

Stockton-on-Tees Local Plan

Regeneration and Environment Local Development Document

Consultation Statement relating to:

- Yarm and Eaglescliffe Area Action Plan Issues and Options (July 2007)
- Regeneration Development Plan Document Issues and Options (September 2007)
- Environment Development Plan Document Issues and Options Document (January 2011)
- Core Strategy Review Issues and Options (July 2011)

Preferred Options

Consultation Draft

July 2012

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1. Introduction

- 1.1. This Consultation Statement outlines the consultation activities undertaken in the preparation of the Council's Preferred Options draft of the Stockton-on-Tees Regeneration and Environment Local Development Document (LDD).
- 1.2. The Regeneration Development Plan Document (DPD), Environment DPD and Core Strategy Review were originally intended to be separate DPDs. The 'Issues and Options' relating to all three documents have been subject to public consultation but have not progressed to the 'Preferred Options' stage for various reasons. The three documents were brought together in a single LDD in the 2012 Local Development Scheme.
- 1.3. This new LDD will also include policies originally drafted for the Yarm and Eaglescliffe Area Action Plan Preferred Options document. Following an Issues and Options consultation, it became apparent that many issues raised were not specific to Yarm and Eaglescliffe and would be applied Borough wide in the Environment and Regeneration DPDs. Work on this document stopped in March 2010, prior to any Preferred Options consultation taking place.
- 1.4. Changes to the regulations in 2008 removed the requirement to undertake both 'Issues and Options' and 'Preferred Options' consultations. However, in view of the need to combine four consultations into one and the length of time which has passed since the first Issues and Options consultations, the Council has chosen to continue with a 'Preferred Options' consultation on the combined document, rather than progressing to publication of the final document prior to its submission to the Secretary of State for Examination in Public. This gives a further opportunity for the public and other stakeholder to influence policy generation and get involved in the document's development. Further details on the production of Development Plan documents can be found in the Planning Service's Statement of Community Involvement which is available on our website at www.stockton.gov.uk/sci.
- 1.5. The main aspects of public participation in the preparation of the three Development Plan Documents and the Core Strategy Review were covered by the Town and Country Planning (Local Development) (England) Regulations 2004 as amended in 2008 and 2009. Prior to the regulations being amended in 2008, there was a requirement for separate 'Issues and Options' (Regulation 25) and 'Preferred Options' (Regulation 26) stages. A new Regulation 25, combined those two stages into one, creating one period of plan preparation and consultation.
- 1.6. In April 2012, the Town and Country Planning (Local Planning) (England) Regulations replaced previous regulations on the preparation of Local Development Documents referred to above. These regulations return to the terms 'Local Plan' and 'Local Development Document' rather than 'Local Development Framework' and 'Development Plan Document'. Further work on the Regeneration and Environment Local Development Document will be undertaken in accordance with these regulations. The new regulations include saving provisions to ensure any work done in accordance with the previous regulations remains valid.
- 1.7. In due course, the details of further consultations will be added to this statement in order that it can be submitted to the Secretary of State alongside the 'Submission' draft of the LDD to fulfil the requirements of Regulation 22 (1) (c),

(i) to (iv) and (d) of the Town and Country Planning (Local Planning) (England) Regulations 2012. For each of the four 'Issues and Options' consultations, this statement sets out:

- 1.8. The bodies and persons the local planning authority invited to make representations under regulation 25 (specific consultation bodies and general consultation bodies as the local planning authority considers appropriate)
 - How those bodies were invited to make representations under regulation 25
 - The number of representations made in accordance with regulation 28 (representations made by any person)
 - A summary of the main issues raised by the representations made pursuant to regulations 25 and 28
 - How any representations made pursuant to regulations 25 and 28 have been taken into account.

- 1.9. Copies of all the representations made in accordance with regulations 25 and 28 for each consultation period are included in appendices to this statement. The various consultation documents and other supporting information referred to in this document are available to view on the Council's website at www.stockton.gov.uk/spatialplanning.

2. Yarm and Eaglescliffe Area Action Development Plan Document

- 2.1. The Yarm and Eaglescliffe Area Action Plan Development Plan Document (YEAAP) was intended to address development pressures and opportunities in Yarm and Eaglescliffe. It was anticipated that change in the area would be managed by suggesting sites for particular uses, showing how these would relate to each other and setting out design requirements to ensure that any change was integrated into existing development.
- 2.2. The YEAAP was included in the Local Development Scheme until 2010, when it was resolved that its policies should be incorporated into the Environment and Regeneration LDDs. Following an Issues and Options consultation in 2007, progress was made towards producing a 'Preferred Options' draft. However, during this period, it became apparent that:
 - no significant change was scheduled within the area;
 - the document had limited scope, with relatively few deliverable actions identified;
 - there were few identified actions to preserve or enhance the historic built environment;
 - many of the proposed policies contained within the draft document were not specific to Yarm and Eaglescliffe and would be repeated within the Regeneration and Environment LDDs.
- 2.3. Copies of the documents relating to the YEAAP are available at www.stockton.gov.uk/yeaap

Issues and Options Consultation

- 2.4. Prior to the Issues and Options consultation, a 'pre-consultation' meeting was held with key stakeholders on 22 May 2007 at Yarm Fellowship Hall. Attendees included Ward Councillors and representatives from local Parish Councils and residents' groups. The evening included a short presentation, followed by a discussion session. Comments made were reported verbally to the Council's Planning Committee and Cabinet and where necessary, changes were made to the Issues and Options Report.
- 2.5. The YEAAP Issues and Options Consultation took place between 30 July and 10 September 2007. Neighbouring local authorities, parish councils and neighbouring parish councils, key stakeholders and members of the public were contacted to inform them of the consultation period and to invite their representations. The consultation was advertised in the public notices sections of the Evening Gazette and Herald and Post newspapers on 30 July and 1 August respectively and correspondence also sent to individuals and organisations on the Local Development Framework consultation database. A full list of consultees is attached at Appendix 1.
- 2.6. 32 responses were received from a variety of organisations and individuals. A list of the organisations which responded to the consultation is included at Appendix 3. A full schedule of responses can be viewed by arrangement with the Spatial Planning Section. Generally, comments sought to ensure that the environment was protected and enhanced, including parks and gardens, the historic environment, landscape and the countryside. The Issues and Options report asked consultees to consider their priorities and concerns in relation to a

number of key issues; a summary of the main issues raised is given in the following paragraphs.

Vision for the Future

2.7. The majority of respondents sought to protect and enhance Yarm and Eaglescliffe's historic environment, particularly by resisting piecemeal development and increased development density in some sensitive areas. Other issues raised included:

- Access to the river and delivery of the Tees Heritage Park;
- Protection of local shopping and services;
- Scale of Yarm's evening economy;
- Affordable housing;
- Retention and improvement of employment opportunities;
- Improved parking facilities in and around the town centre; reduced traffic flow through the centre;
- Community facilities.

2.8. Respondents suggested that the following types of development should be encouraged:

- Residential and community uses including social housing and housing for older people;
- Appropriate shops;
- Sensitively designed infill development;
- Development providing local employment, light industry and office accommodation.

2.9. Respondents suggested that the following types of development should be discouraged:

- Development not in keeping with the area's historic character;
- Higher density development, including demolition and replacement at higher densities;
- Small Scale piecemeal development and development in large back gardens;
- Large scale, green field developments.

2.10. Generally respondents suggested that a relatively constrained approach should be taken, with comments identifying that no more should be allowed building allowed at all, in addition to current allocations or outside of the existing limits to development. Those supporting development promoted recycling of previously developed land within the existing boundaries in areas which are highly accessible by public transport. Specific proposals supported by agents included:

- Allens West
- Former Tannery site

Tourism and Visitor Facilities

2.11. Various proposals were put forward for developing Yarm and Eaglescliffe as a tourist destination; including:

- Supporting the Tees Heritage Park (access to and activities on the River Tees);
 - Interpreting and celebrating the route of the 1825 Stockton & Darlington Railway, its Yarm Branch and the railway viaduct;
 - Protecting and enhancing the traditional market town image of Yarm through careful selective and sympathetic development;
 - Building on the offer at Preston Park and developing sustainable tourism and accessibility, including foot and cycle paths, bridleways, park and ride schemes;
 - New footpaths including a footbridge linking Ingleby Barwick to Preston Park and a riverside footpath through Eaglescliffe Golf Course to provide a walk from Yarm to Preston Park;
 - Developing visitor facilities such as accommodation, toilet facilities, public transport, car parking and information points;
 - Developing the proposed golf course to the south of Yarm.
- 2.12. Contrasting views were expressed regarding Yarm's evening economy, with some respondents identifying it as a tourist attraction whilst others considering that it could restrict the potential of the town centre and related recreational assets throughout the day.
- 2.13. The agent acting on behalf of the owner for the former Tannery site identified that development of the site could include the re-introduction of a slipway to the River Tees, thereby providing a direct means of access to water borne recreation. Another respondent promoted sensitive development in the green wedge to the east of Yarm for community facilities.

Maintaining and enhancing the residential areas

- 2.14. Comments supported a mix of housing types and tenures including:
- Family homes
 - Housing for older people (bungalows, self contained flats and specialist care)
 - Affordable housing
 - One and two bedroom homes for older people and the increasing number of smaller households
- 2.15. Concern was expressed at the number of flatted developments and the need for development to be at densities reflecting the character of the area. However, there was also a view that some sites could accommodate some sensitively designed built development. The number of care homes was also raised as an issue, as was the potential to investigate the genuine housing needs of the community and only permit new development which substantially met these requirements..
- 2.16. There was general consensus that new development should be focused in sustainable urban locations on brownfield land with good access to public transport and local facilities. Some comments identified limited land was available for further development, that current proposals would provide sufficient housing and that the focus should be on previously developed land in the Core Area. Respondents also referred to the re-use of previously developed land and the need for high standards of design, energy efficiency and insulation, as well as potential impacts on additional housing on the road network and infrastructure.

2.17. The Highways Agency emphasised that it should be consulted on any proposals for residential development that could impact on the Strategic Road Network at the earliest opportunity to establish the potential impact and discuss any necessary mitigation measures. Northumbrian Water sought to ensure that the phasing of future development takes into account any necessary improvements and reinforcement of existing water and sewage infrastructure. It also identified that reference should be made to Sustainable Urban Drainage and the water efficiency and conservation measures.

Strengthening Yarm's role as a commercial centre

2.18. Respondents identified a need to resolve issues regarding parking and congestion on Yarm High Street. A number of proposals were suggested for additional areas for parking as well as the potential for Park and Ride.

2.19. The identity of the High Street was also discussed, particularly need to protect the historic setting, preserve residential properties and protection of essential services and shops to meet the needs of local residents. It was also suggested that a market should be brought back to the High Street.

Enhancing and Preserving Yarm and Eaglescliffe's historic buildings, structures and features

2.20. The main issue raised in relation to the historic environment was the impact of inappropriate development in large back gardens and the demolition of dwellings and replacement at higher densities.

2.21. Other more general issues included:

- preservation of listed buildings;
- control of development in conservation areas and the production of area-specific management strategies;
- protecting and celebrating the character of the whole area;
- production of a 'Local List' and associated policy;
- potential for grant funding;
- Improving understanding amongst stakeholders and the public.

Transport and parking

2.22. The impact of vehicles and resultant congestion in and around Yarm High Street was predominant, although some respondents identified that the easiest solution would be to reduce the need to travel by car. The main issues were:

- The need to resolve parking issues in the High Street
- HGVs travelling through the High Street
- Delivery vehicles causing disruption to the traffic flow
- High-density apartment developments with inadequate parking

A number of proposals for the High Street were put forward, including sites for long stay and short stay parking and parking provision for people with disabilities.

- 2.23. There was support for a bus service with improved destinations, routes, frequency and integration between bus and rail. Respondents also highlighted the potential for Park and Ride facilities.
- 2.24. Issues identified for pedestrians and cyclists included traffic and congestion, the lack of cycle lanes and footpaths and conflict between cyclists and pedestrians. Proposed solutions included provision of additional cycle lanes and footpaths and the potential for a pedestrian tunnel under Yarm High Street.

Green Spaces and Recreational Facilities

- 2.25. Respondents identified that there were gaps in provision for certain types of open space and that there was a need to protect what remained. Specific comments referred to:
- Promotion of the concept of green infrastructure (a network of multifunctional green spaces);
 - Limited areas for sport and for children to play;
 - Protection of Leven Park and Snaith's Field for local people;
 - Increased use of River Tees and adjoining lands for quiet recreation;
 - Opening private open space such as school playing fields to the public;
 - Protection of the green wedge;
 - Providing open space as part of comprehensive development schemes;
 - Improved access to Preston Park through the proposed footbridge to Ingleby Barwick and a riverside footpath through Eaglescliffe Golf Course.
- 2.26. The agent acting on behalf of the owner for the former Tannery site identified that development of the site could provide high quality public open space.
- 2.27. Potential improvements to the recreation offer in Yarm and Eaglescliffe included toilets, a tourist office, swimming pool, sports facilities, playing fields and improvements to Preston Park. It was suggested that existing facilities at Friarage to be made available to public as well as facilities at schools.

Other Issues

- 2.28. In addition to the points outlined above respondents identified the following additional issues for consideration as part of the Area Action Plan:
- Inclusion of a timetable/programme for implementation of projects;
 - Cumulative effect of small developments on traffic;
 - Include specific land use allocations to ensure the best use of public transport facilities, the redevelopment of brownfield land, at a scale to secure the provision of benefits to the local community and support of existing commercial developments;
 - The review of secondary schooling provision under the Government's 'Building Schools for the Future initiative';
 - Policies on the natural environment and surrounding countryside, covering such issues as landscape character, biodiversity and geodiversity, protected species and woodlands.

