

Introduction

The purpose of this document is to seek your views on the future of the Borough of Stockton-on-Tees in land use planning terms with regard to the Regeneration Development Plan Document (DPD). Stockton-on-Tees Borough Council believes that taking community aspirations and views into consideration is an essential part of planning for, and managing, development in the Borough. This document sets out the issues that the Regeneration DPD will address and, where appropriate, identifies options for these issues. It also sets out (section?) how you can comment on these options.

What is the Stockton-on-Tees Local Development Framework (LDF)?

The Stockton-on-Tees Local Development Framework will replace the Stockton-on-Tees Local Plan. Unlike the Local Plan it will not be a single document but a collection of documents. The Regeneration DPD is one of the documents that will make up the collection of documents.

Why have a collection of documents?

The idea is that local planning authorities (LPAs) can respond to changing local circumstances more quickly than under the old system. If an LPA wishes to review and update one of the documents in the LDF it can do so more speedily than reviewing and updating an entire Local Plan.

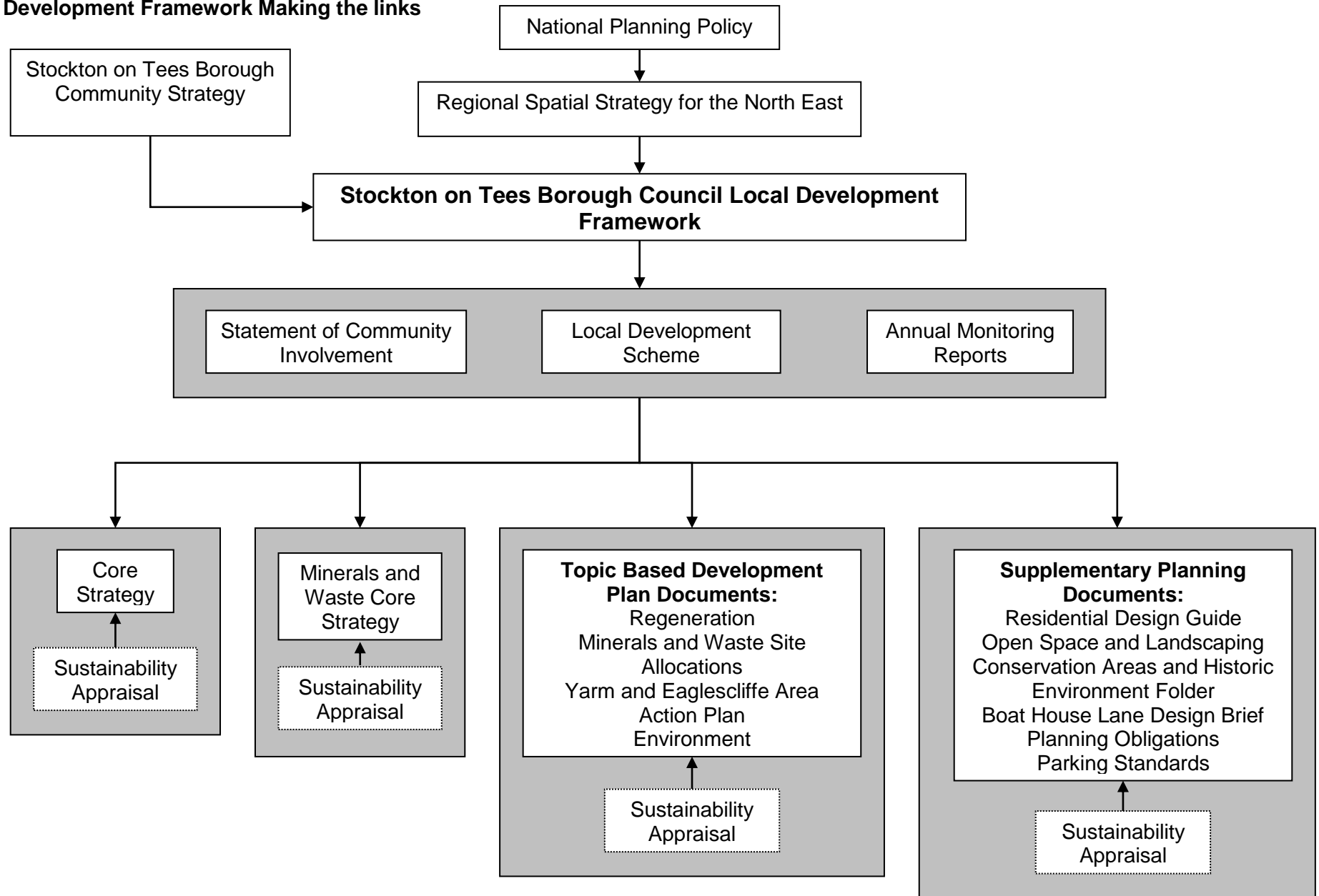
What is in the collection of documents?

The full list of documents that will comprise Local Development Framework together with a timeframe for their production is set out in the Local Development Scheme which can be viewed on the Council's website (www.stockton.gov.uk). To navigate to it: follow the sequence: Services – Plans and Strategies – Development Plans – Local Development Framework and then scroll down to the foot of the page). The key documents that will be prepared initially in addition to the Regeneration Development Plan Document are:

The Statement of Community Involvement – This sets out the local planning authority's policy for involving the community in the preparation and revision of local development documents and planning applications. It was adopted in March 2006,

The Core Strategy – This is the strategy that forms the spine of the Local Development Framework. The Core Strategy will set out the vision, objectives and strategy for the spatial development of the area and the strategic policies to deliver the vision.

Figure 1
Local Development Framework Making the links



What else is new?

Local Development Frameworks are the means of delivering the “spatial planning” aspects all council strategies especially the Community Strategy and the strategies of other agencies, such as those dealing with health and education.

What is “spatial planning”?

Traditionally land use planning has focused upon the control and regulation of the use of land. However, the Government has challenged local planning authorities with implementing a new approach called spatial planning. Spatial planning seeks to widen the focus to integrate land use planning with social, economic and environmental factors in order to balance the competing demands for land use in a way that achieves sustainable development. To this end other regional, sub-regional and local policies, plans and programmes e.g. concerned with housing, healthcare, education, energy conservation, recycling, biodiversity etc must be taken into account. For this reason it will be essential for the Council to involve a wide range of stakeholders in the preparation of the Regeneration DPD and to gain a full knowledge and understanding of their plans, policies and programmes where they have land use planning implications.

What is the Regeneration Development Plan Document?

The Regeneration Development Plan Document will:	Examples
Set out site-specific allocations for all transport related uses / proposals	Allocations for a Park and Ride scheme or a bus/rail interchange
Identify specific regeneration sites over the Plan period	Allocations for housing, employment, mixed-use, community and education facilities and recreation.
Set out policies for the determination of development and all land uses where they may be affected by, or will affect the modes or patterns of transport.	The requirements for allocations (these may be further amplified through Supplementary Planning Documents). The identification of the retail hierarchy i.e. town and district centres etc. Determining the “limits to development”

The Policy Context

The policy context to the preparation of the Regeneration DPD is provided by:

- National and regional planning policy;
- The Stockton Middlesbrough Initiative;
- The Community Strategy;
- The Core Strategy DPD;
- Sustainability Appraisal and,
- Community and Stakeholder Consultation.

