Flood alleviation schemes have recently taken place at Port Clarence and Greatham South, and Lustrum Beck. The Council have identified in the Local Flood Risk Management Strategy opportunities to reduce and mitigate flood risk; this includes engagement in the development management process through the provision of pre-application advice.

8.37 Sustainable drainage systems (SuDS) are now the preferred approach to managing rainfall from hard surfaces and can be used on any site. The primary purpose of SuDS is to mimic the natural drainage of the site prior to development. This is achieved by capturing rainfall, allowing as much as possible to evaporate or soak into the ground close to where it fell, then conveying the rest to the nearest watercourse to be released at the same rate and volumes as prior to development. There are many different SuDS features available to suit the constraints of a site. SuDS schemes provide many benefits beyond just reducing flood risk, such as assisting in improving water quality, creating new habitats for wildlife, providing a valuable amenity asset and passive cooling.

8.38 To provide more information and technical guidance on SuDS techniques, the five Tees Valley Authorities (Middlesbrough Council, Stockton Borough Council, Darlington

Borough Council, Redcar & Cleveland Council and Hartlepool Borough Council) have jointly produced a Design Guide and Specification.

- 8.39 It should be noted that, ground conditions in the Borough are not usually suitable for infiltration, and infiltration/ soak away systems are not usually accepted as a method for surface water disposal. Appropriate assessments should be undertaken to determine ground conditions to determine the most appropriate methods for managing surface water.
- 8.40 The Council will require new development to take account of future predicted climate change in line with the priorities set out in the adopted Climate Change Strategy 2016, and ensure it is resilient to risk, adopting appropriate climate change mitigation and adaptation principles in line with SD5.

Natural Environment

- 8.41 The natural environment is vital in planning for our future due to its crucial role in sustaining human life. The natural environment delivers essential 'ecosystem services' such as the recycling of air and water; capturing and storing carbon in peat, woodland and soil; flood protection, and waste purification. People's connection with nature can improve their health and well-being, one of a range of social, economic and environmental services provided by the natural environment without which society could not function.
- 8.42 The planning system should contribute to and enhance the natural and local environment by:
- protecting and enhancing valued landscapes, geodiversity and soils;
 - recognising the wider benefits of ecosystem services;
 - minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including the establishment of coherent ecological networks that are more resilient to current and future pressures;
 - preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability; and
 - remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.
- 8.43 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'. Policy SD5 – Environment and Climate Change Strategy provides the overarching strategic policy aimed at protecting and enhancing the local environment. The policies contained within this section seek to further develop SD5.

Policy ENV5 – Preserve, protect and enhance biodiversity and geodiversity

The Council will protect, manage and enhance the Borough's natural environments, biodiversity and geodiversity. This will be achieved by ensuring that:

- 1. Sites designated for nature or geological conservation are protected and, where appropriate enhanced, taking into account the following hierarchy and considerations;**
 - a) Internationally designated sites – Development not directly connected with or necessary to the management of the site will be assessed against the**

prevailing legal protection and national policy afforded to those sites.

- b) Nationally designated sites - Development that would have an adverse effect on a site(s) will not be permitted unless it meets the relevant legal requirements. A precautionary approach will be taken towards developments that may have indirect impacts on such a site and appropriate strategic mitigation measures or contributions to avoid detrimental impacts will be sought**
 - c) Locally designated sites: Development that would have an adverse effect on a site(s) will not be permitted unless the reasons for the development clearly outweigh the harm to the conservation interest of the site. All options should be explored for retaining the most valuable parts of the sites interest as part of the development proposal with particular consideration given to conserving irreplaceable features or habitats, and those that cannot readily be recreated within a reasonably short timescale, for example ancient woodland and geological formations. Where development on a site is approved compensatory measures will be required in order to make development acceptable in planning terms and to mitigate against any loss of interest.**
- 2. Development proposals should seek to achieve net gains in biodiversity wherever possible through avoidance of harm to and wherever possible enhancement of the natural environment (this will be of particular importance in the redevelopment of previously developed land brownfield where areas of biodiversity should be retained and recreated alongside any remediation of any identified contamination). This could include the creation or improvement of habitats to meet the objectives of the Tees Valley Nature Partnership.**
 - 3. When proposing habitat creation it will be important to be consider existing habitats and species within the locality and those detailed within the Natural Network and Opportunities Maps for the relevant 'landscape area'. This will assist in ensuring proposals accord with the 'landscape scale' approach and support ecological networks.**
 - 4. Mitigation and compensation are only to be considered where avoiding harm to biodiversity cannot be achieved through locating development on an alternative site. Where locating development on a different site is not possible mitigation should be discounted prior to compensation. Planning permission will be refused where significant harm on biodiversity cannot be avoided.**
 - 5. Existing trees, woodlands, hedgerows, meadows, ponds and other habitats should be managed and protected wherever possible. Where loss of habitat is unavoidable appropriate replacement or mitigation will be required.**

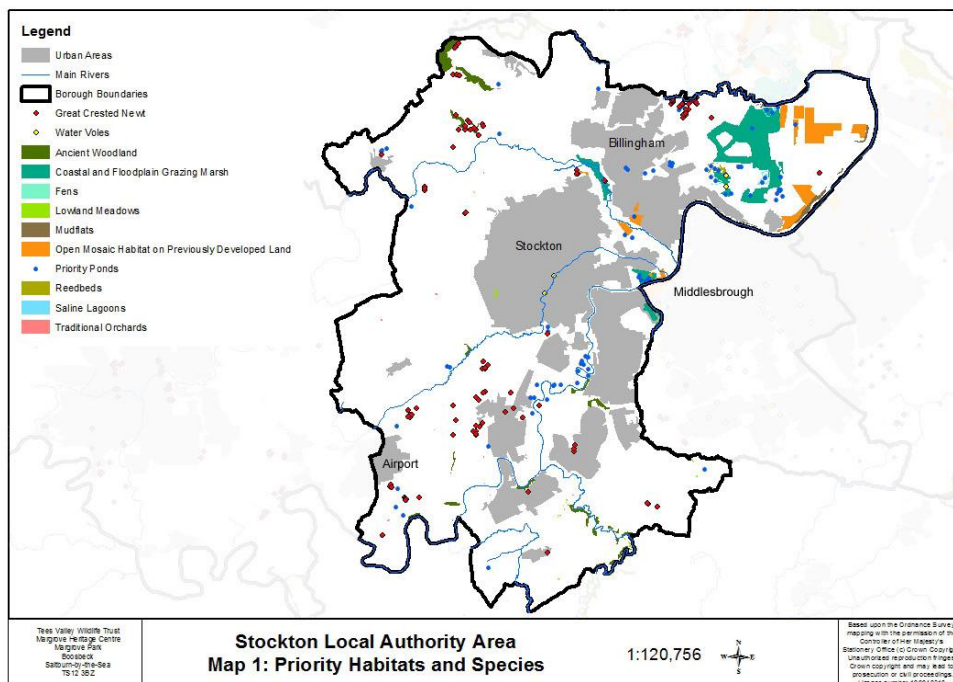
8.44 Stockton has a rich and diverse natural environment. The Borough contains designated sites of international, national and local importance which form an essential part of the Borough's ecological and green infrastructure networks. There is the potential for conflict between the natural environment 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.