Progress towards Preferred Options

- 2.29. Prior to producing a Preferred Options document, the Council held a non-statutory stakeholder workshop to establish whether any new issues had emerged since the Issues and Options consultation and allow stakeholders to shape emerging Preferred Options policies. This event was held on 27 January 2010 at Preston Park. The following stakeholders were invited to attend:
- Respondents to the Issues and Options consultation;
 - Ward, Parish and Town councillors who are included within or adjoining to the draft Preferred Options boundary; and
 - Members of the Western Area Partnership Board
- 2.30. Following a presentation on the purpose and remit of the YEAAP, attendees discussed a number of points in small groups. Full notes from the event are available at www.stockton.gov.uk/yeaap, however a summary of the main issues raised is given in the following paragraphs.
- 2.31. General support was given for the vision presented at the meeting. Areas of growth identified within the boundary and the development of the Tees Heritage Park were discussed, as was the need to ensure the High Street continued to provide services to local residents as well as niche retailing. Sustainability, employment and public transport were also raised. Reference was made to the need for a logical boundary which aligned with physical features on the ground and other designations and policies. The inclusion of particular areas to protect them from inappropriate development also discussed. Clarification of some terms, such as 'linkages' and 'minimal development' was also requested.
- 2.32. There was agreement that a policy relating to the Local List should be included in the YEAAP, protecting properties from change and demolition where possible and including a commitment to review the list itself regularly. The inclusion of a policy on Townscape Character Areas was also supported, including clearly defined boundaries and any characteristics to be protected and enhanced if new development was proposed. A number of additional areas were suggested for inclusion as Character Areas.
- 2.33. A policy emphasising the tranquil nature of the relevant section of the Tees Heritage Park was also supported. It was suggested that the policy should recognise gateways into the THP, and the development of particular phases. It was noted that much of the railway heritage relating to the Stockton and Darlington Railway has been lost, however the protection of what remains and the interpretation of railway heritage was welcomed. Additional policy suggestions included potential sites for new schools through the Building Schools for the Future programme, affordable housing and traffic and parking concerns.

How responses have informed Regeneration and Environment LDD Preferred Options Policies

- 2.34. As the YEAAP progressed towards the Preferred Options stage, it became apparent that the main issue driving its production was the preservation and enhancement of the built historic environment. However, in the process of taking the YEAAP towards the Preferred Options stage and producing a draft Preferred Options report, it became apparent that no significant change was scheduled within the area and the document had limited scope, with relatively few deliverable actions identified. In addition, many of the proposed policies

contained within the draft document are not specific to Yarm and Eaglescliffe and would be repeated within Borough wide LDDs.

- 2.35. Whilst the YEAAP is not being progressed as a separate LDD, the Council is keen to ensure that the valuable consultation work undertaken is not lost and has used it to inform policies to be contained within the Regeneration and Environment LDD. Numerous issues for the Yarm and Eaglescliffe area have been identified through the Issues and Options consultation and subsequent stakeholder workshop. This section seeks to identify how responses have helped shape preferred options policies.

Historic Environment

- 2.36. The preservation and enhancement of the historic environment was identified as the key issue within the Yarm and Eaglescliffe area. In response to this, the Regeneration and Environment LDD contains policies on Character Areas, the Local List and the Stockton and Darlington Railway. Whilst addressing issues within the Yarm and Eaglescliffe locality, these policies will also have a positive impact Borough wide.

- 2.37. The Character Areas policy identifies area four areas within Yarm and Eaglescliffe for their distinctive character and sense of place and seeks to preserve and enhance their distinctive, resisting development within residential gardens. The areas identified are:

- Yarm Road (North), Eaglescliffe
- Yarm Road (South), Eaglescliffe
- The Spital/Leven Road
- Leven Road

- 2.38. Policies are also included to protect and enhance locally listed buildings and to safeguard the line of the historic Stockton and Darlington Railway of 1825, the branch line to Yarm and its associated structures.

Yarm High Street

- 2.39. In response to comments made regarding the High Streets evening economy, retail offer and residential function, the preferred option policy for Yarm District Centre seeks to maintain residential properties within the High Street, alongside a high proportion of A1 uses.

Transport and Parking

- 2.40. At this stage the Regeneration and Environment LDD does not contain any proposals regarding transport and parking.

Green Space, Recreation and Facilities

- 2.41. Preston Hall Museum & Park is currently undergoing a multi-million pound redevelopment through funding from the Heritage Lottery Fund and Stockton Borough Council, to transform the Grade II listed building and its surroundings. The Core Strategy supports the growth in sustainable tourism at Preston Park and the implementation of the Tees Heritage Park.

2.42. The Regeneration and Environment LDD contains policies to protect urban open space and green wedges. The boundaries of the green wedge within Yarm and Eaglescliffe remain unchanged; they have also been removed from the limits to development thereby strengthening their protection from development. The Regeneration and Environment LDD also supports the implementation of schemes identified within the emerging Green Infrastructure Delivery Plan.

3. Regeneration Development Plan Document

- 3.1. Work on the Regeneration Development Plan Document began in 2006, with an Issues and Options consultation period taking place in autumn 2007. The Regeneration LDD Issues and Options consultation was undertaken simultaneously with consultation on the Core Strategy Preferred Options draft document.
- 3.2. During the development of the Council's Issues and Options, a series of meetings were held, or attended, to identify more detailed issues for the Regeneration LDD and inform the development Core Strategy LDD. During June and July 2007 officers from the Spatial Planning Section attended a number of Local Strategic Partnership (LSP) meetings and other group meetings with officers preparing the Sustainable Community Strategy.
- 3.3. A six-week public consultation was held between 28 September and 9 November 2007. Neighbouring local authorities, parish councils and neighbouring parish councils, key stakeholders and members of the public were contacted to inform them of the consultation period and invite representations. Correspondence was also sent to individuals and organisations on the Local Development Framework consultation database, members of Stockton Residents and Communities Groups Association and members of the Council's Residents' Panel. A list of consultees is attached at Appendix 1.
- 3.4. The Regeneration LDD Issues and Options consultation was advertised in the public notices sections of the Evening Gazette and Herald and Post newspapers on 28 September and 3 October 2007 respectively. The on-going consultation was also highlighted in the autumn 2007 edition of Stockton News, free publication delivered to all properties within the Borough. Publicity was also given to a number of related exhibitions through press releases.
- 3.5. The Council also invited members of the public, residents groups, and stakeholders who had registered on the Council's LDF consultation database, to the 'Core Strategy and Regeneration LDD Consultation Launch'. During this event there was a short presentation of the content and implications of the documents followed by an opportunity for attendees to view related exhibitions and discuss relevant issues with Council officers. A similar invitation was extended to Council officers aimed at raising corporate awareness of these documents within other Council departments.
- 3.6. In association with other Council services, the Spatial Planning section contributed towards the hire of a large mobile television screen which was displaying in Stockton Town Centre. This was present during core retail hours for 6 days between the 13 and 19 September 2007. This screen displayed an advert identifying issues relating to the Local Development Framework, and advertised the forthcoming consultation on the Regeneration LDD Issues and Options document.
- 3.7. When invited, other opportunities to raise the public profile of the Regeneration LDD were taken. These included attending:
 - A 'Tell us what you think' event for BME communities (September 2007)
 - A special meeting of the Disability Action Group, similar to other 'Tell us what you think' events (December 2007);

- A 'Tell us what you think' event for the Faith Communities (May 2008).

3.8. In order to further engage with members of the public, a number of staffed and un-staffed public exhibitions were organised. These commenced with an exhibition touring the Borough's libraries through mid to late October 2007 staying in each location for 2 days. Council officers staffed these exhibitions on one afternoon / early evening for each location. The table below shows the dates when the exhibitions were in each location.

Venue.	Exhibition dates.	Staffed Session
Billingham Branch Library	8 - 9 October 2007	9 October 2007 2pm - 7pm
Roseberry Library, Billingham	10 - 11 October 2007	10 October 2007 2pm - 7pm
Thornaby Branch Library.	12 - 13 October 2007	12 October 2007 2pm - 7pm
Thornaby Central Library.	15 - 16 October 2007	16 October 2007 2pm - 7pm
Ragworth Library	17 - 18 October 2007	18 October 2007 2pm - 7pm
Egglescliffe Library	19 - 20 October 2007	19 October 2007 2pm - 7pm
Yarm Library	22 - 23 October 2007	23 October 2007 2pm - 7pm
Ingleby Barwick Library	24 - 25 October 2007	25 October 2007 2pm - 7pm
Norton Library	26 - 27 October 2007	26 October 2007 2pm - 7pm

3.9. Whilst the library exhibitions were useful in raising the awareness of the documents and gaining feedback from the public it was considered that the exhibitions also needed to be situated in locations which were highly visible to the community. It was decided that the exhibition should be displayed and staffed by Council officers in local supermarkets. The table below shows when and where these events took place.

3.10. In Stockton and Billingham, local facilities such as Stockton Town Hall and Billingham Forum, which also have a significant footfall, were also considered suitable locations to hold exhibitions. Exhibitions were also held in the communities of Port Clarence and Wynyard.

Venue.	Date
Tesco Extra, Durham Road	29 October 2007 2pm – 7pm
Sainsburys, Bishopton Road	30 October 2007 2pm – 7pm
Stockton Town Hall	31 October 2007 2pm – 7pm
Tesco, Ingleby Barwick	1 November 2007 2pm – 7pm
Wynyard	2 November 2007 2pm – 7pm
Billingham Forum	5 November 2007 2pm – 7pm
Clarence Community Centre	6 November 2007 2pm – 7pm

Consultation Responses

- 3.11. 332 organisations and individuals made representations on the Council's Regeneration LDD Issues and Options draft, equating to 1255 individual comments. Of these, 115 submitted questionnaires which guided respondents through the issues, allowing the selection of options and inviting further comments. The remainder made submissions via letter or email. A list of the organisations which responded to the consultation is included at Appendix 3. A full schedule of responses can be viewed by arrangement with the Spatial Planning Section.

Spatial Strategy

- 3.12. The spatial strategy section of the Regeneration Issues and Options draft set out the Council's vision in the borough to 2021, including a number of key regeneration projects. The Environment Agency noted that a number of the key regeneration proposals would be affected by flood risk, which should be acknowledged within the LDD.
- 3.13. The Regeneration and Environment LDD identifies Regeneration and Gateway sites, but acknowledges that there will be challenges in their delivery. For this reason they are not integral to the delivery of the Borough's strategic requirements such as meeting housing need and demand. However, the Council remains committed to supporting and promoting regeneration and for this reason it is important to identify those sites that continue to be key regeneration priorities and to state what the Council's aspirations are for these sites are.

Green Blue Heart

- 3.14. The Green Blue Heart is a long term proposal for the environmental and landscape led regeneration of a number of connected, largely derelict, contaminated sites along the Tees Corridor between the town centres of Stockton and Middlesbrough. It was envisaged that it would include transforming the area to create a waterfront of regional, national and international standing, providing a wide range of opportunities for leisure, recreation and sport, delivering exemplar environmental projects and making the area more accessible.
- 3.15. The inclusion of the Green Blue Heart was generally supported, however it was considered that the details included in the Issues and Options draft should be updated in line with the latest Green Blue Heart Strategy. The long term nature of the project was also acknowledged.
- 3.16. There have been significant changes to the Green Blue Heart vision since 2007 with some longer term aspirations being removed. However, the Council is strongly committed to implementing the vision and there are aspects which are achievable in the short-term. A policy has been included in the Regeneration and Environment LDD Preferred Options to reflect this.

North Shore

- 3.17. The North Shore regeneration scheme was a brownfield mixed use development of regional importance in the Regional Spatial Strategy and was a flag ship scheme in the Council's Regeneration Strategy. The development proposed by Tees Valley Regeneration incorporated a research based business park, expansion of the Durham University Campus, commercial office

space, high quality waterfront living, restaurants, bars, hotel and new iconic footbridge linking the south side of the River Tees.

- 3.18. Respondents were asked whether the area covered by the regeneration scheme should be enlarged. A number of respondents agreed that enlarging the North Shore boundary would lead to a more comprehensive development, however it was also raised that existing industrial land uses would be displaced. Concerns were raised that expanding the site would dilute the funding and implementation of the plans, as well as straining surrounding road networks.
- 3.19. Since 2007, outline planning permission has been granted at the North Shore site, with the first phase of residential development underway and a second phase expected to be submitted imminently. A policy allocating land at North Shore for a mixed use scheme has been included in the Regeneration and Environment LDD Preferred Options.

Eastern Gateway

- 3.20. The Eastern Gateway focused on the area linking North Shore to Stockton town centre, incorporating Church Road and car parks, Municipal Buildings and Splash, and includes the expansion of Splash Leisure Centre incorporating increased dry sports provision and the potential relocation of Municipal Buildings creating long term commercial development opportunities that will strengthen linkages between North Shore and Stockton town centre.
- 3.21. Few comments were made regarding the Eastern Gateway, however the regeneration of the Core Area was seen to be positive. The proposed extension to Splash Leisure Centre has now been completed and no further specific developments are planned in this area. For this reason, a policy has not been included in the Regeneration and Environment LDD Preferred Options however any proposals would be taken forward as part of the North Shore project.

Southern Gateway and Riverside Sites

- 3.22. The Southern Gateway proposal and riverside site Masterplan had been agreed by the Council in 2006. Key proposals included the regeneration of a number of Stockton Town Centre gateway sites, the construction of a food store, delivery of high quality commercial office space and riverside housing, and enhancements to Riverside Road/Bridge Road junction to facilitate development.
- 3.23. A number of site specific comments were made in relation to this proposal, including an additional area of land for inclusion and concerns regarding the future of buildings within the site, particularly those of historical significance. However, this is no longer considered to be realistic in view of changed economic circumstances, the St John's Road Crossing project (which divides the site), the redevelopment of a key element of the site as a casino and the general reduction in the public funding available to support regeneration projects. The wider site has not been included as a policy in the Regeneration and Environment LDD Preferred Options, however policies in the Town Centres section will impact upon this area, particularly the allocation of a site for major retail development.