National Planning Policy

National planning policy is set out in national planning policy guidance notes (PPGs) and planning policy statements (PPSs). Planning Policy Statement 1 “Sustainable Development” states that sustainable development is the core principle underpinning the planning system. At the heart of sustainable development is the need to ensure that meeting the needs of the present generation is not at the expense of future generations. This means that social, environmental and economic factors have to integrate with land use planning decisions. There are a whole series of topic based PPGs and PPSs which go into more detail about how sustainable development can be delivered. These can be viewed at <http://www.communities.gov.uk/> in the Planning, building and the environment folder. Key principles set out in the national planning policy framework include:

- Land that is previously developed (often referred to as “brownfield”) should be prioritised for development over land that is greenfield.
- Development should be encouraged that maximises public transport use and minimises car use.
- Mixed land uses should be promoted in order to minimise the need to travel.
- High quality design is essential to promoting urban renaissance.
- A sequential approach should be promoted to major retail development. This means that town centres are given the highest priority followed by district and then local centres.

Regional Planning Policy

The existing Regional Spatial Strategy for the North East is RPG1 Regional Planning Guidance for the North East. However, this will be replaced by a new Regional Spatial Strategy (RSS) called *VIEW: Shaping the North East* scheduled to be published in early 2008. The draft Regional Spatial Strategy sets out planning principles for the management of future development in the North East. These are:

- To promote an urban and rural renaissance;
- To contribute to the sustainable development of the region;
- To reflect a sequential approach to land allocations; and
- To include appropriate phasing and plan, monitor, manage mechanisms for new development

RSS provides the spatial context for the delivery of other regional strategies, in particular the Regional Economic Strategy, Regional Housing Strategy and the Integrated Regional Framework. The Regional Transport Strategy is integrated within the RSS.

The Stockton Middlesbrough Initiative

In 2004 Stockton-on-Tees and Middlesbrough Councils came together to form the Stockton Middlesbrough Initiative (SMI). The SMI is a 20-year vision for the urban core of the Tees Valley primarily focused on an urban zone encompassing the conurbations of the two towns of Stockton and Middlesbrough and their hinterland. This vision is to radically transform the environment, economy and image of the heart of the Tees Valley in accordance with the “city-regions” concept.

The Community Strategy

The Community Strategy sets out the vision and key improvement priorities for the Borough of Stockton-on-Tees to 2021. Key consultation themes in the document are:

- Economic Regeneration and Transport
- Environment, Housing and Neighbourhoods
- Safer Communities
- Children and Young People
- Healthier Communities and Adults

The Core Strategy Development Plan Document

The Core Strategy DPD is scheduled for adoption until June 2009. The Regeneration DPD must be in conformity with it as provides the core strategic framework for all of the development plan documents and supplementary planning documents that make up the LDF collection of documents.

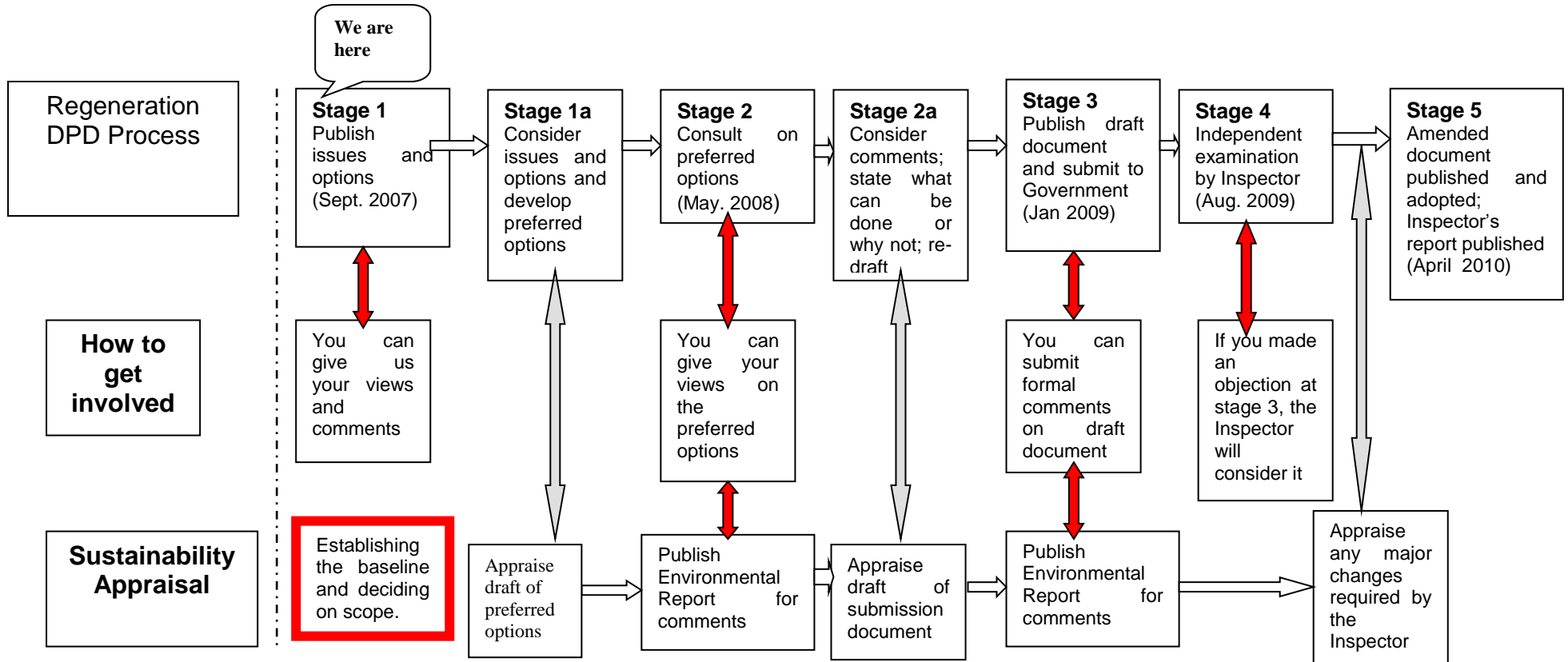
Sustainability Appraisal

A Sustainability Appraisal is an assessment of the environmental, economic and social impacts of proposed policies and allocations. At each stage of the production of the Regeneration DPD a Sustainability Appraisal will accompany it (see the Sustainability section of Appendix?). This is a requirement of the new planning system and is welcomed by Stockton-on-Tees Council as an acknowledgment of the role of sustainable development as the key driver for the Stockton-on-Tees Local Development Framework.

Community and Stakeholder Consultation

Your views are important to us and the purpose of this Issues and Options paper is to provide you with an opportunity to communicate your views to us. There will be two further opportunities to comment as part of the process of producing the Regeneration DPD (see Figure 2 How this DPD will be prepared). However, it is important to note that the flexibility that the Council has to make significant changes to the document will progressively diminish the closer we get to the production of the final document. This means that if you have views you want heard then you should use this opportunity to express them.

Figure 2.
How this DPD will be prepared



Stockton Borough – past and present.

The Borough of Stockton lies astride the river Tees, and owes its origins to the river. Although settlement of the area can be traced back to Anglo-Saxon times, growth in population came in response to Stockton's role as the main port in the area (taking over from Yarm in the seventeenth century) and later, with the building of the Stockton – Darlington railway in 1825. Although its role as a river port declined a few years later, when the railway was extended to Middlesbrough, manufacturing industries sprang up based on rope making, cotton mills, sugar refining, brick making, pottery, iron and steel, and more recently, the chemical industry.

Today, the main centre of population is the town of Stockton itself, with the towns of Billingham, Thornaby and Yarm functioning as district centres. The development of Ingleby Barwick has dominated the housing supply for the past 20 years, creating a new settlement. The urban area is surrounded by a rural hinterland, with a number of villages, many not more than a mile or two from the built-up part of the Borough.