8.45 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. Parts of the SSSI within the Borough at Teesmouth are designated as a National Nature Reserve (NNR). Locally designated sites include twelve Local Nature Reserves and 56 Local

Wildlife and Geological Sites. It is noted that Natural England are proposing to extend and add features to the existing Teesmouth and Cleveland Coast Special Protection Area (SPA) and review of Sites of Special Scientific Interest (SSSI) within the area. The Local Plan will respond to this as further details emerge.

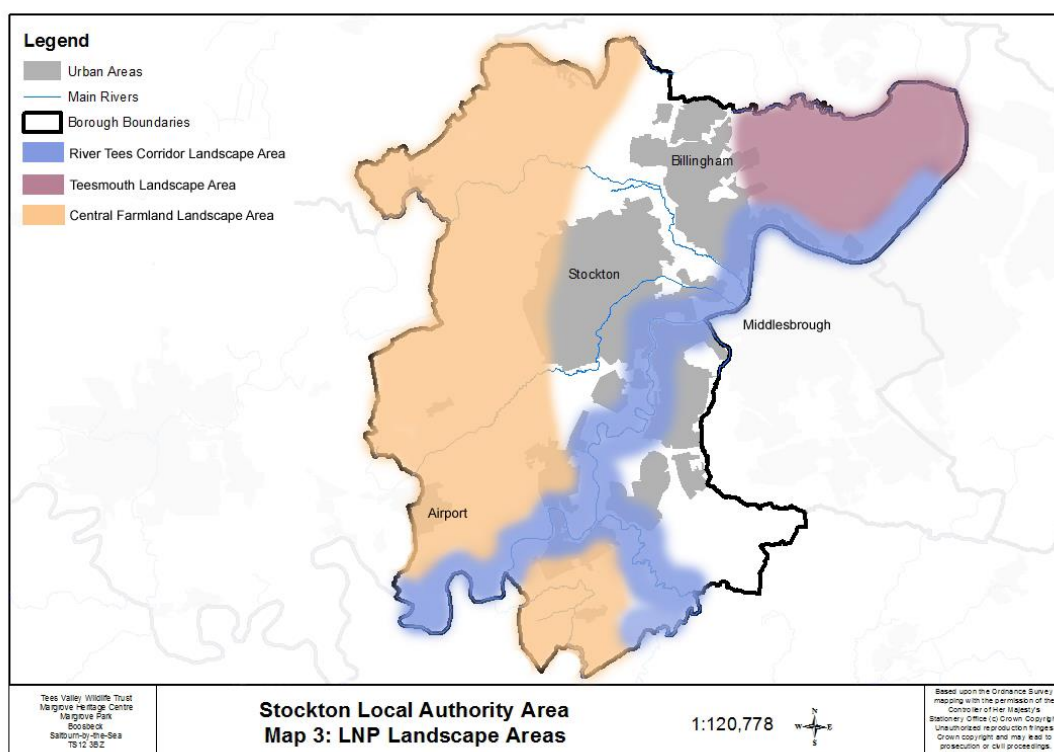
- 8.46 Development proposals likely to have a significant affect upon a European site will need to be the subject of a thorough Habitats Regulations Assessment (HRA) and be tested against the legal protection and national policies prevailing at the time. Any development where the HRA cannot rule out adverse effects upon the integrity on a European site, having taken into account any mitigation, will be refused unless there are imperative reasons of overriding public interest and there are no alternative solutions. Where an adverse effect upon integrity is identified but the project must none-the-less go ahead, the authority will notify the Secretary of State to allow the application to be called in for determination. In these situations, compensatory measures must be secured to ensure that the overall coherence of Natural 2000 is maintained.
- 8.47 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 conditions and set management objectives for sites. Ancient woodland is captured within the criteria for Local Sites.
- 8.48 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.
- 8.49 Through the Tees Valley Nature Partnership (TVNP), 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.
- 8.50 The importance of creating larger and better connected areas of natural habitat is now recognised as a key strategy for maintaining biodiversity and enabling wildlife to adapt to climate change. Many organisations are now promoting the creation of ecological networks and the use of landscape-scale approaches to conservation. As part of the Natural Network and Opportunities Maps, TVNP has mapped and collated information on important biodiversity sites and species across the Tees Valley.

Figure 15 – Priority Habitats and Species within Stockton-on-Tees



8.51 Based on this, and analysis of other data, TVNP have identified 6 broad 'landscape areas' for habitat conservation, restoration and creation. Within the Borough a number of priority habitats and species, mostly concentrated within Teesmouth but also along the River Tees corridor and scattered across the open farmland have been identified. This forms the basis for the three landscape areas of River Tees, Teesmouth and Central Farmland, which are identified within the Borough as shown below.

Figure 16 - Landscape Areas for habitat conservation, restoration and creation



8.52 This Natural Networks and Opportunities Mapping will provide a basis on which to work at a 'landscape scale' to conserve, restore and create ecological networks, prioritising specific habitats and species where appropriate. Beyond this, TVNP have identified that a mapping exercise which highlights future opportunities would be beneficial to deliver a 'landscape scale' approach and deliver net gains in biodiversity. At a more local level the Council will seek to identify projects to conserve, restore and create ecological networks as part of the Green Infrastructure Delivery Plan. The Council will seek to incorporate any proposals emerging from TVNP and the Green Infrastructure Delivery Plan within the Local Plan where appropriate.

Policy ENV6 – Green Infrastructure, ecological networks and open space

- 1. Through partnership working the Council will protect, enhance, extend and create green infrastructure in appropriate locations within, and adjoining the Borough, in accordance with the Stockton-on-Tees Green Infrastructure Strategy and Delivery Plan.**
- 2. The Council require green infrastructure to be integrated into new 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 wider green infrastructure network.**
- 3. The Council will protect and enhance open space throughout the Borough in accordance with identified standards. New developments are required to deliver open space in accordance with and to maintain these standards.**
- 4. The loss of open space will be resisted unless:**
 - a. it has been demonstrated to be surplus to requirements; or**
 - b. it has no recreational, nature conservation or amenity value; or**
 - c. the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or**
 - d. the proposal is for another sports or recreational provision, the needs for which clearly outweigh the loss; or**
 - e. the proposal is ancillary to the use of the open space**
- 5. Ecological networks will be protected, enhanced and extended. A principal aim of this will be to link sites of ecological importance by avoiding or repairing the fragmentation and isolation of natural habitats. Priority sections of the Borough's Ecological Network are:**
 - River Tees Corridor**
 - Teesmouth**
 - Lustrum Beck Corridor**
 - Stainsby Beck Corridor**
 - Billingham Beck Corridor**
 - River Leven Corridor**

8.53 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." 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.