Northern Gateway

- 3.24. The Northern Gateway proposal identified a comprehensive approach to this area of the town, bringing forward the Queens Park North site for residential development, improving Norton Road as a transport corridor and reviewing the use of the Tilery Sports Centre site.
- 3.25. There was support for regeneration in this area of the town and potential links to other regeneration schemes. However concerns were voiced regarding the size of the area concerned and the need for any decisions regarding Tilery Sports Centre to be made in the light of an up to date PPG17 Assessment. It was also noted that a strategic water main passes through the site.
- 3.26. Since 2007, the Council has begun a phased decanting of residents at Swainby Road. It is intended that 200 very poor quality homes and two commercial properties are demolished and replaced with a mix of new homes to be made available for sale and on affordable terms. The former Tilery Sports Centre has been demolished and redevelopment of the MyPlace youth and community facility/service hub, open space, multi-use games area, car park and new access to Talbot Road has now begun. The building of the North Shore Health Academy is also underway. A policy to support the regeneration of the Northern Gateway is included in the Regeneration and Environment LDD, however the area has been reduced in accordance with concerns about the delivery of the wider range of sites discussed at the Issues and Options stage.

Bowesfield Lane

- 3.27. The Council proposed a series of options for the existing Bowesfield Lane Industrial Estate, due to its 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.
- 3.28. Respondents recognised the development potential of this area, due to its good road links, visible riverside location and links to other regeneration schemes. The opportunities for improving access to the river were also noted, however the site's close proximity to the river also brought flooding issues. The need for 'water compatible uses' was raised, as was the need to restore natural riverside habitats and strengthen the existing wildlife corridor and adjacent Local Nature Reserve. The area's value as an existing employment site was raised, particularly as part of the Borough's long term employment land and premises portfolio.
- 3.29. No policy for the re-development of Bowesfield industrial estate is included in the Regeneration and Environment LDD due to a lack of public funding for redevelopment in the current economic climate. However, a policy supporting the development of Bowesfield Marina has been included and policy in the Town Centres section directs office development to this area as a 'Prime Office Location'.

Allens West (Former Eaglescliffe Logistics Site)

- 3.30. The development of this site for employment or residential uses was discussed at Issues and Options stage. Concerns were raised that due to the site's location beyond the Core Area, there would be more appropriate and sequentially preferable sites. Prioritising the development of this site over more sequentially preferable objectives could be in conflict with regional policy.

- 3.31. Local residents and organisations also noted the site's potential as an employment location, particularly due to its links to rail services and Durham Tees Valley Airport. However, concerns were raised regarding traffic generated by any development, a lack of public transport and the impact on the local and strategic road networks. It was also noted that a strategic water main passes through the site.
- 3.32. A representation on behalf of the major land owner in the area suggested that the site could yield up to 500 dwellings as part of a mixed use scheme, stressing the area's brown field status and close proximity to the urban area.
- 3.33. Since the Issues and Options stage, planning permission has been granted for a mixed use scheme on this site. Therefore, a policy has not been included in the Regeneration and Environment LDD Preferred Options.

Green Wedges

- 3.34. Green Wedges are areas of open space penetrating built up areas. Respondents were asked to consider the extent of green wedges and whether they should continue to be included within limits to development.
- 3.35. There was significant support for the maintenance and protection of green wedges due to the role they play in providing habitats, enabling leisure and recreation, and providing open space in urban areas. There was also support for restricting development within green wedges, however it was also stated that not all development in these locations was inappropriate. A small number of responses identified that some areas of green wedge could be developed with relatively little negative impact, particularly if that development financed other improvements.
- 3.36. The Regeneration and Environment LDD Preferred Options policy takes these points into account, removing green wedges from the limits to development, increasing the policy protection. The policy supports development for recreation and tourism within green wedges, whilst protecting the openness and amenity of the area.

Limits to Development – Villages

- 3.37. The purpose of limits to development is to contain urban sprawl and thereby maintain the openness of the countryside. Respondents were asked to consider whether the limits to development surrounding villages should be reviewed with a view to allowing more housing development in village locations, particularly if this would enhance the sustainability of the village.
- 3.38. A significant number of responses were received regarding this issue, particularly from the villages of Maltby and Thorpe Thewles. Through the issues and options consultation and consultation on the 'Planning the Future of Rural Villages in Stockton-on-Tees Borough' report in October 2008 there was an overriding preference among village residents to retain the limits to development. A review of the limits to development was necessary because the boundaries contained within the Stockton-on-Tees Borough Council's Local Plan (adopted June 1997) were produced using base map Ordnance Survey (OS) information available at the time and changes in OS base mapping, improvements in GIS technology and physical changes on the ground necessitated a review of policy boundaries to form. However, this review has

not fundamentally changed the location of the boundaries, except at Wynyard Village where a new limit to development has been drawn.

Transport

Light Rail Transport Proposal

- 3.39. The Issues and Options report anticipated that the Saltburn to Darlington heavy rail line would be upgraded to light rail specifications. General support for the scheme was received. Specific points made included suggestions for additional stations, the potential to meet sustainable transport objectives, the need to encourage motorists to use public transport and the potential for new developments to contribute financially to public transport improvements.
- 3.40. Since 2007, the Light Rail Transport Proposal has evolved into the Tees Valley Metro scheme. A policy supporting the Tees Valley Metro is included in the Regeneration and Environment LDD Preferred Options Draft.

Tees Valley Major Bus Scheme Proposal

- 3.41. The Tees Valley Bus Network Improvement scheme was identified as an issue in the Regeneration LDD Issues and Options consultation, however due to the advanced nature of the scheme, no options were consulted on. Two comments were received, both of which expressed support for the proposal.
- 3.42. It is anticipated that the scheme will be fully operational by 2015, however a policy supporting its delivery has been included in the Regeneration and Environment LDD Preferred Options Draft.

Rail Transport Links and New Stations

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

Barrage Bridge

- 3.44. Respondents were asked to consider whether traffic restrictions relating to the Barrage Bridge should be reviewed in association with regeneration proposals such as the Green Blue Heart. The majority of the comments suggested that the current vehicle restrictions over the Barrage should be maintained but footpaths and cycle routes between the Barrage and Marston Road should be improved and referred to maintaining the quiet, attractive nature of the area around the Barrage. Reference was also made to the need to have suitable access to enable new developments to come forward.
- 3.45. It is the Council's intention to use the Barrage as part of proposals for new road infrastructure on the North of the Tees (Portrack Relief Road). A policy

regarding the Portrack Relief Road has been included in the Regeneration and Environment LDD Preferred Options Draft.

Freight Development

- 3.46. The location of freight development in sustainable locations with good transport links was raised as an issue in the Issues and Options consultation.
- 3.47. There was support for the movement of freight by rail and water, particularly where this would result in reduced traffic on the strategic road network. A policy protecting railway sidings and wharves from development which would limit their functioning has been included in the Regeneration and Environment LDD Preferred Options Draft.
- 3.48. A number of sites on the north bank of the river, including Port Clarence, Haverton Hill and Billingham Reach were identified for port related activity at Issues and Options stage. There was general support for this approach, however concerns were raised regarding the potential impact on the Teesmouth and Cleveland Coast Special Protection Area and Ramsar site. This has been addressed through adopted Core Strategy Policy CS4.6 Economic Regeneration and the Regeneration and Environment LDD Preferred Options Draft policies which allocate port and river based uses whilst making provision for mitigation related to important bird populations and sites of European importance.

Stockton Town Centre Car Parking

- 3.49. The importance of ensuring residents, shoppers, visitors and workers can efficiently access and park in Stockton Town Centre was raised as an issue at the issues and options stage, however no options were presented. One comment supported the importance of town centre car parking for accessing the evening economy. Whilst the Council continues to support the Tees Valley Demand management Framework through Core Strategy Policy CS2, proposals for Town Centre car parking are being developed through proposals for improving the High Street. These are included in the Stockton Town Centre Improvements policy in the Regeneration and Environment LDD Preferred Options draft.

Park and Ride

- 3.50. At the time of the Regeneration LDD Issues and Options report, the potential for park and ride sites in various locations around the Tees Valley was being investigated. The potential benefits of park and ride were acknowledged by respondents, however the lack of suitable sites was also noted. Park and ride schemes have not been included in the Regeneration and Environment LDD Preferred Options draft.

Eaglescliffe Rail Link

- 3.51. The Regeneration LDD Issues and Options report discussed the potential for improvements to Eaglescliffe Station in relation to the Grand Central rail link from Sunderland to London. A policy supporting improvements to Eaglescliffe Station was included in the adopted Core Strategy and the project is nearing completion.

New River Crossings

- 3.52. In 2007, the Council was investigating the feasibility of introducing new cycle and pedestrian routes linking Ingleby Barwick with Eaglescliffe, Preston Park, Thornaby and Yarm, although no options were put forward due to the advanced nature of the plans. Comments were supportive of the objectives of linking communities and increasing opportunities for sustainable travel, however English Heritage raised some concerns regarding funding. Natural England also made suggestions for linking to other proposed routes.
- 3.53. Council support for these routes continues through the Green Infrastructure Strategy and its delivery plan, as well as the adopted Core Strategy. The Regeneration and Environment LDD Preferred Options policy relating to footpaths and cycle routes will also support their delivery should funding become available.

Sustainable Living

Building Schools for the Future and Health Provision

- 3.54. No specific issues and options were raised regarding the Building Schools for the Future (BSF) programme or health provision within the Borough. In relation to BSF, it was expressed that consideration should be given to the provision of new or improved sports facilities through the programme.

Economic Regeneration

Employment Land and Employment Sites Strategy

- 3.55. The Council's Employment Land Review and the Regional Spatial Strategy identified a potential surplus of employment land in the Borough, meaning that more land was allocated for employment than would actually be utilised for this purpose, if the take up rate was maintained. Respondents were asked to consider whether the Borough's employment land portfolio should be rationalised to remove this surplus.
- 3.56. There was significant support for rationalisation of the Borough's employment land portfolio as the most sustainable option; however, it was also acknowledged that a diverse range of available sites was also important. It was noted that consideration should be given to improving less attractive sites in the most sustainable locations rather than deallocation. Reference was also made to the need to take likely impacts on adjacent sites into account.
- 3.57. This issue has been dealt with through Core Strategy Policy CS4, which sets out the Borough's employment land portfolio and the phased release of land for general employment uses. This is expanded on in the Economy section of the Regeneration and Environment LDD Preferred Options draft.

Office Development

- 3.58. Respondents were asked to consider whether industrial estates should be considered as suitable for office development which could not be located more sequentially preferable locations.

- 3.59. There was most support for maintaining a sequential approach to office development, whilst recognising that large scale offices may not be feasible on a town centre site. There was however some support for locating offices on industrial estates for both small and large enterprises, along side concerns that office development could be detrimental to town centres. There was also concern about sustainable transport to offices and the parking issues that can be associated with office development.
- 3.60. The Regeneration and Environment LDD Preferred Options draft maintains the sequential approach to office development, recognising that offices should be directed to town and district centre sites and take advantage of sustainable transport opportunities. However, it also proposes to allocate a Principal Office Locations where office (B1a) development will be directed to when developers can demonstrate that there are no available or suitable sites within the Town or District Centres.

Heavy Industrial Areas

- 3.61. The Regeneration LDD Issues and Options document recognised that vast areas of land in the Southern area of Billingham, Haverton Hill, Port Clarence and Seal Sands were recognised as providing regionally, nationally and internationally significant facilities for heavy industry and port related development. However, the impact of these uses on the local area, particularly important wildlife sites was also recognised.
- 3.62. This has been addressed through adopted Core Strategy Policy CS4.6 Economic Regeneration and the Regeneration and Environment LDD Preferred Options Draft policies which allocate sites for heavy industry whilst making provision for mitigation related to important bird populations and sites of European importance.

Retail and Other Town Centre Uses

- 3.63. It was suggested that Thornaby District Centre be extended to include the site occupied by Northumbrian Water, however it is considered that drawing the boundary of the District centre to wide could impact on the vitality and viability of both it and other centres.

Linking Stockton Town Centre with the Riverside

- 3.64. The Regeneration LDD Issues and Options draft identified that Stockton's riverside frontage had undergone significant improvement, however there were still issues to overcome if it was to realise its potential and link into the town centre. Respondents were asked to consider the extent to which this might be achieved.
- 3.65. There was broad support for improving access to the river from the town centre, however opinions varied regarding the achievability of this. It was considered important that any proposals integrated with existing regeneration proposals in the wider area. The Regeneration and Environment LDD Preferred Options draft includes a policy on Town Centre Improvements based on the recently published Stockton Town Centre Prospectus. Amongst other schemes, this policy supports the development of a land bridge gateway between the river side and the high street.

Stockton Town Centre Nightlife

- 3.66. Respondents were asked to consider the best way to improve Stockton Town Centre's evening economy to include a more balanced range of uses and prevent blight in the centre. General dissatisfaction with the quality of town's evening economy offer was expressed, particularly to the south of the High Street.
- 3.67. The Regeneration and Environment LDD Preferred Options contains a policy intended to address these deficiencies by supporting developments related to the evening economy around areas likely to attract these uses. The policy also takes into account the potential negative consequences of concentrations of uses related to the evening economy and seeks to void over concentration, particularly at the southern end of the High Street.

Stockton Town Centre Layout

- 3.68. Respondents were asked to comment on whether the lay out of Stockton High Street could be improved. A number of specific comments were received.
- 3.69. Stockton High Street is currently the focus of numerous regeneration schemes set out in the Stockton Town Centre Prospectus, which underwent significant consultation in 2011. The Regeneration and Environment LDD Preferred Options draft Town Centre Improvements policy supports these improvements.

Community Facilities

Civic Amenity Site

- 3.70. In 2007, the Council shared one civic amenity centre at Haverton Hill Road in Billingham with Middlesbrough Borough Council. The capacity at this site was not sufficient to serve the requirements of the Borough and was less convenient for those living in the south and west of the Borough. Respondents were asked to consider as suitable location for a new civic amenity centre to serve these locations. A number of locations were put forward, however this issue has now been addressed through the joint Tees Valley Minerals and Waste Core Strategy and Site Allocations LDDs which were adopted in 2011.