The Borough has excellent communication links, being dissected by two trunk roads – the A19 running north south, and the A66 running west east. Local rail links provide a service between Middlesbrough and Darlington, and also to Hartlepool and Newcastle to the north, and York to the south. Durham Tees Valley Airport straddles the border of Darlington and Stockton Boroughs.

Key drivers for change

The key drivers for change include:

- Loss of traditional manufacturing industries, giving rise to previously developed land within urban areas, resulting in significant opportunities for redevelopment and regeneration
- Lower than the national average employment rates
- Low rates of new business start-ups
- Low educational achievements, coupled with difficulties in retaining/attracting more highly qualified people
- Potential to create new jobs and attract significant investment in the chemical sector
- Development of University of Durham's Stockton campus, and the opportunities to diversify the economic base through the development of "knowledge based" industries
- High retail vacancy rates in the town centres, combined with poor environments
- Lower than national average rates of car ownership, and therefore a need to improve the accessibility of services and facilities
- Pressure for greenfield development
- Recent growth in population and households, and the need to improve housing quality and choice
- Wide disparity of opportunity, with areas of disadvantage situated alongside areas of affluence
- Pockets of low demand for housing, despite a general increase in house prices over the past few years
- Levels of crime and disorder, and fear of crime and disorder
- Increasing focus on the river Tees for leisure activities following the completion of the tidal barrage in 1995.

SPATIAL STRATEGY

If the ambitious vision of the Stockton-Middlesbrough Initiative – the transformation of the urban core of the Tees Valley, establishing the area as a vibrant and thriving twenty first century city-region – is to be attained then the profile and image of both Stockton-on-Tees and Middlesbrough town centre as well as the river corridor that links them will need to be considerably enhanced.

Issue – The Green Blue Heart

The Green Blue Heart ([see map?](#)) is a key piece of the SMI jigsaw. The vision for the Green Blue Heart has a 50-year time frame and embraces the following objectives:

- Transforming the area to create a waterfront of regional, national and international standing,
- Providing a wide range of opportunities for leisure, recreation and sporting activities,
- Delivering exemplar environmental projects,
- Transforming the accessibility of the area i.e. making it much easier to get to and from.
- Provide a major focus of a green infrastructure network linking into the wider Tees Valley sub-region.

The cumulative impact of achieving these objects will be to create an environment that will act as a catalyst for investment

Projects that have been discussed include:

- Sustainable housing schemes that showcase best practice and innovation,
- Renewable energy projects linked to the Tees Barrage, in addition to creation of international standard white water canoe course (£3million investment)
- High Quality Landscaping and Public Art
- A freshwater beach on the marsh
- An innovative scheme to sell energy back to the grid,
- Locating the Tees Valley Wildlife Trust Head Quarters in the GBH and;
- A link-loop road round the site is proposed with the aim of creating and enhancing fringe development opportunities
- Outdoor arena and sports pitches
- Production of biofuel – potential sites to be identified.

“Early wins” (i.e. projects that are deliverable within 5 years) are likely to revolve around the barrage (1-3 years) and the Tees Valley Wildlife Trust Head Quarters development (3-5 years). There may well be some infrastructure improvements and landscaping treatment in the next 5 years. The project will be acknowledged within the Regeneration DPD, as it will be one of the key place shaping projects for both Middlesbrough and Stockton. Because the overall project is a 50-year vision it does not facilitate the inclusion of meaningful options within this paper. However, the implementation of the project will be accompanied by public consultation exercises.

Issue – North Shore

The North Shore regeneration scheme is identified by the Regional Spatial Strategy as a Brownfield mixed use development of regional importance and should therefore feature prominently within the Local Development Framework. What should the boundary of the site encompass? ([see map?](#))

Options:

- Option 1. Existing area (edged in Red).
- Option 2. Additional land to east and west (edged in blue).
- Option 3. As option 2 but with additional land to the north (edged in green).

Issue – Bowesfield Lane

The existing Bowesfield Lane area has the potential to be part of an attractive water front landscape with development here having exceptional links along the Teesdale Way into other sites adjoining the River Tees. However; the uses existing on the site make poor use of this asset and the close proximity to the strategic road network via the South Stockton Link and the A66 is under utilised. Should the regeneration DPD:

Options:

- Option 1. Retain the existing businesses and allocations on the site for general industry and distribution.
- Option 2. Identify the allocations at Bowesfield for high quality uses and use this development to screen the existing uses from the waterfront.
- Option 3. Identify the wider Bowesfield Lane as being an area for change and allocate the site for a mix of uses that would enhance and maximise the waterfront location allowing market forces to drive the change.
- Option 4. Recognise that parts of the site have an increased probability of flooding and allocate this land for water compatible uses.

Issue – Allens West former Eaglescliffe Logistics Site.

This site is currently un-allocated in the Council's adopted Local Plan but has functioned as a logistics centre for some time having previously operated as a Ministry of Defence installation. The site is situated adjacent to Allens West train station and has good road links to both Yarm and Stockton centres. It is a significant distance from the "core urban area" identified in the Preferred Options paper for the Council's emerging (i.e. not yet adopted) Core Strategy Development Plan Document. However, it does offer a reasonably sustainable development option for new housing development despite its suburban location in view of its status as previously developed land, accessibility by rail and bus and proximity to a reasonable range of shops, services and job opportunities.

A specialist property company who have consulted with the local community over development options for the site has acquired Allens West. The option that the company promoting the development of the site have expressed a preference for is developing the remaining available land at the estate for housing with some ancillary small-scale retail and investing the capital generated into refurbishing the existing industrial units on the site. However, the Council must take into consideration whether allowing a major residential development at a peripheral urban location would undermine its strategy of focussing development within the "core urban area".

With specific regard to this issue should the Regeneration DPD:

- Option 1. Resist any form of development at the site due to it being outside of the “core urban area”.
- Option 2. Expand the employment uses on the site.
- Option 3: Accept the principle of residential development but impose phasing restrictions on the site so that development does not undermine the delivery of schemes in the “core urban area”.

Issue – should the existing limits to development of the villages be maintained?

One of the basic distinctions that the Proposals Map makes is between land that is within settlement policy boundaries and land that is outside i.e. open countryside. The basic purpose of settlement policy boundaries is to contain urban sprawl and thereby maintain the openness of the countryside. Consideration is normally only given to extending the limits to development if the development requirements of a district or borough cannot be met within the existing limits to development and the key driver for this is usually meeting the housing requirement for the district or borough (though there may also be exceptional circumstances that justify a revision to the limits to development).

In the case of Stockton-on-Tees the overall housing requirement to 2021 has already been substantially committed through planning permissions and there are still sites coming forward that are on brownfield land and within the existing limits to development. There does not appear therefore to be a viable case for a strategic review of the limits to development with a view to meeting the borough’s housing requirements viewed numerically. However, the Council is currently undertaking a review of the sustainability (i.e. access to shops, schools etc) of the villages. If a village is found to be highly sustainable then it may be argued that there is scope for reviewing its limits to development.

- Option 1. Consider modifying the limits to development of villages where doing so may enhance the sustainability of the village.
- Option 2. Consider modifying the limits to development where there are exceptional circumstances that may justify this.
- Option 3. Maintain the existing limits to developments.

Issue – should the limits to development of the main settlements be extended to include adjacent areas that have already been physically developed?

There are some limits to development that have been breached by development. For example, on the Proposals Map for the Adopted Local Plan land is identified outside Norton settlement policy boundary as a housing allocation with the designation HO 1g. This land has now been developed for housing.