8.54 The Borough's strategic green infrastructure network has been identified on the strategic diagram. Green infrastructure is a strategic concept requiring consideration as part of application process. Strategic gaps, green wedges, urban open space and nature conservation sites play an important role in contributing to the green infrastructure network.

8.55 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 within the Local Plan and accompanying 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.

8.56 The Council are undertaking an Open Space Assessment which will provide a robust and up-to-date quantitative and qualitative assessment of open space across the Borough. It is intended that standards emerging from this assessment will update and replace those within the current Open Space, Recreation and Landscaping SPD.

8.57 Specific proposals for the development and enhancement of green infrastructure are set out in the Borough's Green Infrastructure Delivery Plan. The Delivery Plan is regularly updated and it is proposed that the Open Space Assessment, once completed, will inform a comprehensive review of the Delivery Plan during 2016. The revised Delivery Plan will identify a range of priority schemes.

8.58 It is important that designated sites, as described in Policy ENV 5, are not considered in isolation, but rather that they are viewed as important components of the Borough's ecological and green infrastructure network. More specifically they form part of a network that provides a diverse range of habitats which collectively support a wide variety of plant and animal species. Such networks 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.

8.59 Six priority elements of the Borough's ecological network have been identified. Three of these align with priority sections align with 'landscape areas' identified within the National Networks and Opportunity Maps. These are detailed below:

Landscape Area	Ecological Network
River Tees Corridor	River Tees Corridor, River Leven Corridor
Teesmouth	Teesmouth

8.60 All six priority elements of the Borough's ecological network also align with the green infrastructure network (as identified within the Green Infrastructure Strategy and on the Strategic Diagram of this Local Plan) indicating there is an overlap and synergy between them. The priority sections of the ecological network should not be seen as

the only elements of the Borough's ecological network and the principle of creating and linking habitats should be an important consideration when development is proposed.

Policy ENV7 – Ground, Air and Water Quality

- 1. Development proposals that may cause ground, water, air, noise or light pollution either individually or cumulatively will be required to incorporate measures to prevent or reduce their pollution so as not to cause unacceptable impacts on human health, amenity or the environment.**
- 2. Development that may be sensitive to existing or potentially polluting sources will not be sited in proximity to such sources. Potentially polluting development will not be sited near to sensitive developments or areas unless satisfactory mitigation or measures can be demonstrated.**
- 3. Where development has the potential to lead to significant pollution either individually or cumulatively proposals should be accompanied by a full and detailed assessment of the likely impacts. Development will not be permitted when it is considered that unacceptable effects will be imposed on human health, amenity or the environment, taking into account the cumulative effects of other proposed or existing sources of pollution in the vicinity. Development will only be approved where suitable mitigation can be achieved that would bring pollution within acceptable levels.**
- 4. Where future users or occupiers of a development would be affected by contamination or stability issues, or where contamination may present a risk to the water environment, proposals must demonstrate via site investigation/assessment that:**
 - a. any issues will be satisfactorily addressed by appropriate mitigation measures to ensure that the site is suitable for the proposed use, and does not result in unacceptable risks which would adversely impact upon human health and the environment; and**
 - b. demonstrate that development will not cause the site or the surrounding environment to become contaminated and/or unstable.**
- 6. Development of 'best and most versatile' agricultural land will be supported where it can be demonstrated that:**
 - a. The need for the development clearly outweighs the need to protect such land in the long term, and**
 - b. There are no suitable alternative sites on previously developed land or lower quality land.**
- 5. The Council will seek to improve water quality in line with the requirements of the European Water Framework Directive and its associated legislation and the Northumbria River Basin Management Plan. Development that would adversely affect the quality or quantity of surface or groundwater, flow of groundwater or ability to abstract water will not be permitted unless it can be demonstrated that no significant adverse impact would occur or mitigation can be put in place to minimise this impact.**
- 6. To improve the quality of the water environment the Council will:**
 - a. Support ecological improvements along riparian corridors including the retention and creation of river frontage habitats;**
 - b. Avoid encroachment from development into sensitive intertidal habitats and support the creation of new intertidal habitats; and**
 - c. Protect natural water bodies from modification, and support the improvement and naturalisation of heavily modified water bodies (including de-culverting**

and the removal of barriers to fish migration).

- 8.61 Development has the potential to increase pollution which can affect people's health, undermine quality of life and have a detrimental impact upon the environment. It is important to locate, design and manage new development so as not to give rise to unacceptable effects on sensitive land uses or features. Certain land uses or features are particularly sensitive to pollution and should be given particular attention when considering development proposals; this includes but is not limited to the countryside, green wedge, heritage assets, water bodies and sites of nature conservation. It is also important not to locate new sensitive land uses in locations where they may be affected by the otherwise acceptable effects of established land uses.
- 8.62 Stockton-on-Tees Council is committed to improving air quality as part of its commitment to protecting and enhancing the environment as well as improving public health. The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion (Defra: Abatement cost guidance for valuing changes in air quality). Local Air Quality Management Policy Guidance expects Local Authorities to work towards reducing emissions and / or concentrations of particulate matter PM2.5. The new Public Health Outcomes Framework includes particulate PM2.5 as an air pollution indicator. The National Air Quality Strategy introduced a system of local air quality management and Local Authorities are required to carry out periodic reviews of air quality and to assess current and likely future air quality against the air quality standards. At the current time all Government air quality objectives are being met and there are no air quality management areas within the Borough or adjoining Boroughs.
- 8.63 Stockton Borough has a legacy of previously developed land which can make an important contribution to its land supply for development. It is the responsibility of the developer and/or landowner to ensure development on site(s) affected by contamination or land stability issues result in a safe development.
- 8.64 Planning applications for new development on sites which are contaminated or are underlain by potentially unstable land must be accompanied by information which shows that investigations have been carried out to determine the nature and extent of any hazard as well as the possible impact it is likely to have on future users and the environment. Any assessment should set out the detailed measures needed to allow the development to proceed safely, including, as appropriate those needed to improve and treat the land, address land stability and any other public safety issues. After remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990. The aim is not to prevent development of the land but to ensure that new development is appropriate for its location and that the physical constraints on the land are taken into account at the planning application stage.
- 8.65 It is important to consider the protection of water quality to ensure it is maintained and where possible enhanced to meet European and national standards. It is important that discharges from new developments do not compromise the quality of river and coastal waters, nor should development be put at risk from water pollution.
- 8.66 Protecting and enhancing soils are an important element of the National Planning Policy Framework with Local Authorities being required to protect the best and most versatile land in their area. Agricultural land is graded on a scale of 1 to 5, with the best and most versatile land defined as grades 1, 2 and 3a. The Council will avoid the use of the best and most versatile agricultural land through the allocation of sites. However, where proposals do come forward, it is important to direct development to alternative locations wherever possible.