Future Prison Development

- 3.71. Future prison development was raised as an additional issue by the National Offender Management Service, who requested that a criteria based policy be included to deal with a prison proposal should it come forward.
- 3.72. Whilst a specific policy relating to prisons has not been included in the Preferred Options LDD, any such proposal would be considered in accordance with the Spatial Strategy, taking into account the specific locational needs of the development.

Housing

- 3.73. No specific issues or options relating to housing were discussed at Issues and Options stage. Numerous potential housing allocations which had been submitted to the Council were included in the Issues and Options consultation and a variety of comments were received, including detailed representations

proposing additional sites. Where technical detail was provided, this has been recorded and used in any subsequent analysis. Many of the issues raised have been dealt with through the adoption of Core Strategy policies, the development of the Strategic Housing Land Availability Assessments and subsequent consultations on other LDF documents.

Provision for Gypsies and Travellers

- 3.74. No specific issues or options were raised regarding provision for Gypsies and Travellers through the Regeneration LDD Issues and Options draft. A response supporting the provision of facilities for Gypsies and Travellers based on robust evidence was received. A policy outlining the strategic position regarding Gypsy and Traveller accommodation was included in the adopted Core Strategy. Any site allocation policies will be developed through Gypsy, Traveller and Travelling Showpeople LDD.

4. Environment Development Plan Document

- 4.1. The Environment LDD has been included in the Local Development Scheme since 2006. It was intended that this document would contain Borough wide policies for the built and natural environment, including green wedges, nature conservation sites, open spaces and the historic environment. The Issues and Options consultation relating to the Environment LDD took place in January and February 2011, however later that year, it was decided that the Regeneration and Environment LDDs should be amalgamated into one document.
- 4.2. Changes to the regulations regarding consultation on LDDs in 2008 meant that separate 'Issues and Options' (Regulation 25) and 'Preferred Options' (Regulation 26) stages were no longer required, with the new Regulation 25 combining these two stages into one, creating one period of plan preparation and consultation. However, it was considered appropriate to undertake both an 'Issues and Options' and 'Preferred Options' stage for the Environment LDD. This was to ensure that all stakeholders were engaged from the outset and had the opportunity to influence policy formulation

Issues and Options Consultation

- 4.3. Public consultation took place between 31 January and 14 March 2011. The consultation exercise was advertised in the Herald and Post, a local newspaper. Letters and e-mails were sent out to those on the LDF consultation database and members of Stockton Residents and Communities Groups Association. Documents were made available on the Council's website, at Planning Services reception, and also at libraries throughout the Borough.
- 4.4. In addition, presentations were given to the following groups:
 - Parish Council Liaison Forum (24 January 2011)
 - Central Area Partnership Board (27 January 2011)
 - Environmental Partnership (27 January 2011)
 - Western Area Partnership Board (31 January 2011)
 - Urban Environment Task Group (15 February 2011)
 - Eastern Area Partnership (15 February 2011)
 - Rivers Users Group, Development and Access Group (21 February 2011)
 - Strategic Sports Network (3 March 2011)
 - Northern Area Partnership Board (7 March 2011)
- 4.5. In total 16 responses were received. A list of the organisations which responded to the consultation is included at Appendix 3. A full schedule of responses can be viewed by arrangement with the Spatial Planning Section.
- 4.6. Issues and Options were identified in relation to four themes: the natural environment, the historic environment, the rural environment and urban open space. Respondees were asked to complete a questionnaire with their preferred response to a number of options.
- 4.7. The Environment LDD Issues and Options report discussed the definition of Green Infrastructure, content of the Tees Valley and Stockton-on-Tees Green Infrastructure Strategies as well as documenting the Council's approach to mitigating and adapting to climate change. support for the Overarching

Approach to Green Infrastructure and Climate Change was received from the Tees Valley Biodiversity Partnership and Natural England. No specific options were provided within the Issues and Options report regarding the overarching approach to Green Infrastructure and Climate Change as these were guiding principles intended to highlight the importance throughout the remainder of the themes.

- 4.8. The Environment LDD Issues and Options report also identified how policies within the LDF (principally Core Strategy policies CS1, 2, 3 & 10) make positive contribution towards reducing the threat of climate change. Green infrastructure plays a vital role in adapting to and mitigating the impacts of climate change and this brings climate change; with other sections of this LDD providing more detail on Core Strategy policies.
- 4.9. As the Environment LDD has been combined with the Regeneration LDD, Green Infrastructure has continued to be the principal policy in the 'Environmental Protection and Enhancement' section. Policies protecting Urban Open Space and Local Green Space have also been included.

Natural Environment

- 4.10. The Regeneration and Environment LDD cross-refers to and identifies on the proposals maps, the statutory protection given to international and national sites. In addition, respondents supported a criteria-based policy to judge proposals for development on or affecting sites of regional and local biodiversity and geodiversity. The policy could include key sites/locations for the creation of new habitats and tree cover, multifunctional green spaces, improved connectivity and adaptation to climate changing climate.
- 4.11. Natural England identified that in the development of all options the local authority should follow the advice in PPS9 and associated good practice guidance. RSPB identified that the Council should review the Local Plan policies regarding local wildlife sites and determine whether they provide appropriate protection, and revise these policies so the role of local wildlife sites (as set out in PPS9 and the Lawton Review) in supporting the Borough's biodiversity is properly reflected. The Tees Valley Biodiversity Steering Group provided a suggested criteria-based policy to be progressed as a preferred option.
- 4.12. There was support for detailed policies setting out how Core Strategy Policy CS10's commitment to improve various aspects of the natural environment will be delivered, as well as policies that seek to ensure that development is not detrimental to green infrastructure and where possible enhance it. There was support for policies encouraging habitat restoration and creation, as well as a policy which would protect and support the continued enhancement of RSPB Saltholme.
- 4.13. The 'Environmental Protection and Enhancement' section of the Regeneration and Environment LDD sets out sites which have been designated as of local, national or international importance. This includes Country Parks, Local Nature Reserves and Local Wildlife and Geodiversity Sites. Policy ENV3 – Local Sites protects these locally important sites, setting out criteria which must be met if development which could adversely impact them either directly or indirectly is to be allowed. Policy ENV4 supports the creation of new habitats when development takes place. Policies in the Core Strategy and relevant sections of

the Regeneration and Environment LDD are considered sufficient to maintain air quality without the need for an additional policy in this section.

Historic Environment

- 4.14. In relation to the 'conservation and enhancement of the historic environment and heritage assets', respondents supported a policy which would build on the protection given to designated heritage assets through the development management policies within PPS5: Planning for the Historic Environment. This policy would identify and provide policy to protect and enhance other heritage assets and relate to Historic Landscape Characterisation to ensure that development is sympathetic to that in the local area.
- 4.15. Egglecliffe & Egglecliffe Parish Council identified Preston Park, gardens and hall as well as St John's Church, Egglecliffe. Carlton Parish Council identified lanes and their hedges which define the "character and unique sense of place". One respondent supported the development of a heritage asset at risk register and a related local strategy. There was some support for considering the need to extend the use of Article 4 directions, however no specific areas were identified.
- 4.16. Policies within the Historic Environment section in the Regeneration and Environment LDD have been informed by these comments, the Heritage Environment Record and the Stockton-on-Tees Heritage Strategy. Policy HE1 requires development to take the historic landscape into account, protecting, interpreting and where possible enhancing it. In relation to non-designated heritage assets, the distinctive character of a number of 'Character Areas' and locally important buildings have been protected through Policy HE2 Character Areas and Policy HE3 Local List.

Rural Environment

- 4.17. Support was expressed for topic specific policies for development in the countryside, including a policy approach which ensures that development is only allowed which is conducive with the 7 individual character areas outlined within the Landscape Character Assessment and Capacity Study.
- 4.18. Natural England advised that policy should provide clear policy objectives for the landscape character areas (LCA) identified within the plan area, based on the guidelines produced as part of the landscape character assessment, and taking into account their sensitivity to change. All new development should contribute to the protection and enhancement, or creation of new landscape character of the landscape character areas identified, supporting the creation of high quality, locally distinctive places. This has been reflected in Policy ENV5 Landscape Character, which supports proposals which reflect local character and can demonstrate that they protect, and where possible, enhance local character.
- 4.19. Support was expressed for policies which seek to ensure that development in the countryside is not detrimental to green infrastructure and where possible enhance it. Policies restricting the residential re-use of buildings in the countryside (other than in the most sustainable locations) were also viewed favourably. Policy ENV6 sets out the criteria for the reuse and replacement of rural buildings.

- 4.20. The need to identify and protect specific areas of the best and most versatile agricultural land from piecemeal development and to steer development away from the most sensitive landscape areas unless unavoidable was supported. RSPB commented that policies should seek to ensure that biodiversity within farm buildings is retained and enhanced when conversion, re-use and replacement of buildings. In particular, provision should be made for bats, barn owls and birds of conservation concern such as house sparrow, starling, house martin and swallow. British Waterways highlighted the importance of inland waterways. These matters are addressed in National policy.
- 4.21. Carlton Parish Council commented that policies should seek to protect the rural character of the area. In particular it needs to safeguard the area from piecemeal development where equine enterprises begin with small scale agricultural developments such as stables, followed by caravans and eventually to permanent residences. Policies ENV7 – Farm Diversification and ENV8 – Equestrian Activity set out criteria which must be met for rural developments to be supported.

Urban Open Space

- 4.22. Respondents were asked to consider the ways in which urban open space should be protected. There was support for the protection of all open spaces or a selection of sites. Sites might be protected by virtue of their high quality and value to the community, their particular conservation, historical or cultural value or their contribution to the Borough's green infrastructure.
- 4.23. In relation to the enhancement of open space, there was support for focusing on enhancing higher value and lower quality spaces that are critical to avoid deficiency in a type of open space in the first instance, enhancing spaces that are of a particular conservation, historical or cultural value and enhancing spaces that form part an essential part of the boroughs green infrastructure.
- 4.24. Where new provision is required, respondents supported identifying areas with deficiencies against quantity and proximity standards and assessing the requirement for new provision associated with planned increases in population. This approach was also supported when identifying opportunities for new, enhanced or relocated provision, alongside relocated provision where this would make a better use of land, especially if it enhances the quality and accessibility to users
- 4.25. These comments have influenced a number of policies in the Regeneration and Environment LDD. At a strategic level, Policy SP2 Limits to Development and SP3 Green Wedges seek to provide a high quality natural environment and preserve openness between settlements. In the Provision of Facilities section, Policy PF1 – Open Space, Sport and Recreation Facilities supports the provision and protection of urban open space through quantity and proximity standards, and criteria which must be met if spaces are to be lost. Other policies seek to maximise space for social interaction and specific developments such as a Marina at Bowesfield.
- 4.26. There was support for policies that protect and support the delivery of the Tees Heritage Park and Portrack Marsh. These areas will be protected and supported through the Green Infrastructure Strategy and its delivery plan, as well as generic policies on green wedges and local wildlife sites.

5. Core Strategy Review

- 5.1. The Core Strategy Review Issues and Options Consultation (Planning for Housing) took place between July and September 2011. The results have been incorporated into the Regeneration and Environment LDD Preferred Options draft.
- 5.2. The Core Strategy Review addressed the need to review the housing elements of the adopted Core Strategy to ensure that sufficient housing sites could be delivered to meet housing need and demand in the Borough to 2029. As well as questions relating to the spatial strategy, respondents were asked to comment on 16 sites which the Council had identified as having some potential to meet the requirement for new housing. Respondents were also asked to comment on the limits to development around villages, new development within villages and all types of development at Wynyard.

Issues and Options Consultation

- 5.3. The Core Strategy Review Issues and Options Consultation began on 11 July and will close on 19 September 2011.
- 5.4. The following consultation activities were undertaken prior to and during the consultation period:
 - A drop in session for Councillors was held on 28 June 2011
 - An Issues and Options document and Sustainability Appraisal were produced and deposited in Planning reception and all libraries for public inspection and published on the Council's website.
 - An explanatory leaflet and questionnaire including brief details of sites, a map showing locations and an opportunity to comment on the sites, as well as some strategic issues has been produced and was deposited in Planning reception, all libraries and the Council's website.
 - Questions and relevant information has been included in the Council's regular Viewpoint questionnaire.
 - Parish Councils received a letter inviting comments, including recognition of need for longer timescales in some cases
 - A presentation was given to the Parish Council Liaison Meeting on 20 June 2011.
 - Regular Local Development Framework consultees were informed of the consultation by letter or email
 - Community and Residents' Groups were informed of the consultation by letter through the Stockton Community and Residents Groups Association.
 - Participants in the original Core Strategy Examination were informed of the consultation by letter or email
 - Presentations were given to the Urban and Environment Task Group and the Partnership Boards of the Local Strategic Partnership.
 - The Council's corporate Facebook and Twitter accounts were used to publicise the consultation period
 - Staffed information sessions were held in libraries at scheduled times to answer questions from members of the public.
 - An article was published in the July edition of Stockton News magazine signposting the consultation.
 - A press release targeted at local newspapers was released.

5.5. During the consultation period:

- 791 questionnaire responses were received
- 77 representations were received by letter and email, including a number of residents of the Borough, statutory consultees, developers and land owners
- A series of drop in events at libraries and community venues around the Borough were completed.
- Viewpoint 30 (which included the Planning for Housing questionnaire) received 603 responses. These have been analysed as a discrete data set to give a 'Borough wide' picture, but also incorporated into the main questionnaire analysis where individuals have given their permission for this to happen.

5.6. Nearly 800 responses were received from local residents, around 550 of which were submitted using the online questionnaire facility. Whilst undertaking a close analysis of this data, Planning Officers became concerned that some of the consultation responses received via the online questionnaire had not been submitted by the named individuals. Following an investigation, the Council alerted the individuals involved and gave them the opportunity to confirm or reject the comments made. Questionnaires which were identified as being part of this batch were removed from the policy generation process, unless the comments were confirmed by the individuals concerned.