- Option 1. Maintain existing limits to development as they are irrespective of whether or not they have already been breached by development.
- Option 2. Modify limits to development to reflect what is actually already physically developed.

Issue – should Green Wedges be included within the limits to development?

The limits to development currently include Green Wedges. Green Wedges are areas of open space penetrating built up areas. They may be important for providing green routes from town centres out into the countryside for informal recreation and

wildlife movement, as well as opportunities for informal recreation close to built-up areas. For this reason, they merit protection from development and accordingly development is currently strictly controlled within them. It may therefore be viewed as an anomaly that Green Wedges are currently included within the limits to development.

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

TRANSPORT

Issue – Light Rail Transport Proposal

For a considerable time, there have been proposals to develop a light rapid transit (metro) system within the Tees Valley to support future regeneration aspirations. The current Tees Valley Metro proposal is distinct from previous proposals, as it would continue to use the existing rail line, which would be upgraded to light rail specifications ([see map?](#)). There is scope for 5 new stations, including Teesside Park and Durham Tees Valley Airport, as well as extensions to Stockton, Hartlepool and Nunthorpe. The preferred option for Tees Valley Metro would deliver:

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

Issue – The Tees Valley Major Bus Scheme Proposal – the decline in bus patronage

In 2006 Arup Consultants were jointly commissioned by the Tees Valley Authorities to develop the Tees Valley Major Bus Scheme bid. The proposal that was developed would involve various routes within the Tees Valley ([see map](#)). Some of these would be Core routes (6 services an hour) and some would be Super Core routes (8 services an hour). Bus operators would contribute new, fully accessible vehicles and Local Authorities would provide improved infrastructure on the designated routes and cross-ticketing arrangements. The range of improvements would include:

- Simplified fares with technology to minimise boarding time;
- New state-of-the-art vehicles, fully low-floor with CCTV;
- Junction improvements to provide priority for buses, and;
- Improved waiting environments for passengers e.g. shelters, raised kerbs for wheelchair access and real time information where appropriate.

Issue – Rail Transport Links

The Tees Valley Rail Strategy has identified that a direct link to Teesdale could be provided from the existing freight line from Stillington. The Tees Valley Joint Strategy Unit is taking the lead on this. Linked to this consultants have carried out a feasibility study for a new station at Billingham. This would also improve freight links to Tees Port ([see map?](#)).

Issue – Barrage Bridge

The barrage forms a river crossing which breaks up the river between the Tees flyover and Princess Diana Bridge. Together with the proposed North Shore

footbridge, there are more crossings available. However, the Barrage bridge has limited access on the north side of the river, and essentially does not allow a through route requiring vehicles to use other bridges. This was done deliberately so as to effectively manage through traffic onto existing major roads. However, with the significant change about to occur on North Shore and with the Green Blue Heart, is it time to review this situation? – NB changes to access over the Barrage will be subject to appropriate legal process, some of which may require an Act of Parliament.

Options:

- Option 1. No, leave the layout as it is to serve the Barrage, Whitewater course, hotel, camp site and gym alone.
- Option 2. Maintain the current vehicle restrictions, but improve the cycle and footpath links between the Barrage and Marston Road (past the campsite).
- Option 3. Allow only public transport to use the bridge to link North Shore and Teesdale Park
- Option 4. Allow access into North Shore for all traffic

Issue – Freight Development

Although Teesport is within the boundary of Redcar and Cleveland it is anticipated that the expected growth of the facility would make the sub-region an important distribution hub. The strategic road and rail links accessing the site also have good linkages into Stockton borough. In addition to this a number of sites on the north bank of the river; including Port Clarence, Haverton Hill and Billingham Reach; have previously been identified for port related activity.

It is considered that the Borough may be well placed to provide a supporting role to the development proposed in Teesport.

The national planning policy guidance for transport (Planning Policy Guidance Note 13: Transport) identifies that land use planning by shaping the pattern of development and influencing the location, scale, density, design and mix of land uses, can help to reduce the need to travel. Freight development relies on good transport links and should be located in sustainable locations, which reduce the need to travel.

In order to reduce the need to travel on roads should the Regeneration DPD:

Options:

- Option 1. Locate all freight related development at sites, which can make use of the existing railway network and port facilities
- Option 2. Promote freight related development at sites which can make use of the existing railway network and port facilities whilst recognising that other locations adjacent to the strategic road network may be required to provide a choice of locations
- Option 3. Protect sites where wharves and rail halts exist for future freight development?

Issue – Stockton Town Centre Car Parking

The economic success of the town centre will, in part, be dependant on ensuring residents, shoppers, visitors and workers can both efficiently access and park in the town. This is particularly important given the proximity of competing regional and out

of town centres. In this context, the Council's ongoing Car Parking Strategy Review is factoring in the following proposals as they may involve development on existing car parks ([see map?](#)):

- A new anchor food-store on the Southern Gateway site that will replace an existing privately operated long stay multi-storey car park (the Castlegate multi-storey) with one provided primarily for shoppers.
- A landmark site on the land at Riverside Road currently used as a Council operated long stay car park.
- The Eastern Gateway site and Splash extension will result in the loss of Council operated short stay parking spaces as well as some temporary cleared sites used for private long stay parking.
- The Northern Gateway site assembly will remove the Council operated car parks in the Tennant Street area.

Issue – Park and Ride

A number of sites are being investigated as possible Park and Ride car parks ([see map?](#)). However, all of the sites under consideration may be subject to development pressure.

Issue – Eaglescliffe Rail Link

Grand Central will begin operating a rail link from Sunderland to London calling at Hartlepool, Eaglescliffe, Northallerton, Thirsk and York. Northern Rail currently operates Eaglescliffe Station. However, Grand Central has expressed an interest in taking over the franchise. They intend to staff the station and improve the waiting area, increase car parking by 40-50 spaces, install increased lighting and CCTV, and improve access to the station from the west. It is possible that the footbridge will be restored and made to comply with the Disability Discrimination Act. If the venture is successful, Grand Central plans to increase the frequency of the service. In the short term, this would impact on car parking around the station.

Issue – Southern Gateway Roundabout and Riverside Road

A Masterplan has been prepared for the Southern Gateway roundabout in order to realign the Riverside Road. ([see map?](#)) This will also open up a development site. Cabinet had agreed this plan on 30 November 2006.

Issue – River Leisure and River Crossings

There is currently a lottery-funding bid by Sustrans supported by the Council with the aim of facilitating pedestrian crossings, particularly from Ingleby Barwick to Yarm and Eaglescliffe. ([see map?](#)) These would serve to connect the Ingleby Barwick community and provide a route for children to walk to school.

SUSTAINABLE LIVING

Issue - The Building Schools for the Future (BSF) Programme

Increased capital funding from central government is likely to become available for updating or replacing school buildings from 2009-10 through the Primary Capital and the (secondary) Building Schools for the Future programmes. At the same time the Council is committed to integrating services for children and young people (health and social care, education, youth services, for example) based on five geographical areas across the borough. Future school building programmes may include provision for the delivery of other services where appropriate. It is likely that much of this development will take place on the sites of existing schools or other buildings used for the delivery of Council services, but consideration should be given to the potential use of any other suitable sites that may be (or might become) available. This may be necessary in particular areas of the borough to ensure that the provision of education and integrated children's services is appropriate to the needs of the community. Generally, only Council-owned sites can be considered for this purpose, as resources may not be available for land purchase.