Historic Environment

- 8.67 The Borough's rich archaeological heritage includes sites as varied as a Roman Villa at Ingleby Barwick, several Anglo-Saxon cemeteries at Norton and the medieval ports of Yarm and Stockton. These ancient sites are complimented by the more recent heritage such as the new town of Billingham, founded around ICI in the early 1920s and the latter 20th century 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.
- 8.68 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.

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:**
 - a. Maintain and promote the use of the Historic Environment Record;**
 - b. Review and regularly update the SPD4 Conservation and Historic Environment Folder. This will include review and regular update of:**
 - i. Conservation Area Appraisals and Management Plans;**
 - ii. Article 4 directions;**
 - iii. Local List;**
 - iv. Character Areas.**
 - c. Produce and maintain a heritage asset at risk register, and pro-actively seek to reduce the number of heritage assets on the register by:**
 - i. exploring innovative ways to bring assets into viable uses consistent with their conservation;**
 - ii. appropriate enforcement.**
 - d. 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;**
 - e. Deliver and implement the Council's Heritage Strategy Action Plan.**

- 8.69 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.
- 8.70 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.
- 8.71 A comprehensive evidence base exists; this includes, but is not limited to, SPD4 Conservation and Historic Environment Folder (CaHEF) and the Historic Environment Record (HER). 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.

8.72 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.

8.73 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 ongoing regeneration, environment and research programmes.

Policy HE2 – Conserving and Enhancing Stockton’s Heritage Assets

- 1. In order to promote and enhance local distinctiveness, 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 that describes the significance of the asset(s) affected, including any contribution made by their setting. Appropriate desk-based assessment and, where necessary, a field evaluation will also be required where development on a site which includes or has the potential to include heritage assets with archaeological interest. Applicants are required to detail how the proposal has been informed by assessments.**
- 3. Development proposals will conserve and enhance heritage assets, including their setting, in a manner appropriate to their significance. All development proposals will be considered against SD8; where the proposal would detrimentally impact upon heritage asset(s) permission will be refused, unless it is necessary for it to achieve wider public benefits that are necessary and cannot be met in any other way.**
- 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; Egglescliffe, Hartburn; Norton; Stockton Town Centre; Thornaby Green; Wolviston and Yarm;
 - d. Listed Buildings**
- 5. The Council have identified assets on a Local List which are considered as having local heritage significance.**

- 6. The route of the Stockton & Darlington railway of 1825, the branch line to Yarm, and associated structures should be considered for their international interest.**
- 7. Where the Council identifies a building, monument, ruin, site, place, area or landscape as having significance because of its heritage interest it will be considered a heritage asset.**
- 8. Heritage assets that are to be affected by development will require recording before development commences.**
- 9. Where archaeological remains survive, whether designated or not, there will be a presumption in favour of their preservation in-situ. The more significant the remains, the greater the presumption will be in favour of this. The necessity for preservation in-situ will result from desk-based assessment and, where necessary, field evaluation. Where in-situ preservation is not essential or feasible, a programme of archaeological works aimed at achieving preservation by record will be required.**
- 10. Any reports prepared as part of a development scheme will be submitted for inclusion on the Historic Environment Record.**

8.74 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

8.75 The CaHEF 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 have within the Borough, and what may be done to maintain them for future generations to enjoy.

8.76 The HER is a database of the heritage assets within the Borough and will form a vital part of the evidence base for the determination of planning applications. It includes information on all archaeological finds and sites as well as historic buildings and landscapes. The HER is 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.

8.77 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 (with the highest concentration being in Yarm, Norton and Stockton).

- 8.78 There are also non-designated assets with local significance that are worthy of protection. These include but are not limited to Non-Scheduled Archaeology 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.
- 8.79 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.

Policy HE3 – Stockton & Darlington Railway

- 1. The Council will support development which safeguards the route of the historic Stockton & 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.**

- 8.80 The Stockton & Darlington Railway was opened on 27th September 1825 and was the first occasion passengers were pulled by a locomotive steam engine. It is of international importance in the development of rail transport and industrial technology.
- 8.81 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. 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 heritage asset.
- 8.82 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.

43. How far do you agree/disagree with policies ENV1 to ENV7 and HE1 to HE3? (Strongly Agree / Agree / Neither Agree or Disagree / Disagree / Strongly Disagree)

44. Do you have any further comments regarding these policies?

Appendix 1 - The Evidence Base

This document sets out evidence that has been used to develop the policies within the Local Plan. A copy of the documents produced by the Council is available at the consultation webpage:

<https://www.stockton.gov.uk/economic-regeneration-and-transport/economic-strategy-and-spatial-planning/evidence-base/>

CHAPTER – HOUSING

- Housing Supply Assessment 2016 - 2021
- Stockton-on-Tees Strategic Housing Market Assessment (2016)
- Stockton-on-Tees Strategic Housing Land Availability Assessment (2015)
- Yarm Back Lane and Harrowgate Lane Masterplan (2015)
- Stockton-on-Tees Affordable Housing Viability Study (2016)

CHAPTER – ECONOMIC GROWTH

- Stockton Town Centre Use Needs Study (2016)
- Stockton-on-Tees Employment Land Review (2016)
- Seal Sands, North Tees and SPA birds (2011)
- Tees Valley Opportunity Unlimited: an independent report (2016)
- Tees Valley Strategic Economic Plan (2016)
- Tees Valley Combined Authority Devolution Deal (2016)
- Tees Valley Sector Action Plans (2016)
- Tees Valley Maps – ‘Driving Innovation’, ‘Integrated Chemical Complex’, ‘Sector Development’, ‘Developing the Workforce’ (2015)
- Accessibility Strategy (2015-2017)
- Tees Valley Innovation Strategy (2015)
- Local Economic Assessment (2014)
- Tees Valley Local Growth Deal
- Stockton Town Centre Urban Design Guide (2012)
- Stockton-on-Tees Joint Strategic Needs Assessment (2012)
- North and South Tees Study (2009)
- Stockton Town Centre Study (2009)

CHAPTER – TRANSPORT & INFRASTRUCTURE

- National Infrastructure Plan (2014)
- DfT ‘Door to Door; A strategy for improving sustainable transport integration (2013)
- Northern Powerhouse: one agenda, one economy, one north – northern transport strategy (2015)
- North East Rail Statement (2014)
- Connecting the Tees Valley Statement of Transport Ambition (2011)
- Tees Valley Transport Strategy (2010)
- Tees Valley Area Action Plan (2009)
- Tees Valley Strategic Infrastructure Plan (2014)
- Tees Valley Bus Network Improvement Scheme (2014)
- Tees Valley Strategic Rail (2014)
- Local Transport Plan 3 (2011-2016)
- Local Transport Plan Sustainable Transport Strategy
- Area Transport Strategies (2011-2016)