5.7. This was an unfortunate occurrence, however the Spatial Planning Section was satisfied that the analysis conducted and the action taken has isolated the affected questionnaires and these have been removed from the analysis. The course of action taken ensures that the results of the consultation are robust and can inform the next stage of decision making. In future, respondents to all online questionnaires run by the Council (other than Viewpoint questionnaires), will be asked to confirm that their response is their one and only response to the questionnaire, the answers they have provided are their own and that they acknowledge the Council's consultation data quality management rights.

5.8. Work on developing a Preferred Option began with a thorough analysis of the information received during the consultation period to identify both public opinion on the sites, and technical information which would impact on their delivery. This has involved the collation and synthesis of a wide range of information from a variety of sources. Overall, whilst the community engagement exercise undertaken in summer 2011 gathered useful information and opinions about strategic issues and the 16 sites, the results did not give a clear indication of which sites' allocation would best meet public opinion. This was partly a result of the questionnaire design, which asked people to consider each site's merits as a location for housing in isolation, rather than comparing to or ranking against other sites.

5.9. Many of the responses provided further detail or suggested further considerations to take into account, both in terms of the sites' characteristics at the present time, and the potential impact of further housing development. In each case, these have been investigated and the data gathered recorded to inform decision making. In some cases, because of the scale of development being proposed, it has been necessary to request information in addition to that provided at the Issues and Options Stage or in response to previous consultations, particularly from infrastructure and utility providers. Meetings

have been held with relevant agencies, specifically the Highways Agency and Northumbrian Water.

- 5.10. In order to allocate sites for development, the Council must be satisfied that they are sustainable (or can be made sustainable), that they are viable development options and that they will be delivered within the plan period. Ensuring that these requirements are met has been a significant factor in the selection of sites for allocation for residential use in the Regeneration and Environment LDD Preferred Options draft.
- 5.11. A summary of the main issues raised during the consultation period, and how these have influenced policies in the Regeneration and Environment Preferred Options draft is given in the following paragraphs. Full justification for the inclusion of each site as a housing allocation is given in the Regeneration and Environment Preferred Options draft. A list of the organisations which responded to the consultation is included at Appendix 3. A full schedule of responses can be viewed by arrangement with the Spatial Planning Section.

Spatial Strategy and Housing Requirement

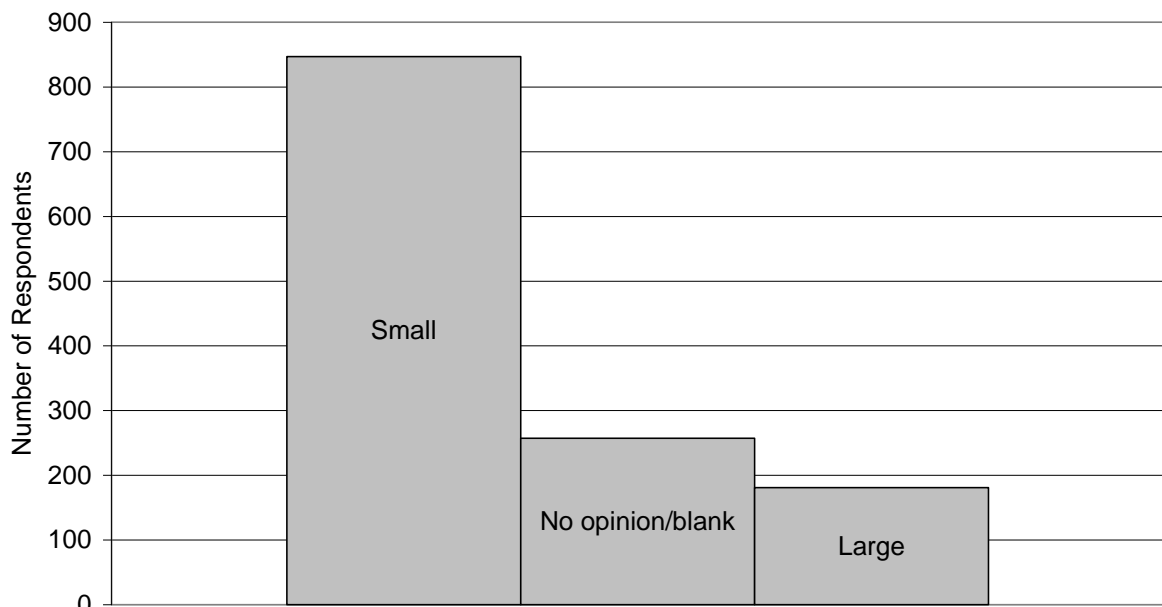
- 5.12. In relation to the spatial strategy respondents were asked to consider whether housing development should be focused on a single large site or a number of smaller sites. There was support for both options; however the majority of respondents supported the allocation of a number of smaller sites. Points raised by consultation respondents included:
- The potential for the housing market to be dominated by one area of the Borough if large sites were selected
 - Facilitation of choice of both housing type and location
 - Need to ensure flexibility and deliverability, which could be limited on larger sites
 - Provision of adequate infrastructure for both large and small sites
 - Potential to subdivide larger sites into medium and small sites to make these more acceptable
 - Integration with the existing community and the delivery of sustainable communities.
- 5.13. Several respondents questioned whether there was a real need and demand for new houses in the light of current economic circumstances, with particular reference to the housing market in Stockton, the difficulty in gaining funding for developments and securing mortgages. The number of existing empty homes was also cited as an issue.
- 5.14. Conversely some respondents contended that the housing requirement should be higher citing the 20% allowance referred to in the draft National Planning Policy Framework and the need to provide sufficient houses nationwide.
- 5.15. Chart 1 shows respondents' answer to the question 'Do you think it would be better if all the new houses were built on one big site, or should we choose a number of small ones to add up to the total we need?'
- 5.16. Since the Issues and Options consultation began in July 2011, it has become apparent that the outstanding housing requirement has risen to 4,200 dwellings, 1,400 more than the outstanding requirement identified previously. This has

increased because the delivery of some existing planning permissions is considered likely to be less than previous estimates, whilst the scheduled date of adoption for the Core Strategy Review has moved forwards to January 2014, meaning a further 555 dwellings will be required as the Council must plan for 15 years from the date of adoption.

5.17. This reality has made the choice of housing sites for allocation more restricted, as more sites must be allocated to meet housing need and demand within the Borough. In addition, some sites have been removed from consideration as issues surrounding their delivery have emerged.

5.18. Delivering housing on only the smallest sites would not enable the delivery of the outstanding housing requirement, meaning that a number of larger sites have been included as Preferred Options. However, the Preferred Options housing policies do seek to allocate a wide range of smaller sites in the Core Area and conurbation. In addition, the largest site put forward at Issues and Options stage has not been allocated, and where logical, the boundaries of larger sites have been reduced in size.

Chart 1 Spatial Strategy



Do you think it would be better if all the new houses were built on one big site, or should we chose a number of small ones to add up to the total we need?

Billingham Bottoms

5.19. A response was received on behalf of the owner of this site, promoting its development. Numerous responses from members of the public also referred to this site.

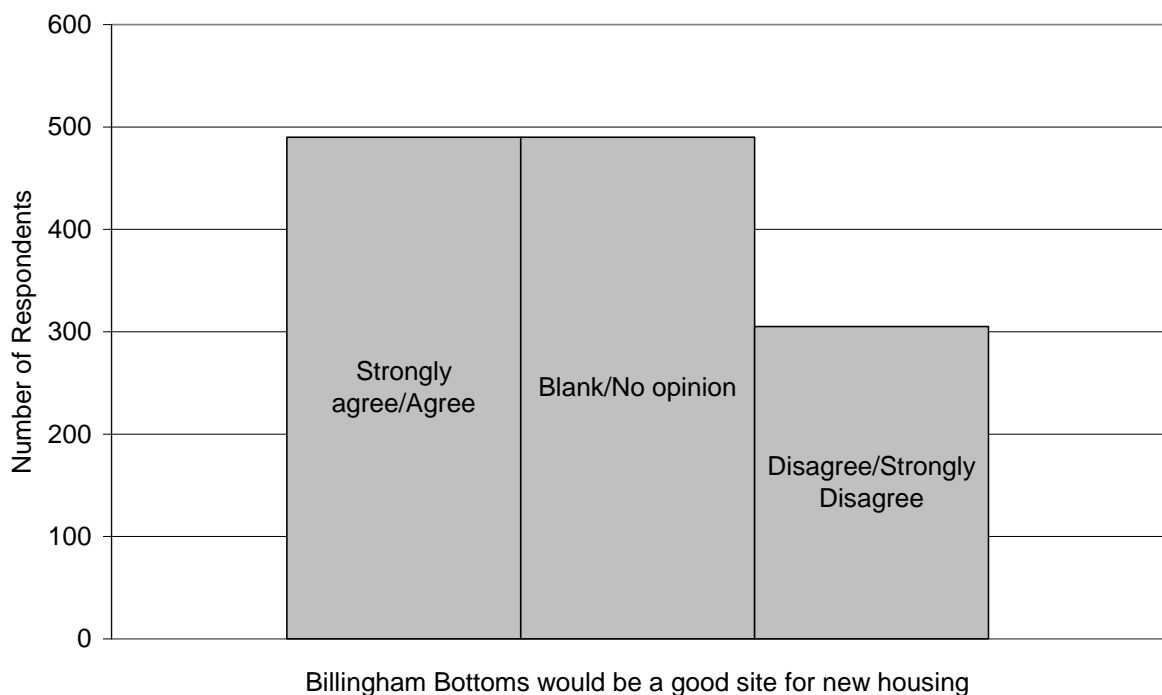
5.20. Respondents to the consultation raised various concerns regarding the potential development of the site, particularly with regard to flood risk. Other concerns included impact upon wildlife and biodiversity, proximity to the A19 and industry, impact on the traffic network, ability to achieve satisfactory access, impact on the green wedge, impact on allotments, costs associated

with remedial work in relation to contamination, services and facilities being a long walking distance away from the site.

5.21. Comments identifying the site as a suitable location were also received with a number of positives regarding the potential development of the site being expressed. Responses identified that the site provides good access onto arterial roads and is close to the bus network. It was also suggested that the scale of development would not cause severe impacts and would enable the site to integrate with existing development. It was also felt that the site could contribute positively to the Borough's mix of housing types and tenures.

5.22. Chart 2 shows respondents' response to the statement 'Billingham Bottoms would be a good site for new housing'.

Chart 2 Billingham Bottoms



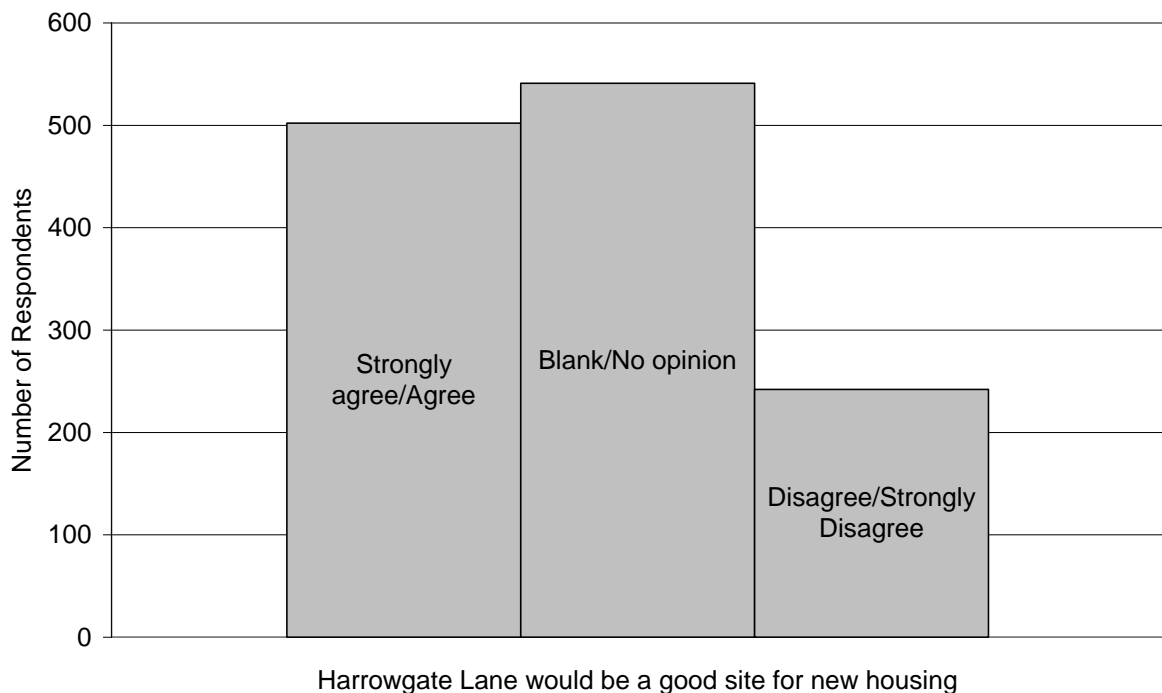
5.23. Following the consultation period, it became apparent that the Billingham Bottoms site has numerous issues which mean it is not considered appropriate to allocate it for residential development.

5.24. Several local residents highlighted flood risk on the site, as well as its role as part of the green wedge and green infrastructure network. This view was confirmed by the Environment Agency, which identified that the site could become a 'dry island' during a flood event due to the presence of watercourses on both sides. It also anticipated that the area of the site within flood zone one (and therefore acceptable for residential development) may decrease as a result of climate change. In addition, it is likely that extensive remediation of the site would be required to enable residential development. It is also understood that the site would require a new access onto New Road over Thorpe Beck. Combined, these factors would limit the site's viability and deliverability.