Issue – Health Provision

Health Services

Changes to health services are set to continue to change markedly over the next ten to fifteen years owing to:-

- the predicted total population growth of approximately 1.5% by 2015,
- changes predicted in the age profile, with over 25% more people aged 65+ by 2015. leading to, for example, increasing need for services for the management of long term conditions, and those which promote independence and enable older people to live at home.
- Medical advances enabling less invasive and more effective treatment,
- leading to changes to treatment patterns.
- New technologies supporting new and improved models of care
- The inequalities in health status that exist in the borough leading to an increased focus on services which are aimed at preventing poor health and helping people improve their own health
- an increase in the provision of primary and community services particularly in areas which are experiencing the poorest health, and as a consequence of the new technologies and medical advances and consequently the development of a new hospital for acute services.
- the development of a new hospital for acute services.

The Model of Service

North Tees PCT's vision, its strategic direction and interpretation of the future health and healthcare trends means that services will be developed in the following "tiers":

Tier 1

In communities with a focus on self help and self care for good health, and management of chronic conditions.

Tier 2

In primary care with a focus on diagnosis, assessment, and clinical support for the management of chronic conditions and recovery from acute episodes or relapses.

Tier 3

In certain primary care centres, which are commissioned to provide enhanced diagnostic and treatment for wider range of patients.

Tier 4

In hospitals (and Diagnostic & Treatment Centres) for brief treatment and/or interventions of acute episodes or specialist advice for some conditions.

There will be an increasing emphasis on providing care closer to home and the development of services focused around Tier 3 services to balance the planned move of the acute hospital site. This could encompass:

- Core primary care services
- Diagnostics
- Walk-in minor injuries service
- Consultant-led community and outpatient services (local and Borough-wide as appropriate)
- Day Case surgery
- 24 hour beds for intermediate care and chronic disease management (either on site, or commissioned from an independent sector provider)

This facility would link to smaller primary care resource centres which may be in Thornaby, Billingham and central Stockton which would host:

- Core primary care services
- Some outpatient and outreach services (either locally or borough-wide)
- Other community, voluntary and council services as appropriate

Secondary and tertiary services will be delivered in a new hospital setting/s, for brief treatment and/or interventions of acute episodes or specialist advice for some conditions

There will also be an increasing emphasis on integrated teams which will mean that workforce will be strategically aligned in geographical areas to support the health and care needs of the local population.

The focus on independence will place an emphasis on a range of services and support that enables people to live independently with health or social care support. The development of extra care housing and telecare services may move away from the traditional estate requirements for nursing and residential care homes.

ECONOMIC REGENERATION

Issue: Employment Land – how much and where?

The Regional Spatial Strategy for the North East identifies a potential surplus of employment land in the Borough (maps??? identify all available land within Stockton on Tees borough). This surplus means that there is more land allocated for employment than will actually be utilised for this purpose, if the current take up rate of employment land is maintained and it is there fore proposed to de-allocate some sites. (see maps??) However, providing and protecting employment opportunities are an important function of the planning system.

Options:

- Option 1. Rationalise our existing employment land portfolio by:
- The de-allocation of surplus sites in locations that do not maximise opportunities for employees to travel to work by modes other than the private car
 - Channelling particular uses to the most appropriate sites. For example by locating;
 - Potentially polluting or hazardous industrial uses in the Seal Sands area provided they do not significantly affect neighbouring uses or discourage the development of adjacent sites.
 - Companies seeking Research and Development premises will be encouraged to site in an existing cluster of similar uses, particularly when this is located within the Stockton – Middlesbrough Initiative (e.g. the proposed North Shore development) thus ensuring that a synergy between planning policies for employment and for regeneration.
 - Storage, distribution and freight developments in the most suitable available locations, which make the most of sustainable forms of transportation for both goods and workers.
 - General employment opportunities within reach of the general public by a variety of methods of transport other than the motorcar.
- Option 2. Retain all existing employment sites and allocations despite the existing surplus, unless identified for re-allocation to another use within the Regeneration DPD, making no distinction with regard to what use is acceptable in which particular location.

Issue – Employment sites strategy

PPS3 indicates that Council's should assess whether or not existing employment sites are suitable for residential use. As the Council has been identified as having an oversupply of employment land a number of planning applications have been granted on existing industrial estates. The Council's employment land review will project the amount of land required for the next 25 years and will identify which sites will maintain this supply. In order to safeguard existing and proposed employment land within the borough and maintain a suitable supply of employment land should the Regeneration DPD have a strategy which:

Options:

- Option 1. Identifies a hierarchy of employment locations which recognises the broad need for differing types of employment land, from prestige

locations down to general industrial estates, in order to provide a variety of locations whilst maintaining a vibrant and successful economy.

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

Issue – Office Development

PPS6 paragraph 1.8 identifies office development as being a use which should be located in sequentially preferable sites. This means that all new office development should be directed to town centre locations and if no site is available then edge of centre areas within the area of change identified in the Core Strategy preferred options. The Stockton on Tees Local Plan identifies a number of industrial estates that are considered suitable for office development, should the Regeneration DPD:

Options:

- Option 1. Identify sites that are sequentially preferable for office development over locations that were previously considered suitable.
- Option 2. Maintain allocations at industrial estates that are not sequentially preferable but have previously been identified as suitable allocations for B1 use.
- Option 3. Allow office development where a site is identified as an existing industrial estate.
- Option 4. As option 1, but recognising that large-scale office headquarter premises may not feasibly be able to locate in a town centre site. In these instances the most sustainable alternative must be selected.

Issue – Heavy industrial areas

The vast areas of land in the Southern area of Billingham, Haverton Hill, Port Clarence and Seal Sands ([see Map?](#)) are recognised as providing regionally, nationally and internationally significant facilities for heavy industry and port related development.

Options:

- Option 1. Recognise the contribution of the area as stated above and maintain support for the various complexes whilst supporting diversification into other sectors i.e. renewable energy / bio-fuels. This support could extend to the identification of suitable areas for this type of “green” development. This could be led by the Tees Valley Joint Strategy Unit with the aim of promoting a “green” image of the whole Tees Valley.
- Option 2. Recognise the significant impact that this industry has on the surrounding landscape and the image of the area in both positive (landmark industrial structures unique to the area) and negative aspects (eye sores in the form of areas of derelict land and exposed machinery) and seek to improve the visual appearance of this area whilst retaining the most important parts of the unique industrial landscape.

Issue – Existing employment sites in the Core Urban Area

The Core Urban Area identified in the Core Strategy covers locations where, given the long term aspirations of the Council, some uses may no longer be suitable and may require relocation to other industrial areas. These areas currently provide

accommodation for businesses that have a vital, sometimes overlooked, role in the local economy. These sites are also under increased pressure from piecemeal development as national planning guidance promotes the development of housing on previously developed land.

Where a site is identified as being of key strategic importance or is considered to be no longer a viable long-term employment location should the Regeneration DPD:

Options:

- Option 1. Do nothing and leave the situation to market forces.
- Option 2. Identify areas as business improvement areas and promote renovation of business units and the environment in these areas.
- Option 3. Where a site is considered to be sustainable and suitable for redevelopment, promote relocation of existing businesses from these areas to purpose built units on other industrial estates. Undertake a comprehensive master-planning exercise to determine the future use of these areas.
- Option 4. Assess which of the above options is the most suitable way to deal with each particular site.