- Stockton-on-Tees Rights of Way Improvement Plan (2008-2018)
- Stockton-on-Tees Borough Wide Car Parking Strategy (2011)
- Stockton-on-Tees Review of River Based Leisure Facilities (2008)

CHAPTER – ENVIRONMENT & CLIMATE CHANGE

- Tees Valley Climate Change Strategy (2010)
- Stockton-on-Tees Environment Policy (2016)
- Stockton-on-Tees Climate Change Strategy and Action Plan (including Extreme Weather Plan) (2016-2021)
- Stockton-on-Tees Affordable Warmth Strategy & Action Plan (2015)
- Wind Farm Development and Landscape Capacity Studies East Durham Limestone and Tees Plain Report & Addendum (2008 & 2009)
- Stockton Renewables Study – Wind Study (2009)
- A District Heating Utility for the Tees Valley Study (2011)
- Stockton-on-Tees Borough Council District Energy Masterplan (2016)
- Shoreline Management Plan (SMP) 2 River Tyne to Flamborough Head (2007)
- Stockton-on-Tees Strategic Flood Risk Assessment- Level 1 and Level 2 (2010)
- Northumbria River Basin District: Flood Risk Management Plan (2015-2021)
- Stockton-on-Tees Local Flood Risk Management Strategy (2015)
- Tees Valley Water Cycle Study Scoping Report (2012)
- Tees Valley Water Cycle Study Outline Report (2012)
- Tees Valley Air Quality Annual Report (2015)
- Stockton-on-Tees Air Quality Annual Report (2015)
- Tees Valley Green Infrastructure Strategy (2008)
- Stockton-on-Tees Green Infrastructure Strategy (2011) and Delivery Plan
- National Character Area Profile: 23 Tees Lowlands(2013)
- Stockton-on-Tees Landscape Character Assessment and Capacity Study (2011)
- Stockton-on-Tees Playing Pitch Strategy & Action Plan (2015-2025)
- Tees Valley Natural Networks & Opportunity Maps (2015)
- Priority Habitats and Species in Tees Valley (2012)
- Seal Sands, North Tees and SPA Birds (2011)
- Stockton-on-Tees Open Space Assessment (under preparation)
- Northumbria River Basin District: River Basin Management Plan (2015)
- Stockton-on-Tees Heritage Strategy
- Historic Environment Record
- North Yorkshire and Lower Tees Valley Historic Landscape Characterisation Study Report (2010)

Appendix 2 - Glossary

Terms / Abbreviations	Description
Accessible and Adaptable Buildings	Where reasonable provision in new build is made for most people to access the building and incorporates features that make it potentially suitable for a wide range of users, including older people, those with reduced mobility and some wheelchair users. For existing buildings, this would mean maintaining current levels and make no worse accessibility.
Advisory Team for Large Applications (ATLAS)	Part of the Homes and Communities Agency (HCA) - The Advisory Team for Large Applications (ATLAS) helps local partners to evolve and progress large scale, complex, housing led development proposals through the planning system. It provides impartial, independent advice to deliver high-quality sustainable development.
Affordable Housing (including social rented, affordable rented, intermediate housing)	<p>Social rented, affordable rented and intermediate housing, provided to eligible household whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.</p> <p>Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.</p> <p>Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).</p> <p>Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.</p> <p>Homes that do not meet the above definition of affordable housing, such as “low cost market” housing, may not be considered as affordable housing for planning purposes.</p>
Affordable Housing Viability Assessment	A technical assessment which is used to determine the level of affordable housing that can be sought. The assessment considers the impact different levels of affordable housing have on the viability of schemes.
Authority Monitoring Report (AMR)	Document produced by the Council which sets out progress with Local Plan preparation, reports any activity relating to the duty to cooperate and shows how the implementation of policies in the Local Plan. It can include progress of any Neighbourhood Plans and highlight the contributions made by development, including section 106 planning obligations, Community Infrastructure Levy

	and New Homes Bonus payments, and how these have been used.
Biodiversity	The variety of life on earth.
Birds and Habitats Directives	<p>The Birds Directive: The European Union meets its obligations for bird species under the Bern Convention and Bonn Convention and more generally by means of Directive 2009/147/EC (Birds Directive) on the conservation of wild birds (the codified version of Council Directive 79/409/EEC as amended). (Implemented through the Wildlife & Countryside Act 1981 (as amended), the Conservation (Natural Habitats, & c.) Regulations 2010 (as amended) the Offshore Marine Conservation (Natural Habitats & c.) Regulations 2007 as well as other legislation related to the uses of land and sea.) The Directive provides a framework for the conservation and management of, and human interactions with, wild birds in Europe. More generally, The Directive requires Member States to “preserve, maintain and re-establish sufficient diversity and area of habitats for all wild birds”.</p> <p>Habitats Directive: Council Directive 92/43/EEC on the Conservation of natural habitats and of wild fauna and flora, known as the Habitats Directive was adopted in 1992. The Directive is the means by which the European Union meets its obligations under the Bern Convention. The aim of the Habitats Directive is to promote the maintenance of biodiversity by requiring Member States to take measures to maintain or restore natural habitats and wild species listed on the Annexes to the Directive at a favourable conservation status, introducing robust protection for those habitats and species of European importance. In applying these measures economic, social and cultural requirements, as well as regional and local characteristics must be taken into account.</p>
Building Regulations	<p>Building Regulations are minimum standards for design, construction and alterations to virtually every building. They are developed by the Government, approved by Parliament, and administered by Building Control Bodies (BCB). There are two types of BCBs, these are:-</p> <ul style="list-style-type: none"> • The Council operates as a Local Authority BCB and is notified of work through a Full plans or Building Notice Building Regulation application. They also have power to take enforcement action when non-compliance of building work occurs. • Private BCBs are known as Approved inspectors and carry out their Building Control function by submitting and registering an ‘initial notice’ with the Local Authority before building work starts. Approved Inspectors have no enforcement powers.
Building Research Establishment Environmental Assessment Method (BREEAM)	First published by the Building Research Establishment (BRE) in 1990, it is an established method of assessing, rating, and certifying the sustainability of buildings.
Climate Change Adaptation	Adjustments to natural or human systems in response to actual or expected climate factors or their effects, including from changes in rainfall and rising temperatures, which moderate