Harrowgate Lane

- 5.25. Numerous representations were received from land owners and their representatives for the parcels of land which make up this site.
- 5.26. Numerous comments made reference to the site's greenfield status, rural character and location on the periphery of the conurbation. Access and impact on the highway network was raised as an issue by some respondents; others considered that good access was achievable and current road infrastructure could support further development with appropriate upgrades.
- 5.27. The sustainability of the site in terms of good access to services and facilities was raised by numerous respondents, including that the site was within walking distance of existing schools and facilities, had supermarket provision nearby, good bus services and linked well with the adjacent residential area. However, other responses have suggested that the development would require new facilities.
- 5.28. Some comments identified that the site's boundaries should be revised or that only a smaller element of the site should be developed. Specific comments identify that a buffer should be left between any development and the electricity substation and that the western boundary of the site need not extend to the pylon lines.
- 5.29. Chart 3 shows respondents' response to the statement 'Harrowgate Lane would be a good site for new housing'.

Chart 3 Harrowgate Lane



- 5.30. The Regeneration and Environment LDD Preferred Options draft includes a policy allocating 126 hectares of land for approximately 2500 dwellings. In response to concerns raised during the consultation period, the policy states that a comprehensive master plan for the area will be developed, taking into account the opportunity to extend the green infrastructure network and the need to create a buffer between the development and the countryside. To ensure

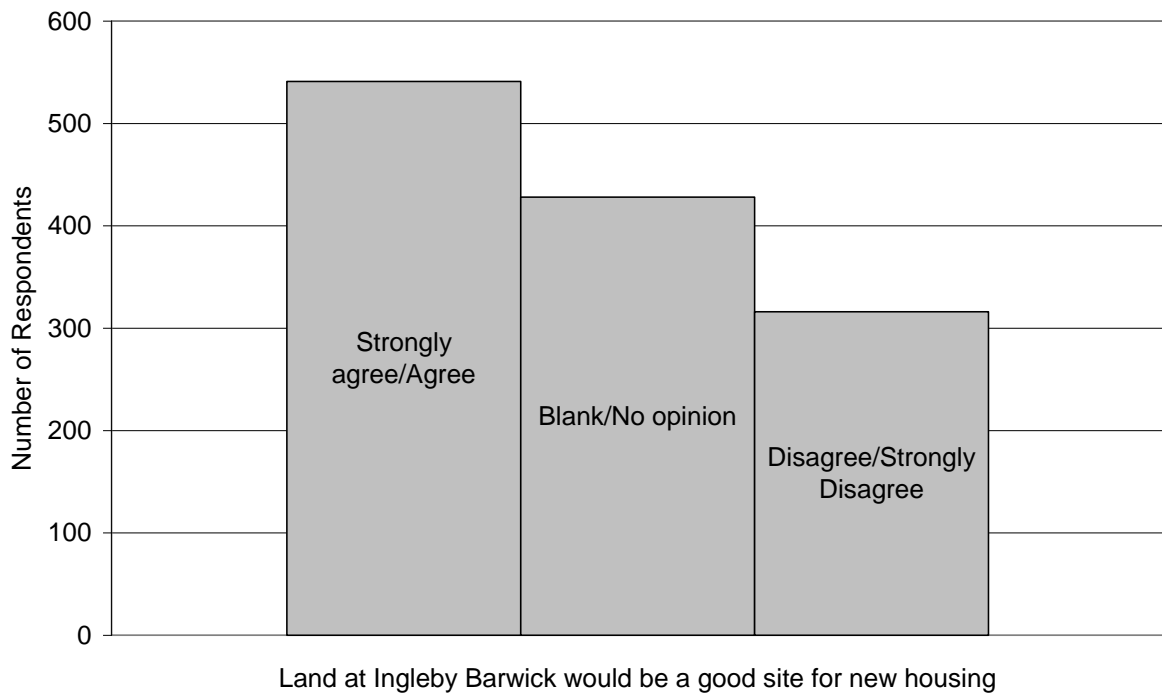
residential amenity, the policy also states that a landscape buffer must be maintained between the development and the existing electricity sub station.

- 5.31. It is also acknowledged that additional community facilities will be required to support a development of this size. The Regeneration and Environment LDD Preferred Options draft policy states that the master plan for the site will include education provision, neighbourhood centres (including health, leisure and other community facilities) and open space, sport and recreation facilities.

Land at Ingleby Barwick

- 5.32. Responses were received from representatives of two landowners on this site, both promoting its development. Responses were also received from numerous members of the public.
- 5.33. Many comments concerned the size of the existing settlement at Ingleby Barwick and potential scale of further development, with a number of respondents stating that there were 'too many' houses in this area. In contrast, some respondents felt that the existing and ongoing development in Ingleby Barwick meant the site would be more appropriate than other more static areas. Respondents referred to the site's current 'green wedge' status in planning policy and its contribution to the landscape in the area. However reference was also made to the potential to 'fill in the gap', suggesting that this would be a logical extension to the settlement.
- 5.34. A large number of responses related to the provision of community facilities in Ingleby Barwick, both in the existing settlement and for the proposed dwellings. Reference was made to education, leisure and youth facilities, shops and the need to create sustainable communities. Some respondents felt that new development would put increasing pressure on already stretched resources, whilst others felt that the new development would support existing and/or bring new community facilities. A number of respondents also noted that this site was also associated with the development of a Free School.
- 5.35. Significant concerns were raised regarding Ingleby Barwick's road network and the impact additional dwellings would have on congestion both within and around the estate. Concerns were also raised about how the new development would be accessed. Conversely, other respondents considered that Ingleby Barwick's relatively modern road system would be better equipped to deal with additional vehicles than other sites.
- 5.36. Chart 4 shows respondents' response to the statement 'Land at Ingleby Barwick would be a good site for new housing'.

Chart 4 Land at Ingleby Barwick



5.37. Following the consultation period, Little Maltby Farm, Ingleby Barwick has not been included as a preferred options policy.

5.38. Whilst it is acknowledged that the site has potential for residential development, it is also recognised that allocating the site would have a significant impact on the green wedge which currently prevents the coalescence of Ingleby Barwick and Teesside Industrial Estate and maintains the open aspect of the surrounding area. In reaching this decision, comments regarding the scale and intensity of development at Ingleby Barwick have been taken into account, as has the current distribution of community facilities.

Land at Urray Nook 1 and 2

5.39. The representatives for the main landowners of these sites have submitted a master plan for development with options for developing either Urray Nook 1 or Urray Nook 2. Due to the overlap between Urray Nook 1 and Urray Nook 2 many respondents made comment in relation to the Urray Nook site in general and this approach has been continued in the summary of these comments.

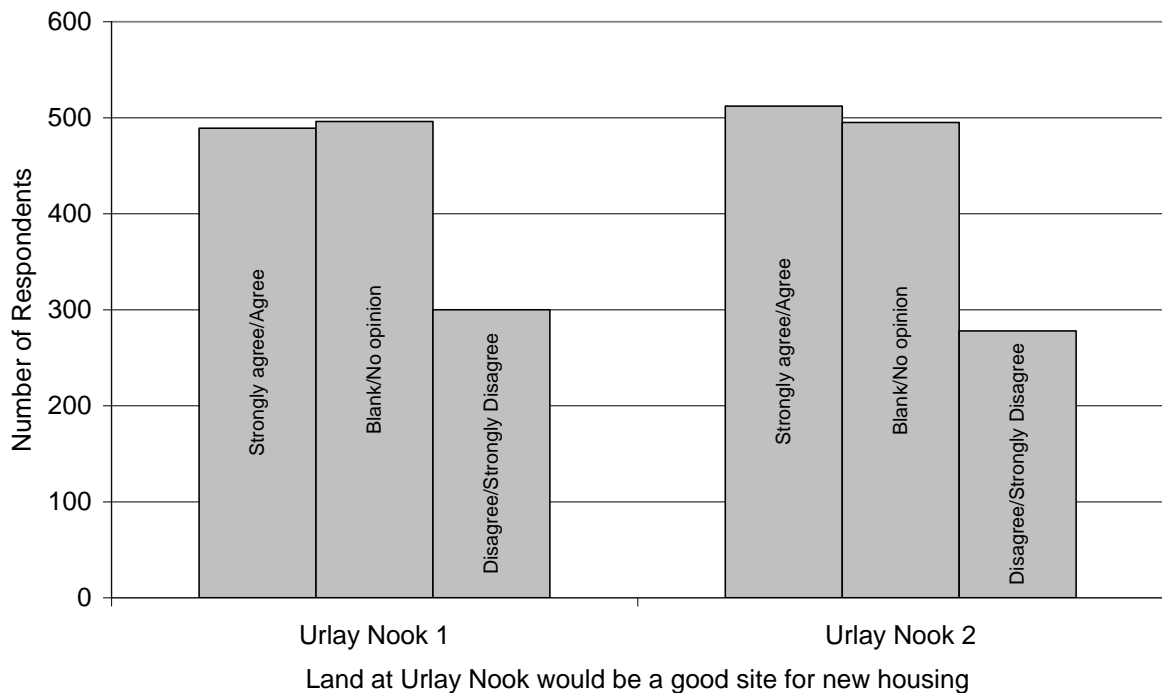
5.40. Many respondents considered the Urray Nook sites in association with the other Eaglescliffe sites (Land at Durham Lane Industrial Estate and Land to the South of Preston Farm) and expressed concerns over any expansion of Eaglescliffe and the impact this will have on the highway network and levels of road congestion in the Yarm and Eaglescliffe area and also the extra pressure development would place upon existing schools in the area. Specific comments relating to the highways around Urray Nook were also made, with some residents expressing concerns over inadequate highways and public transport systems with others making reference to the good access and arterial road links at Urray Nook.

5.41. A common concern of the participants in the consultation was the proximity of the Urlay Nook sites to site of Elementis Chromium, especially in terms of the impact this would have on the amenity of any new residents. However, this industrial site has ceased operation and a large area of the site has been cleared.

5.42. There was concern that the Urlay Nook sites were too far from the true urban area and their development would result in urban sprawl with limited access to local infrastructure and facilities for the new residents. However, an alternative view was also expressed by a number of respondents, who considered that the sites provided good access to local facilities and could be supported by local infrastructure. Concerns were also expressed over the loss of agricultural land and the potential impact on Durham Tees Valley Airport.

5.43. Chart 5 shows respondents' response to the statements 'Land at Urlay Nook 1 would be a good site for new housing' and 'Land at Urlay Nook 2 would be a good site for new housing'.

Chart 5 Land at Urlay Nook



5.44. The Regeneration and Environment Preferred Options draft allocates 25 hectares of land at Urlay Nook for approximately 570 dwellings. This is the site referred to as Urlay Nook 1 at the Issues and Options stage. Whilst a Health and Safety Executive Consultation Zone currently limits the development potential of the site, it is anticipated that this will be removed in the near future. The area is currently undeveloped, however it is within the limits to development and has the Council's Planning Committee was minded to approve development of the site when proposed in 2009 (although the relevant Section 106 Agreement has not been signed) meaning that the principle of development in this area has been established.

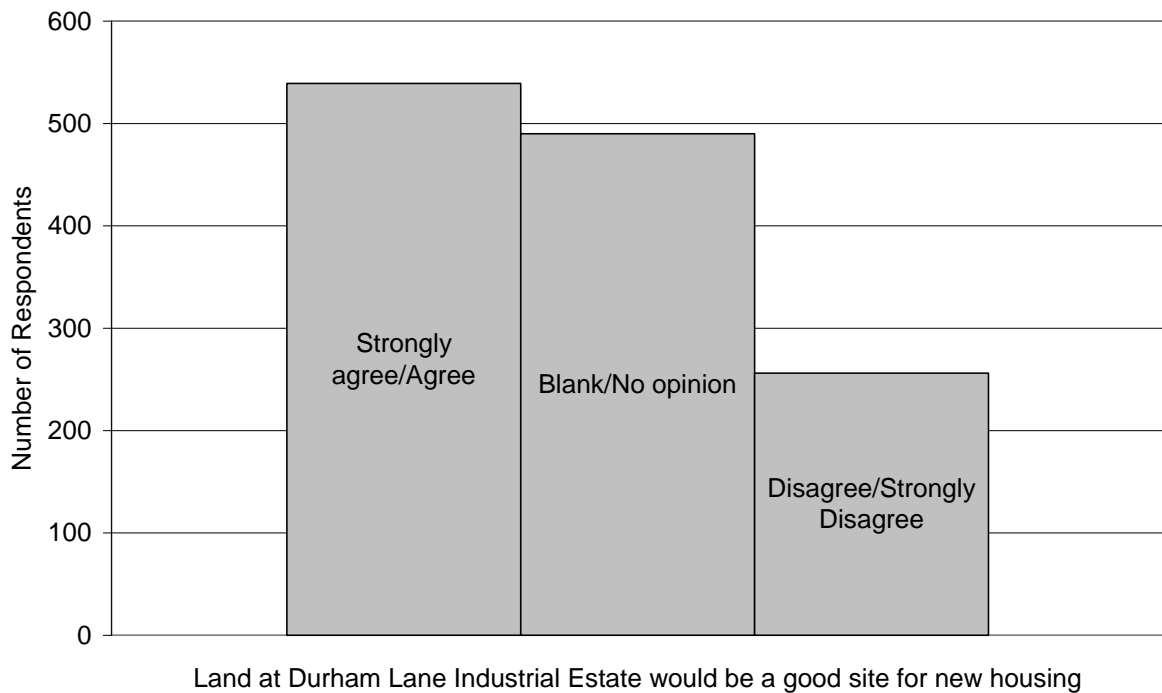
5.45. Concerns regarding the cumulative impact of development in the Eaglescliffe area on transport and community facilities have been taken into account,

however it is anticipated that these can be overcome, particularly because a number of sites proposed in the Eaglescliffe area at Issues and Options stage have not been carried forward. The Preferred Options policy requires any developer to prepare a master plan for the development, setting out details of access, arrangements, design and development phasing. It is anticipated that any necessary facilities necessary to promote a sustainable community will be delivered through this process.