Issue – Rural Employment

The villages, which surround the main towns in the Borough, have service provision of varying degree due to their size, relationship with other areas and historical growth. The majority of these settlements function as housing estates in the hinterland of the main urban area and rely heavily on car trips to the main urban area. A select few villages do have a function as service villages however they are still significantly influenced by the urban area. Should the regeneration DPD:

Options:

- Option 1. Do nothing and deal with developments on a piecemeal basis.
- Option 2. Create a hierarchy of villages, which differentiate between sustainable and unsustainable locations. Locate some small-scale development into sustainable villages to improve their viability. Identify villages, which do not contain shops, schools, public houses and employment opportunities as unsustainable and restrict all development in these locations.
- Option 3. Consider all villages outside of the main conurbation un-sustainable locations for further development and locate development in the area for change and then the remainder of the urban area.
- Option 4. Limit rural employment opportunities to farm diversification and Horticulture uses and encourage this development in or immediately adjacent to sustainable locations.

Issue – Business start-ups

Although inward investment is important to the local economy the contribution indigenous businesses and entrepreneurs make to the area is also recognised as a key economic driver.

Within the borough there have been great strides in encouraging smaller businesses whilst a number of schemes remain in the pipeline. Stockton Business Centre has 81 small starter offices and workshop units and is owned and operated by Stockton on Tees Borough Council as an integral part of its business support services. In addition it is intended that the North Shore scheme will create links with Durham University

(Stockton campus), which will spawn new business in the knowledge-based industries.

Notwithstanding the above business start up rates within the borough are 6.4% compared to the national average of 9.2%

Question: In order to further encourage business innovation and increase business start-ups should the strategy in the regeneration DPD:

Options:

- Option 1. Specifically allocate sites / locations where incubator business units and new business centres should be encouraged.
- Option 2. Seek to allocate suitable sites as “Live-Work” units.
- Option 3. Deal with developments on a piecemeal basis and allow market forces to take effect.
- Option 4. Direct businesses to existing units in the major industrial estates.
- Option 5. Recognise that the upper floors of some town centre units can be appropriate for new business start-ups and seek to protect the most valuable units.

Issue – Durham Tees Valley Airport

Various policies within the Regional Spatial Strategy support airport related growth at Durham Tees Valley airport. The Regeneration DPD will therefore recognise this location as an economic driver and cater for its anticipated passenger growth by identifying suitable land for the airport to expand on to.

RETAIL AND OTHER TOWN CENTRE USES

The Stockton-on-Tees Local Plan Alteration No. 1 updated the retail policies for the Borough in the light of the latest relevant national planning policy statement (Planning Policy Statement No. 6 Shopping and Town Centres). This means that the existing “retail hierarchy” (there are a number of town, district and local centres that provide a focus for shopping in the Borough and the Alteration set out how this should be reflected when determining planning applications) is very up-to-date. The policies within it remain in effect for three years from the date of their adoption (March 2006).

Issue: Linking Stockton Town Centre with the Riverside

The riverside at Stockton has undergone massive change, having seen the decline of the heavy polluting iron and steel industries and then more recently the greening and cleaning of the river following the construction of the Barrage. The riverside is now a much more pleasant and attractive place to be, although there are still issues to overcome if it is to realise its potential and link into the town centre ([see map?](#))

Options:

- Option 1. Leave the riverside as it is – a major road corridor – and concentrate development in the town and on other sites
- Option 2. Improve access and functionality of High Street
- Option 3. Develop some of the riverside’s land with buildings where there is less attractive open space, and invest in the largest part of the space between Finkle Street and the Police Station to create a Park
- Option 4. Acknowledge the difficulties of linking the two sites, and develop more intensive uses to make the best economic use of the land.

Issue: Stockton Town Centre nightlife

The spread of uses in the centres is very poor – with clusters of bars and takeaways around Yarm Lane and the southern end of the High Street causing problems. In order to create a more balanced range of uses and prevent blight in the centre, what should be done about this?

Options:

- Option 1. Maintain the concentration of these uses so that it is all in one place and it can all be controlled
- Option 2. Permit no further food and drink uses in Stockton centre so that the problem does not grow
- Option 3. Allow more food and drink uses, but not in that area
- Option 4. Comprehensively redevelop the area between Yarm Lane, the High Street, West Row and Ramsgate to provide a more varied range of land uses

Issue: Stockton Town centre layout

The historic layouts of our main towns will always limit what can be done, but should also be seen as very positive as they attract people because of their uniqueness. However there are some elements that are difficult to navigate and make the street scene a little “flat”.

Options:

- Option 1. Maintain the existing layout and provide more information about buses
- Option 2. Remove all buses and taxis from the High Street and make it totally pedestrianised
- Option 3. Reorganise the High Street layout so that the buses and taxis are less confusing
- Option 4. Allow more traffic (cars) in to the High Street again.

Issue: Northern Gateway

The Northern Gateway is a regeneration project that takes a comprehensive approach to this important gateway to Stockton. Aims include:

- Bringing forward the Queens Park North site for residential development
- Improving Norton Road as a transport corridor

Issue: Eastern Gateway

The Eastern Gateway is a long-term aspirational project focused on the area linking North Shore to Stockton town centre.

COMMUNITY FACILITIES

Issue: Identifying a suitable location for a civic amenity centre

The Council is committed to ensuring that opportunities for recycling and reuse are maximised. As well as providing recycling facilities for items such as glass and paper, civic amenity centres also enable the recycling of bulky waste such as timber, fridges and green garden waste. The Council currently shares one civic amenity centre at Haverton Hill Road in Billingham with Middlesbrough Borough Council. The capacity at this site is not sufficient to serve the requirements of the Borough. It is also important to provide a facility at a location that is convenient to serve the needs of the southern and western parts of the Borough.

Question: Can you identify a suitable location for a new civic amenity centre to serve the southern and western parts of the Borough?

HOUSING

Issue – existing housing provision

The future distribution of housing in the Borough will be addressed through the Core Strategy DPD. The existing distribution of housing i.e. through planning permissions for 10 dwellings or more but not yet built out (as at 31st March 2007) is shown in [Maps ?, ? and ?](#).

Issue – the provision of affordable housing

The Core Strategy DPD will include a suite of generic development control policies and it may be appropriate to include an affordable housing policy within this. The Regeneration DPD deals with site allocations and it may be appropriate to specify the number of affordable houses that developers will be expected to provide on sites allocated for housing. The Stockton-on-Tees Local Housing Assessment 2006: Final Report was received in January 2007 and identifies a need for 40 affordable dwellings over the period 1 April 2007 to 31 March 2008. Projecting this forward over 5 years identifies a need for 200 affordable dwellings over the period April 2007 to March 2012. This may appear surprisingly low but further assessment may result in revisions. It does not take into account possible future changes that may affect housing need, such as house price fluctuations or changes in employment patterns. This aspect of the study will, therefore, need to be updated on an annual basis.

PROVISION FOR GYPSIES AND TRAVELLERS

The Council intends to jointly commission along with other Tees Valley authorities a sub-regional Gypsy and Traveller Accommodation Assessment (a GTAA). The purpose of a GTAA is to assess the level of permanent site provision need in the Gypsy and Traveller community throughout the Tees Valley Region. If this study shows that existing provision in the Borough is not meeting current or projected needs then it may be necessary to identify one or more new sites (see [Map?](#) for current provision). The Regeneration DPD provides a framework for this process should it be necessary. If it is necessary then the Council will take into account advice in the Stockton-on-Tees Local Housing Assessment that “sites should not be located in areas where houses would not be built”.

How can I make comments or raise objections?

If you have views on the issues and options set out in this consultation document or on the vision and objectives or on the general approach, we want to hear your views.