	harm or exploit beneficial opportunities. Climate change mitigation: Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.
Combined Heat and Power (CHP)	The concurrent production of electricity or mechanical power and useful thermal energy (heating and/or cooling) from a single source of energy.
Community Infrastructure	Community infrastructure includes many venues and facilities which meet the needs of residential communities; they include places of worship, libraries, theatres, museums, retail centres, town squares and meeting places, schools, health centres (including hospitals), pubs and cafes, parks, open spaces and other public venues.
Community Infrastructure Levy	A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.
Comparison Goods	Retail items not bought on a frequent basis, for example televisions and white goods (fridges, dishwashers etc.).
Commuted Sum	A commuted sum (or payment in lieu) is an amount of money, paid by a developer to the Council, where the size or scale of a development triggers a requirement for affordable housing, but it is not possible to achieve appropriate affordable housing on site.
Connectivity Statement	A statement submitted with a planning application which details how the proposal will link in with existing communications infrastructure.
Conservation (for heritage policy)	The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
Conservation Area	Area of special historic and/or architectural interest which is designated by the Local Planning Authority as being important to conserve and enhance. Special planning controls apply within these areas.
Conservation and Historic Environment Folder	A supplementary planning document which provides further guidance on the conservation and enhancement of the historic environment across the Borough.
Convenience Goods	Items bought for everyday needs. Includes food and other groceries, newspapers, drink and tobacco and chemists goods.
Conventional Energy	Source from efficient conventional options.
Custom and Self-Build Housing	The building or completion by— (a) individuals, (b) associations of individuals, or (c) persons working with or for individuals or associations of individuals of houses to be occupied as homes by those individuals. But it does not include the building of a house on a plot acquired from a person who builds the house wholly or mainly to plans or specifications decided or offered by that person.
Decentralised Energy	Local renewable energy and local low-carbon energy usually but not always on a relatively small scale encompassing a diverse range of technologies.
Density	In the case of residential development, a measurement of either the number of habitable rooms per hectare or the number of dwellings per hectare.
Designated Heritage Asset	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered

	Battlefield or Conservation Area designated under the relevant legislation.
Development Plan	This includes adopted Local Plans, neighbourhood plans and the London Plan, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004. (Regional strategies remain part of the development plan until they are abolished by Order using powers taken in the Localism Act. It is the government's clear policy intention to revoke the regional strategies outside of London, subject to the outcome of the environmental assessments that are currently being undertaken.)
Development Plan Document (DPD)	A document that forms part of the Development Plan.
Drainage Strategy	A strategy to be submitted with a planning application which details how surface water will be managed over the lifetime of the development.
Duty to Co-operate	In preparing the Local Plan, Local Authorities have regard to cross-boundary issues in co-operation with their neighbouring Planning Authorities and other key organisations.
Ecological Networks	These link sites of biodiversity importance.
Economic Development	Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).
Ecosystem Services	The benefits people obtain from ecosystems such as, food, water, flood and disease control and recreation.
Edge of Centre	For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.
Employment Land	Sites that are either (a) allocated for employment use in the development plan, (b) occupied for employment use or (c) formerly in employment use and do not have planning consent nor are allocated for an alternative use.
Energy Efficiency	Using energy efficient systems (better insulation, efficient appliances and lighting etc.).
Energy Efficiency Standards	The 2015 Energy Efficiency Regulations, passed in March 2015, set out minimum energy efficiency standards (MEES) for England and Wales. These regulations make it unlawful for landlords to grant a new lease of properties that have an energy performance certificate (EPC) rating below E, from 1 April 2018. The regulations do not affect sales. They apply to both commercial and domestic rented properties – with some exceptions.
Energy Hierarchy	The energy hierarchy states that organisations and individuals should pursue energy efficiency by firstly reducing the need for energy; and thereafter use energy more efficiently; use renewable energy and finally any continuing use of fossil fuels should be clean and efficient.
Energy Reduction	Reduce the amount of energy used ('smart' heating and lighting, behavioural changes), use of passive design measures.
Energy Statement	A statement accompanying / required by a planning application

	which outlines how a scheme aims to reduce the energy usage and carbon emissions of the development.
Environmental Impact Assessment	A procedure to be followed for certain types of projects to ensure that decisions are made in full knowledge of any likely significant effects on the environment.
Exception Test	<p>If, following application of the Sequential Test, it is not possible, consistent with wider sustainability objectives, for the development to be located in zones with a lower probability of flooding; the Exception Test can be applied if appropriate. For the Exception Test to be passed:</p> <ul style="list-style-type: none"> • it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment where one has been prepared; and • a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall. Both elements of the test will have to be passed for development to be allocated or permitted.
European Site	This includes candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation and Special Protection Areas, and is defined in regulation 8 of the Conservation of Habitats and Species Regulations 2010.
Evidence Base	The information and data gathered by local authorities to justify the "soundness" of the policy approach set out in Local Development Documents, including physical, economic, and social characteristics of an area.
Executive Housing	'Executive Housing' generally refers to dwellings that are of a high quality design; predominantly detached; have 4 or more bedrooms; are in an attractive setting; and where the overall density of the development is low.
Flood Risk Assessment (FRA)	An assessment of the risks of all forms of flooding to and from development taking climate change into account and to inform the application of the sequential approach. Sequential Approach is used to demonstrate that there are no reasonably available sites in areas with a lower probability of flooding that would be appropriate to the type of development or land use proposed.
Fuel Poverty	A person is to be regarded as living "in fuel poverty" if he is a member of a household living on a lower income in a home which cannot be kept warm at reasonable cost.
Geodiversity	The range of rocks, minerals, fossils, soils and landforms
Green Infrastructure	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.
Gypsy and Traveller Accommodation Assessment (GTAA)	An assessment which identifies the accommodation needs of gypsies and travellers.
Habitat Regulations Assessment (HRA)	A formal assessment, (in accordance with the Conservation of Habitats and Species Regulations 2010 (as amended)) of the implications of a plan or project which is not directly connected with or necessary to the management of a European site, but would be likely to have a significant effect on such a site, either individually or in combination with other plans or projects, in view

	of the site's conservation objectives before deciding whether to undertake, permit or authorise such a plan or project.
Heritage Asset At Risk Register	A local and national register that identifies the Heritage assets which are at risk across the Borough.
Heritage Asset (including Designated Heritage Asset)	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).
Historic Environment	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.
Historic Environment Record (HER)	Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment and characterisation of a defined geographic area for public benefit and use.
Housing Market Area (HMA)	Housing market areas are geographical areas in which a substantial majority of the employed population both live and work and where those moving house without changing employment choose to stay.
Implementation Plan and Monitoring Framework	The role of the document is to provide a clear and robust framework for development in order that investment and action can be co-ordinated to facilitate efficient and effective delivery. Monitoring Framework is essentially to check on the effectiveness of policy and in particular whether it is delivering sustainable development. It asks whether the policy is working, whether it is delivering the underlying objectives of policy, and What the significant effects of this are.
Inclusive Design	Designing the built environment, including buildings and their surrounding spaces, to ensure that they can be accessed and used by everyone.
Local Enterprise Partnership	A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.
International, National and Locally Designated Sites of Importance to Biodiversity	All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites.
Key Diagram	A high level diagram representing the policies contained within the Vision & Strategy section of the Stockton-on-Tees Local Plan. (This does not represent the extent of designations that are shown on the Policies Map, which accompanies the Local Plan.)
Local Air Quality Management Policy Guidance (PG16) HM Govt. Department for Environment Food & Rural Affairs	Government guidance intended to enable local authorities to improve on the service they already provide in tackling poor air quality.
Local Character and Distinctiveness	Locally distinctive characteristics of the Borough's existing townscapes and landscapes.
Local Development Documents (LDDs)	The local planning authority's local development documents taken as a whole set out the authority's policies relating to the