Land at Durham Lane Industrial Estate

- 5.46. No representation was received from the owners of this site, or their representatives.
- 5.47. Many respondents considered the Land at Durham Lane Industrial Estate in association with the other Eaglescliffe sites (Urray Nook 1 and 2 and Land to the South of Preston Farm) and expressed concerns over any expansion of Eaglescliffe and the impact this will have on the highway network and levels of road congestion in the Yarm and Eaglescliffe area and also the extra pressure development would place upon existing schools in the area.
- 5.48. When considered as an individual site, Land at Durham Lane Industrial Estate received both support and objections. Some respondents considered that the site was served by inadequate highways infrastructure and had poor access to public transport and local facilities and services. However, comments were also received that referred to the site having good road and infrastructure links, good access to existing facilities and services and being in close proximity to a train station.
- 5.49. The site was considered to be in need of improvement, to be a smaller site that could be absorbed into the existing community and to be a good site because it was within the established boundaries of Stockton. One comment also referred to a need for housing in the area. Negative comments expressed concerns over the site being adjacent to an industrial estate and having potential to support wildlife. It was stated that the site is both too small and that it proposes too many houses for the area.
- 5.50. Chart 6 shows respondents' response to the statement 'Land at Durham Lane Industrial Estate would be a good site for new housing'.

Chart 6 Land at Durham Lane Industrial Estate



5.51. Following the Issues and Options consultation, it became apparent that Land at Durham Lane Industrial Estate would not be an appropriate site for new housing development due to its value as a viable employment site which continues to be attractive to new and expanding businesses. In addition, it is considered that links with existing residential areas would be relatively poor, with the neighbouring industrial estate likely to be incompatible with new residential uses.

Wynyard Hall Estate, Wynyard Park and Land to the East of Wynyard Village

5.52. Representations were received from the landowners or their representatives for all three Wynyard sites. The majority of the responses to the consultation discussed Wynyard generally – this has been reflected in this summary.

5.53. Highway safety and congestion were major concerns. A number of comments related to the ability of the road network in the village to accommodate the additional traffic generated from any new dwellings. In addition concerns were expressed regarding current congestion on the A19 and the A689, in particular at the junction of these major roads. Furthermore residents also expressed concerns that the road capacity in the area will already be affected by the potential hospital development in the Wynyard area. However, several comments suggest that the sites must have good transportation links, because they are immediately adjacent to two major roads. Issues were also raised over how additional housing sites would conflict with the access to employment land at Wynyard Park

5.54. A number of responses stressed the unique status of Wynyard as an executive housing location. Concerns were raised that additional housing would water-down the original Wynyard vision and the area would be less popular in this market. Some responses suggest that there is no demand for executive housing within the Borough. A number of views suggested that all large/quality

housing has been concentrated in Wynyard at the expense of other areas, which may decline. It should also be noted that some responses in favour of development at Wynyard were supportive of an executive style development.

- 5.55. Several respondents suggested that if there was to be more housing at Wynyard they should be either a mix of sizes or the provision of affordable housing. One suggestion identifies that small pockets of affordable housing could blend this type of housing in to these areas and that this was preferable to building large areas of social housing. The contrasting view was that affordable housing was unsuitable given the high cost of land, poor road links, poor public transport and lack of education facilities.
- 5.56. A significant number of respondents have concerns about the size of the sites in the Wynyard area and the affect that this growth would have on the village lifestyle, as well as the character and exclusivity of the area. One of these responses also referred to 300-dwellings which are identified in Hartlepool's Core Strategy. Some responses suggest that the settlement is growing too quickly already and as an 'exclusive' area it is at the point of over-development. Many residents suggested that further growth of the settlement could lead to future comparisons with more 'normal' residential estates. Comparisons with Ingleby Barwick are mentioned in many of these responses.
- 5.57. Several respondents suggest that this loss of exclusivity could have Tees Valley wide ramifications. This is because the area is one of the few executive housing locations in the North-East and one of the main incentives to attract executives in to the Tees Valley sub-region. The responses envisage that the loss of the areas status would lead to a decline in the number of these people that are attracted to the area.
- 5.58. Given the village location, many responses identify concerns regarding sustainability issues relating to the level of amenities available to residents. However, an alternative view suggests that the Wynyard sites provide scope to improve existing infrastructure in the Wynyard area.
- 5.59. Several comments identify the area as a whole as 'green belt' or outside of development limits and that this designation should be retained, as well as the gap between Wynyard and Wolviston.
- 5.60. A number of concerns relate to the ecological value of the sites, there is also a reference to the plantation woodland being designated as a Site of Nature Conservation Importance. A further concern to residents is the loss of agricultural land. These responses value the importance of this agricultural land as a scarce resource which will become more important as the population expands. A number of site specific environmental impacts were identified relating to the proposals link to Wynyard Hall Estate. These included the loss of the open aspect at the Cricket pitch; that part of the site falls on an example of the ancient agricultural technique of ridge and furrow; and that birds of prey, owls, bats and foxes have been spotted in the area.
- 5.61. Concerns were raised that the initial concept behind the employment land at Wynyard Park was to provide jobs rather than housing. Some responses considered that the Wynyard Park and land east of Wynyard village sites would conflict with this growth.

5.62. Chart 7 shows respondents' response to the statements 'Land East of Wynyard Village would be a good site for new housing', 'Wynyard Park would be a good site for new housing' and 'Wynyard Hall Estate would be a good site for new housing'.

Chart 7 Land East of Wynyard Village, Wynyard park and Wynyard Hall Estate

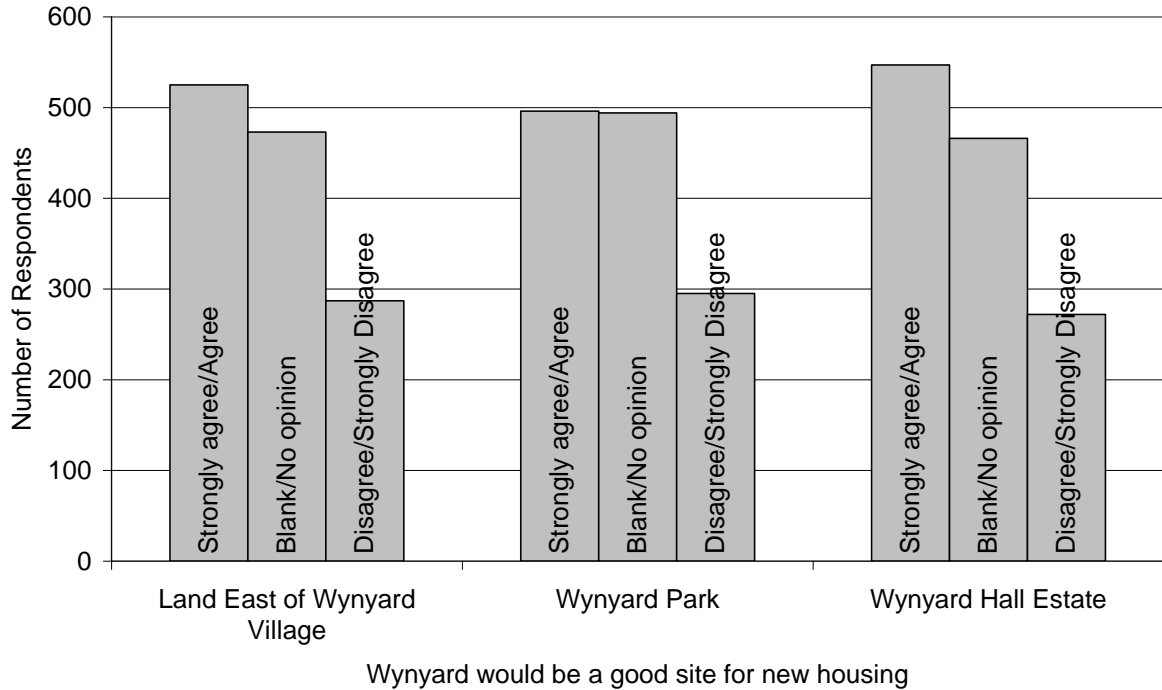
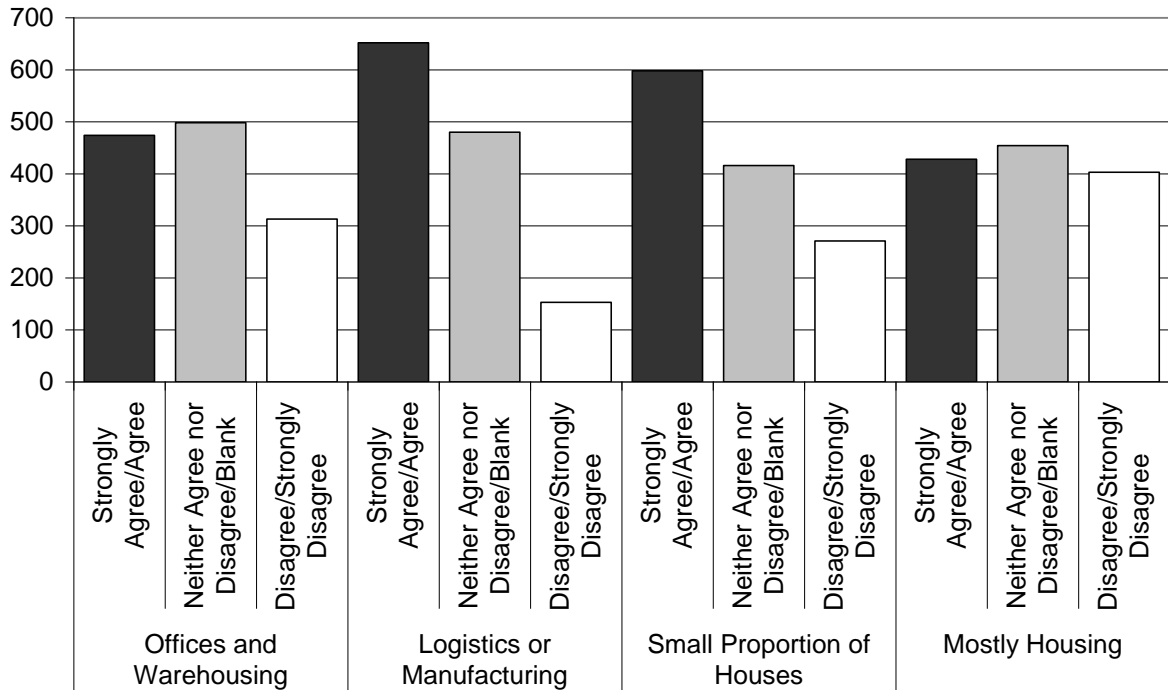
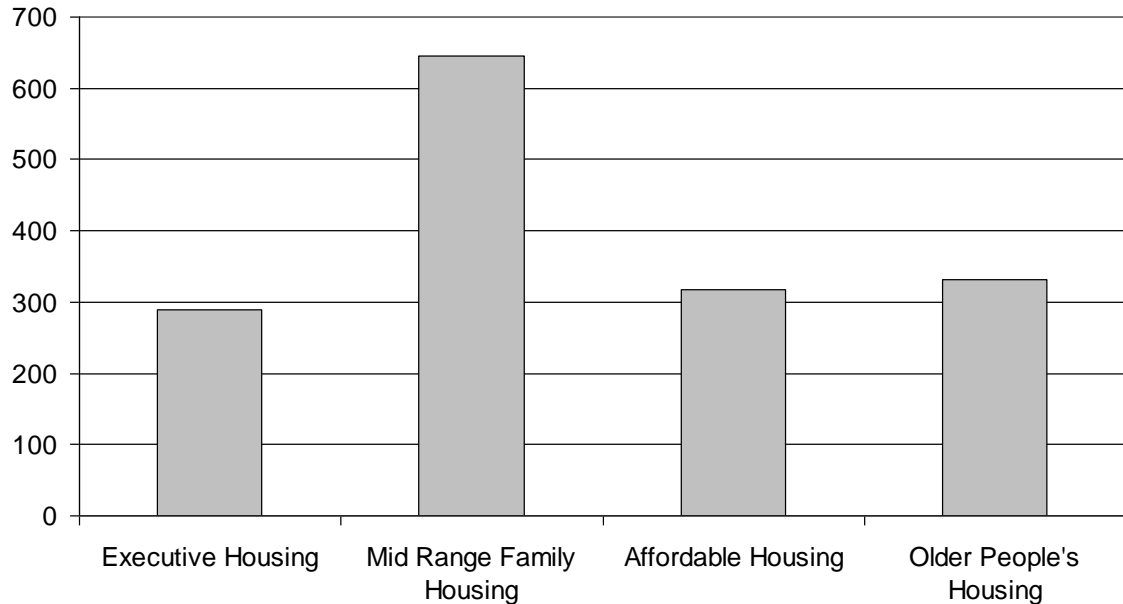


Chart 8 Future Development at Wynyard



5.63. Respondents were also asked if more homes were to be built at Wynyard, what types of house should there be. Respondents were able to select more than one house type. The results are shown in Chart 9.

Chart 9 Wynyard - Preferred House Types



5.64. In addition to the questions relating to specific sites at Wynyard, residents were asked to consider the type of development which should be supported at Wynyard. The results are shown in Chart 8.

5.65. The Regeneration and Environment LDD includes a policy allocating land at Wynyard Hall Estate (up to 300 dwellings on 30 hectares) and Wynyard Park (up to 1000 dwellings on 45 hectares) for residential development.

5.66. It is acknowledged that there are significant issues regarding the provision of community facilities and services at Wynyard which limit its role as a sustainable settlement. It is intended that this will be rectified through the production of a Supplementary Planning Document which will master plan the area, taking into account the Council's sustainability objectives. The Regeneration and Environment LDD Preferred Options draft policy sets out that development of the site should include improved rights of way, including pedestrian and cycle routes across the A869 and community facilities such as education provision, open space, and a neighbourhood centre to the north of the A689. It is also anticipated that this scale of development will deliver any necessary highways mitigation measures.