You can make your views known on this consultation document (Regeneration Issues and Options) in any of the following ways:

- by completing the questionnaire that accompanies this consultation document and returning it to the address given below
- by downloading a copy of the questionnaire from the Council website www.stockton.gov.uk, completing and returning it in hard copy form to the address given below or in electronic form by email to development.plans@stockton.gov.uk
- using the electronic online form created to allow online responses to be submitted, this can be accessed via the link on the council's home web page by writing to the Council at the address given opposite or emailing your comments to development.plans@stockton.gov.uk. It would be helpful if views submitted in this way could include a cross reference to the issue or option to which your comment relates

Please note that comments must be submitted by ????.

Contact Details

If you would like further copies of this consultation paper or if you would like to be consulted on Development Plan Documents as they are being prepared (i.e. to have your contact details added to our consultation database) then please contact

Isabel Nicholls 01642 528557
Email isabel.nicholls@stockton.gov.uk

Alternatively, the email address of the Development Plans Team is development.plans@stockton.gov.uk.

The address for any correspondence is:

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Stockton Borough Council
Gloucester House
Church Road
Stockton-on-Tees
TS18 1TW

APPENDICES

The appendices show:

- Land that has submitted to the Council for consideration as extensions to the limits to development
- Land that has been submitted to the Council for consideration as allocations e.g. for housing, employment etc.

The Council has not made any of the representations (except the land submitted for a consideration as a cemetery at Durham Road, Stockton). Land being submitted for the Council's consideration does not mean that it is part of one of the Council's corporate strategies, or that it will perform well against the criteria for site selection set out in the relevant national guidance.

Appendix 1
Land submitted to the Council for consideration as extensions to the limits to development

Ref	Location	Rep by	Rep on behalf of	Partnership Board Area	Summary of comments from person/persons submitting proposal to the Council
DL1	Land adjoining 2 Durham Road, Thorpe Thewles	Mrs M. Owen		Central Area	
DL2	Townend Farm Whitton	Davis Planning Partnership	Mr & Mrs. Tinkler	Central Area	Representation contends that the exclusion of part of the land from the village development limits is an anomaly that needs to be corrected.
		Mr M. Tinkler	Mr M. Tinkler	Central Area	Representation contends that the exclusion of part of the land from the village development limits is an anomaly that needs to be corrected.
DL3	Land adjacent to Carlton village	Mr EA. Clayton		Central Area	
DL4	Land adjacent to Aislaby Manor, Aislaby Village	Blackett Hart & Pratt		Western Area	Representation contends that the land is previously developed and enclosed by a walled garden. Representation contends that the walled garden is a distinct boundary and that the land clearly forms part of the original built up area.
DL5	Land on the North Western boundary of Aislaby Village	Blackett Hart & Pratt		Western Area	Representation contends that the land is partially previously developed. Representation contends that its development would round off part of the village. Representation contends that the village lacks natural boundary. Representation contends development would in tandem with a landscape woodland buffer scheme (also proposed by the representation) remedy this.

Appendix 2
Land submitted to the Council for consideration as housing allocations

Ref	Location	Rep by	Rep on behalf of	Partnership Board Area	Summary of comments from person/persons submitting proposal to the Council
HA1	Land at Wolviston	John Potts Limited	Durham Cathedral	Billingham	Representation contends that the development of the land would help sustain local businesses and play a valued role in the development of the community.
HA2	Land (allotments) adjacent to Stillington		Addisons Chartered Surveyors	Central	Representation contends that the land is potentially suitable for residential development given that it was previously within the limits to development and has previously had a planning permission (now lapsed).
HA2	Land adjacent to Stillington	Mr A. Southern		Central	
HA3	Townend Farm Whitton	Ward Hadaway Solicitors	Mr & Mrs. Tinkler	Central	The representation contends that the land should be considered comprehensively and that it offers an opportunity for a high quality housing development.
HA3	Townend Farm Whitton	Davis Planning Partnership	Mr & Mrs. Tinkler	Central	The representation contends that redevelopment of the land for residential purposes should be facilitated because "their legitimate farming activity is not a good neighbour to residential properties".
HA4	Land North of St James Close Thorpe Thewles	George Wimpey Plc	George Wimpey Plc	Central	
HA4	Land to the North of Thorpe Thewles	Blackett Hart & Pratt	Mr GA Studholme	Central	Representation contends that woodland to the immediate north of the site and the A177 to the east represents strong boundaries for extending the settlement. Children's play area/football pitch suggested as part of proposed allocation. Area of woodland to the north of the site may be bequeathed to the Council as part of proposal. Owner also willing to allow an extension of public right of way to link to Castle Eden Walkway and representation states SUSTRANS (A civil engineering charity which designs and builds routes for cyclists, walkers and people with disabilities) are supportive. Representation contends that additional population would underpin viability of village services and site could provide an element of affordable housing.

Ref	Location	Rep by	Rep on behalf of	Partnership Board Area	Summary of comments from person/persons submitting proposal to the Council
HA5	Land Durham Road to the southeast Thorpe Thewles	England and Lyle	Taylor Woodrow Developments Limited	Central	Representation contends that the land is a sustainable location where development of 40-50 dwellings could help to maintain the vitality and viability of existing services. Representation contends that the land is previously developed and has the potential to create a small extension that is well related to the existing settlement. .
HA6	Land at Hall Farm Carlton	Ward Hadaway Solicitors	Mr P. Baker	Central	Representation contends that the borough needs increased executive housing based on a recommendation in the Tees Valley Structure Plan Panel report.
HA7	Land at Harpers Garden Centre Norton	Miller Homes Ltd		Central	N.B This site now has planning permission for residential development.
HA8	Land at Chesham Road, Norton	Mr D. Hand	Mr M. Burns & Mr P. Vokes	Central	Representation states that any part of the site is within a short walking distance of bus routes and a cycleway runs adjacent to the site. Representation contends that the land has no intrinsic landscape value and would remain in a semi-derelict state if it were not developed. Representation contends that the development of the land would support local and neighbourhood centres. Representation acknowledges that the land is designated as "green wedge" in the adopted Local Plan but contends that the widening of the A19 has negated this by separating the land from the other defined green wedge and therefore making it irrelevant to the separation of the communities of Billingham and Norton.
HA9	Hill House Farm, Redmarshall	David Stovell & Millwater		Central	Representation contends that a modest housing development would meet the needs of the village over the next ten years and support local services.
HA10	Land at rear of Bishopsgarth Cottages, Darlington Back Lane			Central	
HA11	Land at Two Mile House Farm	Mrs C.Guest	Mrs C.Guest	Central	
HA12	Elton Lane Farm, Yarm Back Lane	Mr DT. Staples		Central	

Ref	Location	Rep by	Rep on behalf of	Partnership Board Area	Summary of comments from person/persons submitting proposal to the Council
HA13	Hartburn Grange, land between Yarm Back Lane and west Stockton built up area.	England & Lyle	Developer consortium (Bellway Homes, Miller Homes, Persimmon Homes & Yuill Homes)	Central	Representation contends Hartburn Grange is well served by a good range of services, schools and community facilities. Representation contends site is well defined by urban area to the east, Yarm Back Lane and Darlington Back Lane to the west and north; and A66 to the south. Representation requests that Yarm Back Lane be identified as new development limit. Representation contends allocation would reduce development pressure on neighbouring Yarm and Eaglescliffe. Representation contends allocation would be consistent with regeneration of urban core because the representation it is "highly accessible" to core SMI area. Representation contends allocation is needed to diversify housing offer and stem out-migration. Representation contends slight over-allocation needed to ensure continuous housing supply. Representation contends that there are delivery issues with housing market renewal and SMI sites. Representation contends that land is of no environmental value but that residential scheme could provide environmental enhancement e.g. public open space provision.
HA14	Land West of Yarm Back Lane	Appletons Chartered Surveyors		Central	Representation contends that the area requires large-scale comprehensive development which would involve an improvement in infrastructure.
HA14	Land West of Yarm Back Lane			Central	
HA15	Land at rear of Elton Manor, Elton Village	Mrs JH Bowron	Mrs JH Bowron	Western	Representation contends that the land is "of poor agricultural use" and that communications are excellent.
HA15	Land at rear of Elton Manor, Elton Village			Western	
HA15	Land behind Elton Manor & Coatham Gill, Elton Village	Mrs JH. Bowron	Mrs JH. Bowron	Western	Representation contends that there is excellent access to Teesside airport, Darlington mainline station and all nearby towns.