	<p>development and use of land in their area. There are several types of LDD:</p> <ul style="list-style-type: none"> • Development Plan Documents which form the Development Plan for the area, also known as the Local Plan. • Supplementary Planning Documents which are detailed guidance that amplifies adopted policies. These are not part of the development plan. • The Statement of Community Involvement which explains to stakeholders and the community how they will be involved in the preparation of Local Development Documents.
Local Development Order (LDO)	An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.
Local Enterprise Partnership (LEP)	A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.
(Lead) Local Flood Authority	<p>LLFAs are county councils and unitary authorities. Under the Flood Water Management Act, LLFAs are required to:</p> <ul style="list-style-type: none"> • prepare and maintain a strategy for local flood risk management in their areas, coordinating views and activity with other local bodies and communities through public consultation and scrutiny, and delivery planning. • maintain a register of assets – these are physical features that have a significant effect on flooding in their area • investigate significant local flooding incidents and publish the results of such investigations • establish approval bodies for design, building and operation of Sustainable Drainage Systems (SuDS) • issue consents for altering, removing or replacing certain structures or features on ordinary watercourses • play a lead role in emergency planning and recovery after a flood event.
Local Green Space	<p>Local Green Space designation should only be used:</p> <p>where the green space is in reasonably close proximity to the community it serves;</p> <p>where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty;</p> <p>historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and</p> <p>where the green area concerned is local in character and is not an extensive tract of land.</p>
Local Nature Partnership	A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it.
Local Plan	The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004

	Act.
Local Planning Authority (LPA)	The public authority whose duty is to carry out specific planning functions for a particular area. All references to local planning authority apply to the District Council, London Borough Council, County Council, Broads Authority, National Park Authority and the Greater London Authority, to the extent appropriate to their responsibilities.
Low Carbon Energy	Use low carbon technologies (heat pumps, CHP and CCHP systems).
Main Town Centre Uses	Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
Major Hazards	Major hazard installations and pipelines, licenses explosive sites and nuclear installations, around which Health and Safety Executive (and Office for Nuclear Regulation) consultation distances to mitigate the consequences to public safety of major accidents may apply.
Master Plan	A comprehensive plan or framework setting out the general visions and principles of a development, the infrastructure required to deliver the scheme, alongside key timescales and phasing of delivery.
Minerals of local and national importance	Minerals which are necessary to meet society's needs, including aggregates, brick clay (especially Etruria Marl and fireclay), silica sand (including high grade silica sands), cement raw materials, gypsum, salt, fluorspar, shallow and deep-mined coal, oil and gas (including hydrocarbons), tungsten, ball clay, potash and local minerals of importance to heritage assets and local distinctiveness.
Mineral Safeguarding Area	An area designated by Minerals Planning Authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.
National Air Quality Strategy	The Air Quality Strategy intends to provide a clear framework for improving air quality through a clear and simple policy framework; realistic but challenging objectives; regulation and financial incentives to help achieve the objectives; analysis of costs and benefits; monitoring and research to increase our understanding; information to raise public awareness. It aims to protect health and the environment without imposing unacceptable economic or social costs. They form an essential part of the Government's strategy for sustainable development, which has four main aims - <ul style="list-style-type: none"> • social progress which meets the needs of everyone; • effective protection of the environment; • prudent use of natural resources; and • maintenance of high and stable levels of economic growth and employment.
National Cycle Network	The National Cycle Network (often known as the NCN) is a series of safe, traffic-free paths and quiet on-road cycling and

	walking routes that connect to every major town and city.
National Planning Policy Framework (NPPF)	The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied.
National Planning Policy Guidance	The National Planning Practice Guidance adds further context to the National Planning Policy Framework ("NPPF"). There are 42 pieces of guidance. Key topics include what should be included in Local Plans, Design, Ensuring the viability of town centres and Renewable and Low Carbon Energy. The guidance must be taken into when making planning determinations.
National Trails	Long distance routes for walking, cycling and horse riding.
Nationally Described Space Standards (NDSS)	The internal space within new dwellings across all tenures. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height. The requirements of this standard for bedrooms, storage and internal areas are relevant only in determining compliance with this standard in new dwellings and have no other statutory meaning or use.
Neighbourhood Development Order	An Order made by a local planning authority (under the Town and Country Planning Act 1990) through which Parish Councils and neighbourhood forums can grant planning permission for a specific development proposal or classes of development.
Neighbourhood Plans	A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).
Non-Scheduled Archaeology	These are non-designated assets with local significance that are worthy of protection.
Objectively Assessed Need of Housing (OAN)	An objective assessment of housing need based on facts and unbiased evidence. The starting point for the assessment is the CLG produced sub-national population projection, which is subjected to sensitivity testing based on the accuracy of the data, market signals and economic growth implications.
Open Space	All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.
Out of Centre	A location which is not in or on the edge of a centre but not necessarily outside the urban area
Out of Town	A location out of centre that is outside the existing urban area.
Passive Cooling / Design	A building design approach that focuses on controlling heat gain and heat dissipation in a building with little or no energy consumption. This approach works either by preventing heat from entering the interior (heat gain prevention) or by removing heat from the building (natural cooling).
Playing Field	The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2010.
Pollution	Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.
Previously Developed	Land which is or was occupied by a permanent structure,

