

Appendix 1

Schedule of Tees Valley Structure Plan policies to be 'saved' beyond September 2007

Policy	Subject	PPS11 criteria			Other criteria that the government will also have particular regard to				Comment
		Consistency with national planning policies and PPSs published since policies were adopted and are in general	Address an existing strategic policy deficit and does not duplicate national or local policy	The operation of policies to be saved for longer than 3 years is not materially changed by virtue of other policies in the old plan not being saved	Policies that support the delivery of housing, including unimplemented site allocations	Policies that support economic development & regeneration, including retailing & town centres	Policies for waste management	Policies that promote renewable energy; reduce impact on climate change; safeguard water resources	
CHAPTER 3: VISION AND STRATEGY FOR SUSTAINABLE DEVELOPMENT									
STRAT1	Locational Strategy	✓	✓	✓	✓	✓	n/a	n/a	The policy defines the locational strategy for the Tees Valley in the interim period until the emerging RSS is published. In particular the policy provides sub-regional level detail on the priorities and broad locations for future development.
CHAPTER 4: ECONOMY									
EMP6	Business Parks & Prestige	✓	✓	✓	n/a	✓	n/a	n/a	The policy defines

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	Employment Development								strategic locations for sub-regional prestige employment
CHAPTER 5: NATURAL AND BUILT ENVIRONMENT									
ENV15	Strategic Gaps	✓	✓	✓					The policy needs to be saved in the interim until RSS is published because strategic gaps are not covered by local plan policy
CHAPTER 6: HOUSING									
H2	Strategic Greenfield Housing Sites	✓	✓	✓	✓	n/a	n/a	n/a	The policy defines broad locations for strategic greenfield housing sites and the criteria for their allocation in local plans
H6	Range of House Types	✓ (RSS)	✓	✓	✓	n/a	n/a	n/a	The policy highlights

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		Panel Report)							the special circumstances for seeking lower density for some housing developments than national policy – the desirability of such an approach was acknowledged in the RSS Panel Report
CHAPTER 7: TRANSPORT									
T3A	New Tees Crossing	✓	✓	✓	n/a	✓	n/a	n/a	The new Tees Crossing is identified in both the current RSS (RPG1) and the emerging RSS. Policy T3A should be saved because it supports the principle of the Crossing and

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									provides the appropriate strategic context for safeguarding the road and rail approach corridors
T3B	Protection of LRT alignment as a public transport route	✓	✓	✓	n/a	✓	n/a	n/a	Tees Valley rapid transit/bus based solutions are included in the emerging RSS. Policy T3B provides an appropriate strategic context for safeguarding public transport corridors
T8	Protection of railway alignments as transport corridors	✓	✓	✓	n/a	✓	n/a	n/a	The policy needs to be saved because it provides a strategic context for safeguarding

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									transport corridors, including corridors associated with the new Tees Crossing
T15	East Middlesbrough Transport Corridor	✓ (RSS Panel Report)	✓	✓	n/a	✓	n/a	n/a	The policy reserves this strategic corridor for transport use. In its Report the RSS Panel acknowledged that the East Middlesbrough Transport Corridor was a strategic corridor of sub-regional importance. As there are cross-boundary implications the policy needs to be saved to inform the preparation of LDFs

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									until superseded by RSS
T18A	Trunk and Primary Road Improvements	✓	✓	✓	n/a	✓	n/a	n/a	Both the A66 Long Newton interchange and the Darlington Eastern Transport Corridor are included within the emerging RSS. Policy T18A should be saved because both schemes are of strategic importance
T18B	Trunk and Primary Road alignment protection	✓	✓	✓	n/a	✓	n/a	n/a	The schemes identified in policy T18B provide the strategic context for safeguarding appropriate transport corridors. The schemes are

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									important to support the economic regeneration of the sub-region
T19	Stainton Way to Swan's Corner alignment protection	✓ (RSS Panel Report)	✓	✓	n/a	✓	n/a	n/a	The policy reserves this strategic corridor for transport use. As there are cross-boundary implications the policy needs to be saved to inform the preparation of LDFs until superseded by RSS
T23	Car parking management	✓	✓	✓	n/a	n/a	n/a	n/a	The policy should be saved as it provides an overall strategic framework until RSS is published; it supports work on the

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									emerging Demand Management Framework.
CHAPTER 8: TOWN CENTRES AND SHOPPING									
TC3	Retail hierarchy	✓	✓	✓	n/a	✓	n/a	n/a	The policy defines the retail hierarchy in the Tees Valley in the interim period until RSS is published. The policy provides sub-regional continuity for defining centres