Ref	Location	Rep by	Rep on behalf of	Partnership Board Area	Summary of comments from person/persons submitting proposal to the Council
HA16	Land at North East end of Longnewton – Land to the north of White House Farm	England & Lyle	Mrs Wilson	Western	Representation contends it is suitable for higher value/lower density scheme aimed at retaining professional/business residents in the borough. Representation contends that Longnewton has a good range of services and facilities. Representation contends that the allocation of the land for housing would therefore be sustainable and support vitality and viability.
HA16	Land at North East end of Longnewton – Land to the north of White House Farm	England & Lyle	Mrs Wilson	Western	Representation contends it is suitable for higher value/lower density scheme aimed at retaining professional/business residents in the borough. Representation contends that Longnewton has a good range of services and facilities. Representation contends that the allocation of the land for housing would therefore be sustainable and support vitality and viability.
HA17	Land to rear of 87, 89 and 91 Bassleton Lane. Thornaby.	Mr TS. Howson		Eastern	
HA17	Land at South Thornaby between Middleton Avenue and Bassleton Lane.	David Stovell & Millwater		Eastern	Representation contends that development can be accommodated without materially affecting the character and appearance of the surrounding countryside.
HA18	Land to the rear of Holly Bush Farm, Thornaby Road, Thornaby.	Wearmouth Architectural design	Mr A. Baksh	Eastern	
HA19	Land North of Maltby	England and Lyle	Mr Suddes	Eastern	Representation contends that the village provides a good range of services and facilities and that allocation would sustain vitality and viability. Representation contends that the land is accessible to a wide range of jobs, shops and services by sustainable travel modes. Representation contends that it is suitable for a higher value/low density residential scheme as well as element of affordable housing.

Ref	Location	Rep by	Rep on behalf of	Partnership Board Area	Summary of comments from person/persons submitting proposal to the Council
HA20	Land at Little Maltby Farm Ingleby Barwick	Santam Planning Services Limited	Tiviot Way Investments Limited	Eastern	The land at Little Maltby Farm was one of seven villages included in the original Ingleby Barwick Master Plan. However, it was not carried forward as part of Ingleby Barwick Local Plan allocation. The representation contends deletion was on housing over-provision & not site-specific grounds and that the land does not fulfil any strategic green wedge function. Representation quotes Local Plan Inspector's Report "The council stresses that there is sufficient development land available for the life-time of the Local Plan and make the point the green wedge designation would not compromise the position beyond that time. A development allocation would not be ruled out in view of the ample width of land available for the green wedge" (para 2.166).
HA21	Low Crook Farm, Eaglescliffe	Malamute MacKenzie Plc		Western	Representation contends that the land is well related to existing facilities, schools, public transport, shops and employment. Representation contends that the land is underused and suffering from a degree of neglect.
HA22	The Tannery, Tannery Bank, Yarm	Dunlop Haywards	Kirleavington Properties Company Ltd	Western	Representation contends that the land is a sustainable location with access to a wide range of services and facilities and that its development would facilitate the provision of public car parking provision "which is needed within the settlement of Yarm".
HA23	Land on the North Western boundary of Aislaby Village	Blackett Hart & Pratt		Western	Representation contends that the land is partially previously developed. Representation contends that its development would round off part of the village. Representation contends that the village lacks natural boundary. Representation contends development would in tandem with a landscape woodland buffer scheme (also proposed by the representation) remedy this.
HA24	Land off Green Lane, Yarm (Kirklevington Parish)	David Stovell & Millwater		Western	Representation contends that the land is a sustainable location for housing because of its proximity to Yarm station and to a bus route. Representation contends that the land makes little contribution to wildlife. Representation contends that the allocation of the land for housing could meet the accommodation needs of "key decision makers".

Appendix 3
Land submitted to the Council for consideration as mixed-use allocations

Ref	Location	Rep by	Rep on behalf of	Partnership Board Area	Summary Of Comments Made By Representation In Support Of Proposed Allocation
MU1	Land at junction of A19 / A689 Wolviston (3 parcels of land)	Smith Gore		Billingham Area	Representation notes proximity to A19/A689 junction and contends that, in conjunction with other adjoining land, the land could form part of a major mixed-use urban extension linking to employment allocations at Wynard/Samsung and housing at Wolviston/Billingham.
MU2	Land at Wolviston	Ms. A. Dale		Billingham Area	Representation requests that the land is considered for mixed use development with potentially a mix of housing, open space, recreation and some community building e.g. educational, recreational or medical.
MU3	Land at Queens Park	Network Rail		Central Area	Representation contends that the land is suitable for mixed use inclusive of employment, retail and residential.
MU4	Land at Bowesfield North	HJ. Banks		Central Area	Representation requests allocation for a mixture of office and housing and contends that this would maximise the potential of the riverside location and make the connection between the Boathouse Lane regeneration scheme and Bowesfield.
MU5	Land at Smiths Farm (to the south of Preston Farm industrial estate)	HJ. Banks		Central Area Western Area	Representation contends that there is potential for different uses including housing and employment without having to share the same access and that the adjacent land owned by the Wildlife Trust could be enhanced. Representation contends that land could meet the need for less prestigious business users that want a Preston Park location but from which "we had to decline enquiries".
MU6	Land at Eaglescliffe Logistics Centre, Durham Lane, Eaglescliffe	InBond Limited		Western Area	Proposed for mixed-use inc housing, employment and community uses. Representation contends needed to fund new commercial investment providing more modern and efficient premises. Representation contends retention of customers is threatened without proposed allocation.
MU7	Land adjacent to Stillington	Mr A. Southern		Central Area	

Appendix 4
Land submitted to the Council for consideration as employment allocations

Ref	Location	Rep by	Rep on behalf of	Partnership Board Area	Summary Of Comments Made By Representation In Support Of Proposed Allocation
	Land adjacent to Stillington	Addisons Chartered Surveyors			
	Land at Boat House Lane (former electricity power house)	English Partnerships	English Partnerships		
	Events Car Park, Navigation Way, Teesdale	English Partnerships	English Partnerships		
	Former Cable Ski Site, Bowesfield Farm	David Kitchen Associates Ltd	David Kitchen Associates Ltd		
	Elton Park / Eaglescliffe Investment Site	Storeys:ssp	Sven Investments Ltd		Representation contends that there is insufficient employment land designated to match demand from end users and private sector developers. Representation contends that the development of Elton Park / Eaglescliffe Investment Site provides the opportunity for a well-located sustainable mixed-use site.

Appendix 5
Land submitted for consideration as a cemetery

Ref	Location	Rep by	Rep on behalf of	Partnership Board Area	Summary Of Comments Made By Representation In Support Of Proposed Allocation
C1	Durham Road Cemetery	Bereavement Services, Stockton Council	Bereavement Services, Stockton Council	Central	