Land	including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.
Primary and Secondary Frontages	Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.
Primary Shopping Area	Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).
Priority Habitats and Species	Species and Habitats of Principle Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.
Public Health Outcomes Framework	This sets out a vision for public health, alongside the desired outcomes and indicators that will help Government understand how public health is being improved and protected.
Public Realm	Public realm comprises of streets, squares, interchanges, hard and soft landscaped areas, alleys and yards where free accessible public access is provided (but does not include owned and maintained spaces).
Ramsar Sites	Wetlands of international importance, designated under the 1971 Ramsar Convention.
Renewable Energy	Generate heat and electricity from renewable sources solar PV and thermal, wind, biomass, hydro, geothermal).
Rural Exception Sites	Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.
Safeguarding Zone	An area defined in Circular 01/03: Safeguarding aerodromes, technical sites and military explosives storage areas, to safeguard such sites.
Setting of a Heritage Asset	The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
Section 106 Agreement	A legal agreement under section 106 of the 1990 Town & Country Planning Act. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that

	certain extra works related to a development are undertaken.
Sequential Test/Approach	A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield housing sites before greenfield sites, town centre retail sites before out-of-centre sites, or areas of lower flood risk before areas of medium to high flood risk.
Significant (for heritage policy)	The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.
Site Investigation Information	Includes a risk assessment of land potentially affected by contamination, or ground stability and slope stability reports, as appropriate. All investigations of land potentially affected by contamination should be carried out in accordance with established procedures (such as BS10175 (2001) Code of Practice for the Investigation of Potentially Contaminated Sites). The minimum information that should be provided by an applicant is the report of a desk study and site reconnaissance.
Site of Special Scientific Interest	Sites designated by Nature England under the Wildlife and Countryside Act 1981.
Special Areas of Conservation	Areas given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.
Special Protection Areas	Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.
Standard Assessment Procedure (SAP)	The methodology used by the Government to assess and compare the energy and environmental performance of dwellings. Its purpose is to provide accurate and reliable assessments of dwelling energy performances that are needed to underpin energy and environmental policy initiatives.
Statement of Community Involvement (SCI)	Explains to stakeholders and the community how and when they will be involved in the preparation of the Local Plan and how they will be consulted on major planning applications and the steps to facilitate this involvement.
Strategic Environmental Assessment	A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.
Strategic Flood Risk Assessment	A study carried out by one or more local planning authorities to assess the risk to an area from flooding from all sources, now and in the future, taking account of the impacts of climate change, and to assess the impact that land use changes and development in the area will have on flood risk.
Strategic Housing Land Availability Assessment (SHLAA)	The purpose of the Strategic Housing Land Availability Assessment (SHLAA) is to identify sites which may be suitable for housing development over the next 15 year. Each site within the SHLAA has been assessed to establish whether it is likely to be suitable for housing development and, if so, when it might come forward for development. It is important to note that the SHLAA does not determine whether housing will be built on any

	particular site, but merely undertakes a technical exercise on the availability of land in the Borough.
Strategic Housing Market Assessment (SHMA)	Evidence base document which provides an assessment of the full housing needs of the Borough or housing market area. The SHMA should also identify the scale and mix of housing and the range of tenures that the local population is likely to need.
Supplementary Planning Documents	Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.
Sustainability Appraisal (SA)	A sustainability appraisal is a systematic process that must be carried out during the preparation of a Local Plan. Its role is to promote sustainable development by assessing the extent to which the emerging plan, when judged against reasonable alternatives, will help to achieve relevant environmental, economic and social objectives.
Sustainable Development	To secure development that improves the economic, social and environmental conditions in the area.
Sustainable Drainage Systems (SuDS)	Sustainable drainage systems are designed to control surface water run off close to where it falls and mimic natural drainage as closely as possible. They provide opportunities to: <ul style="list-style-type: none"> • reduce the causes and impacts of flooding; • remove pollutants from urban run-off at source; • combine water management with green space with benefits for amenity, recreation and wildlife.
Sustainable Transport Modes	Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.
Sustainable Urban Extension (SUE)	A development that involves the planned expansion of a city or town which can contribute to creating more sustainable patterns of development, with well planned infrastructure including access to a range of facilities, at appropriate densities.
Tees Valley Bus Network Improvement Scheme (TBBNI / TVBNI2)	The Tees Valley Bus Network Improvements scheme, set up following a major review in 2004, aims to make lasting improvements to the Tees Valley bus network. The scheme covers major bus routes across the boroughs of; Stockton-on-Tees, Middlesbrough, Redcar and Cleveland, Darlington and Hartlepool. Improvements to the bus network may include: <ul style="list-style-type: none"> • new bus stops and additional raised kerbs to improve access, • bus priority at some traffic signals, • new junctions and traffic systems (including bus-only turning junctions), • improved bus journey information systems, with real-time displays, • security with improved lighting and CCTV coverage, • driver training and improvements to bus cleaning to improve passenger experience of bus journeys.
Town Centre (including District Centres and Local Centres)	Area defined on the local authority's proposal map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping

	area. Reference to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.
Transport Assessment	A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.
Transport Statement	A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required.
Travel Demand Management	The application of strategies and policies to reduce travel demand or to redistribute this demand across the transport network and outside peak periods.
Travel Plan	Long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling).
Windfall Sites	Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

Appendix 3 - Yarm & Norton Protected frontages

Properties included in Yarm Residential Protection Policy

Street	Numbers
Bridge Street	1, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 17
Riverside Mews	1, 2, 3, 4
High Street	2, 4, 6, 13, 15, 17, 19, 110-112, 114, 116, 118, 120, Flats 1-6 (inclusive) within 122, Flats 1 - 6 (inclusive) within 124, 125, 127, 129, 131
Poplar Court	1, 2, 3, 4
Silver Street	4, 6, 8, 10, 12, 14
Meynells Cottages	1, 2, 3, 4
Low Church Wynd	1, 2, 3, 4, 6, 8, 10, 12, 14
Holmedene	1, 2, 3
Carleton Terrace	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
Blenavon Court	1, 2, 3, 4, 5, 6
High Church Wynd	1, 1A, 1B, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 17, 19, 21, 23, 27, Flats 1-4 (inclusive) 29.
Hauxwells Yard	1, 2, 3, 4, 33
Atlas Wynd	1, 2, 3, 4, Flats 1-4 (inclusive) Ryeburn House
Bentley Wynd	2, 2A, 2B, 4, 6, 10, 11, 15 (Jasmine House), 15A, 16, 17, 19, 21, 23, 25, 27, 29, The Old Police Station
Hedley Court	1, 2, 3, 4, 5, 6
Swinburns Yard	1, 2, 3, 4, 5
Chapel Yard	1, 3, 5, 7, 9

Properties included in Norton Residential Protection Policy

Street	Number
High Street	12, 20, 22, 24, 32, 32a, 32b, 34, 36, 38, 40, 42, 44, 46 (flats 1 - 7 inclusive), 48, 50, 52, 54, 56, 58, 60, 66, 67, 68, 69, 69A, 70, 71 (Norton Priory), Wingate House, 72, 73, 74, 76, 78, 80 (Flats 1 - 6 inclusive), 81, 81A, 81B, 81C, 81D, 81E, 82, 82A, 82B, 82 (including flat 4), 84 (including Cobble Cottage, Garden Cottage, Rose Cottage and Flats 2 - 10 inclusive), 86, 88, 89, 90, 91, 92, 94, 94A, 96, 97, 98, 99, 100, 102, 104, 106, 110, 112, 113, 115, 115A, 116, 118, 119, 120, 121, 123, 129, 133, 145.
Norton Road	447
The Green	2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 58, 59, 61, 62, 64, Norton Hall (Flats 1 - 21 inclusive).
Ragworth Place	10, 11, 13, 13A

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