5.67. At Wynyard Park, the principle of development has been accepted through the identification of 70 hectares of land as a Key Employment Location in this area. However, additional planning permissions granted for employment uses beyond the Key Employment Location mean that there is scope to allocate both uses in the Wynyard Park area. This means that whilst housing will make up significant proportion of the land allocations in the area, employment allocations will continue to play an important role. The Wynyard Master Plan Supplementary Planning Document will also include requirements for

infrastructure provision related to employment land, including improvements to the road network and public transport.

- 5.68. The Preferred Options policy relating to Wynyard Hall Estate allocates land at very low density. It is anticipated that this land will be developed for executive housing in keeping with the character of the existing village. This area is well related to the existing village, enabling access to existing community facilities. In contrast, residential development at Wynyard Park will be required to provide a full range of housing to support a sustainable community, including affordable housing, mid range family housing and housing suitable for older people.
- 5.69. Land to the East of Wynyard Village has not been included in the Regeneration and Environment LDD Preferred Options draft. Due to its location beyond the intended site for Red House School, it is not considered that residential development in this location would be well related to existing residential development, or any community facilities provided through the Wynyard Master Plan Supplementary Planning Document.

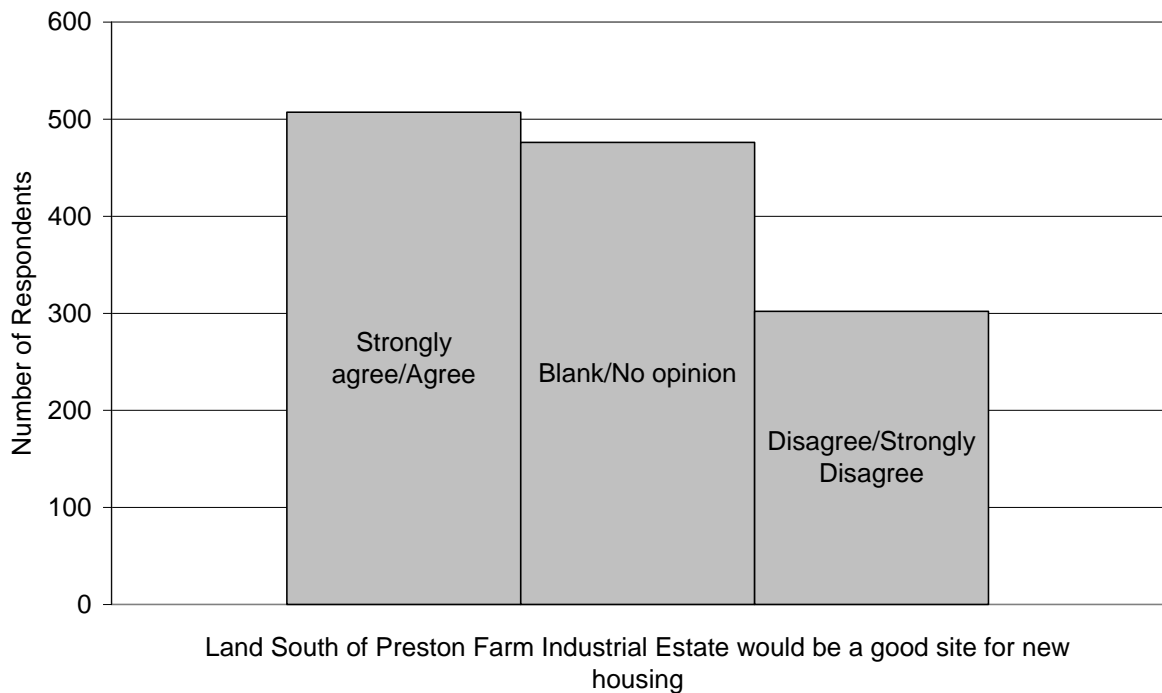
Land to the South of Preston Farm Industrial Estate

- 5.70. Representations were received from both the land owner and a housing developer with an interest in this site. Comments were also received from numerous members of the public.
- 5.71. A number of respondents noted that Land to the South of Preston Farm Industrial Estate is currently designated as a green wedge and overlaps with plans for the Tees Heritage Park. The importance of the green wedge in providing a gap between the Stockton conurbation and Eaglescliffe was cited, particularly with regard to maintaining the separate identity of both settlements, preventing urban sprawl and the amenity of residents already living in the area. Responses also referred to the area being aesthetically valuable because of its open, undeveloped nature and its proximity to the Cleveland Way and Preston Park. It was perceived that there was a lack of this type of space in Yarm and Eaglescliffe. The site's value as agricultural land was noted, as was its value as a wildlife area with deer, badgers and foxes having been seen.
- 5.72. However, there were also positive responses to the site. Some respondents questioned the site's value as open space, noting that the site is within the urban area and suggesting that the impact on the Borough would be less than more at more peripheral sites. It was also stated that developing the site would have a limited impact on existing residents, either because the area is already urbanised or its remoteness from other properties. Some respondents suggested that the site would be more acceptable if the scale of development was smaller, allowing some of the green wedge to be maintained.
- 5.73. Highways and traffic were significant concerns, both across the Yarm and Eaglescliffe area and the site itself. It was felt that the development of the site would add to existing congestion in Yarm and Eaglescliffe, and that Yarm Road and Yarm High Street would be unable to support the additional traffic generated. In contrast, a number of respondents suggested that the site was well positioned to deal with additional traffic, being close to the A66 and the South Stockton Link Road and having good access to public transport links.

5.74. Concerns were raised regarding the remains of Preston medieval village, and the presence of gas, water and sewerage infrastructure on the site which it was felt would constrain development. Concerns were also raised regarding community facilities and infrastructure to serve new and existing residents, particularly pressure on school places and health services. In contrast, the close proximity to the employment opportunities offered by the industrial estate was seen as positive. A view that any development at Preston Farm should be for employment uses to compliment the industrial estate was also expressed.

5.75. Chart 8 shows respondents' response to the statement 'Land South of Preston Farm Industrial Estate would be a good site for new housing'.

Chart 10 Land South of Preston Farm Industrial Estate



5.76. Whilst this site would accommodate a relatively large number of dwellings and would be deliverable within the time-frame, it is problematic in terms of its role in the green wedge, its heritage potential and its poor relationship with existing developments. It has not, therefore, been allocated for residential development in the Regeneration and Environment LDD. It is acknowledged that the site makes up a significant part of the Tees Heritage Park, being almost entirely within its boundary. As the Tees Heritage Park is supported by both Core Strategy Policy 10 and the draft Stockton-on-Tees Green Infrastructure Strategy, allocating a significant part of it for housing development would impact negatively on both those strategies.

North West Billingham

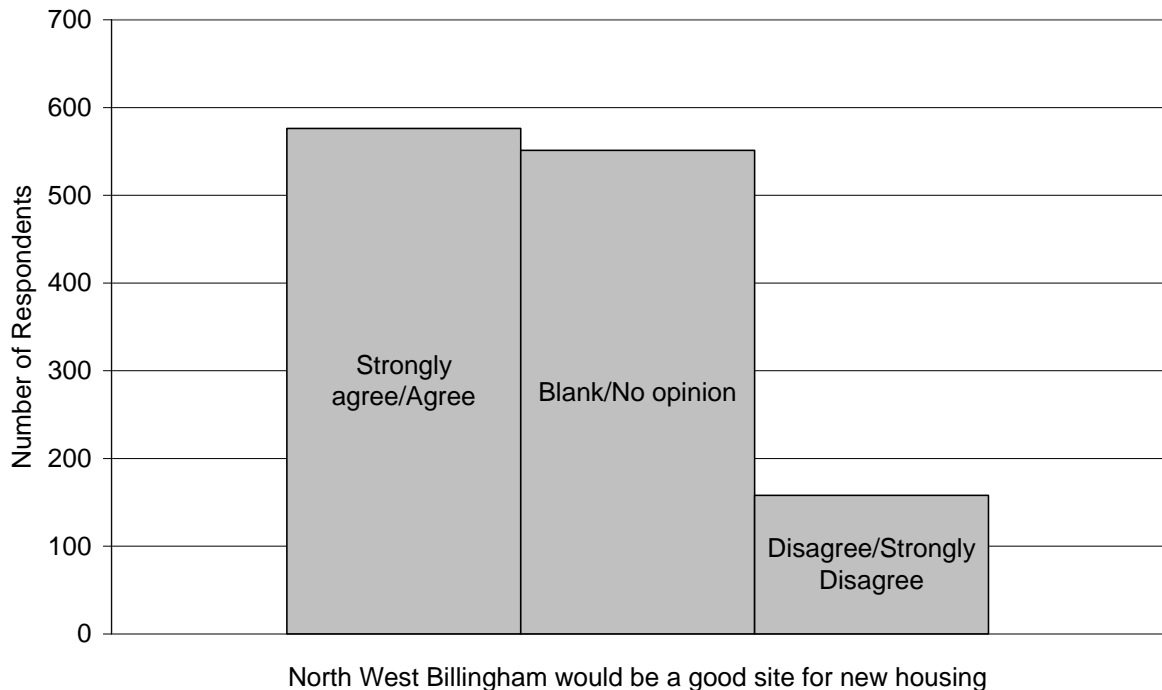
5.77. Detailed comments were provided on the behalf of the landowner. Comments were also provided by members of the public.

5.78. The majority of comments received were opposed to this site. The expansion of Billingham towards Wolviston was a significant concern, as many people considered that the reduction in the gap between the two settlements would

lead to the two areas being joined together. Several comments expressed the concern that a smaller site would then grow taking up more land and further reduce the gap between the settlements.

- 5.79. The impact of the development on the road network and highway safety was a significant concern, with many people citing poor public transport and existing high levels of congestion in the area, which would be increased. Many also noted that traffic levels are exacerbated by the level of traffic associated with nearby schools.
- 5.80. Many residents also made reference to the noise created by the concrete surface of the adjacent section of the A19 and the impact this has on existing residents. Additional impacts from the road included the level of pollution generated from traffic and the detrimental impact of these factors on the quality of life and health of new residents.
- 5.81. Other concerns raised included the level of amenities in the area, the potential for anti-social behaviour and that there are insufficient school places within the area to accommodate the additional children from the development.
- 5.82. A small number of positive comments were received regarding the site, including the views that the development 'wouldn't affect anyone', that the site is suitable as it is near to main roads; that the site was suitable subject to a 'link in' to the A19, and that sites in the Billingham housing market area would be more affordable for future residents.
- 5.83. Chart 9 shows respondents' response to the statement 'North West Billingham would be a good site for new housing'.

Chart 11 North West Billingham



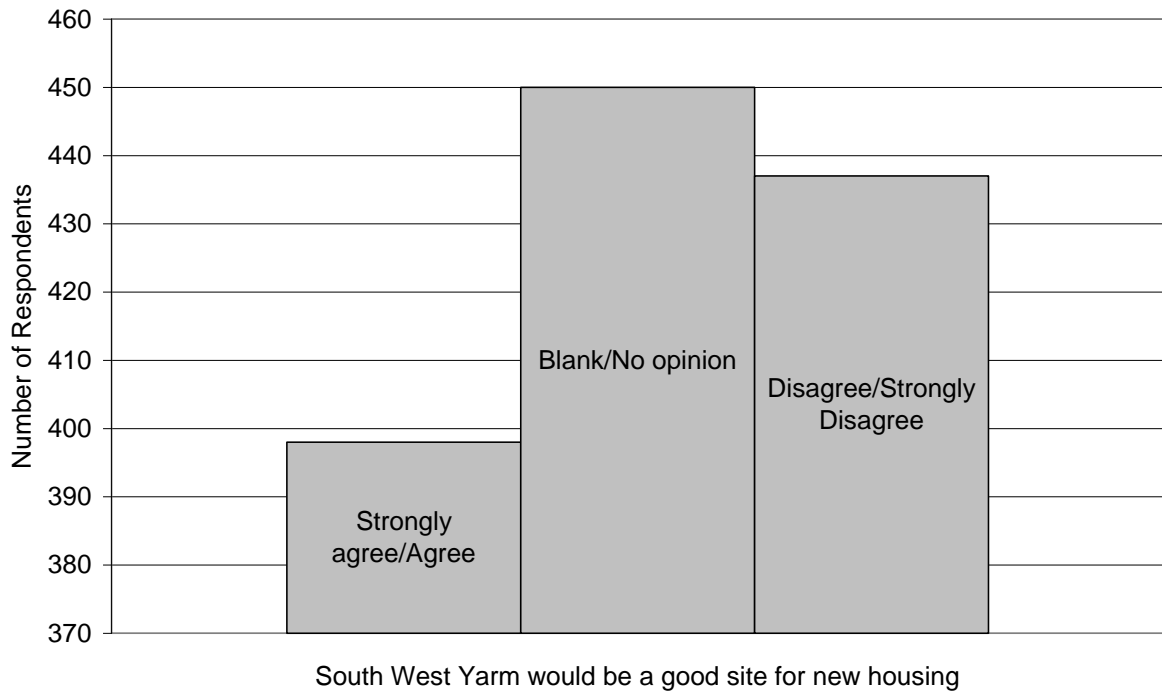
This site has not been included in the Regeneration and Environment LDD Preferred Options draft. North West Billingham was the smallest site considered at Issues and

Options stage. Taking into account the need to leave a buffer between the A19 and any new houses, the remaining area would form a long thin site which would be difficult to link to existing residential development and community facilities. There would also be limited potential to provide facilities for new residents within the remaining small area. The erosion of the Strategic Gap and the potential for coalescence with Wolviston village has also been taken into account.

South West Yarm

- 5.84. One response was received on behalf of the two landowners of this site which supported its development. Numerous comments were also received from members of the public.
- 5.85. One of main concerns was the capacity of the road infrastructure to accommodate the extra traffic, both from this site, and in conjunction with other sites in the vicinity. Parking in Yarm is limited and causes access problems through the town, and it considered that more homes will add to those problems and extra parking provision would be required.
- 5.86. There was also concern that local infrastructure and facilities would be incapable of serving an expanded population. There were references to the lack of, and the need to provide for schools, leisure facilities, public transport and in one case it was mentioned that there would be a need to improve the capacity of the local water supply. There was also concern regarding employment opportunities for new residents and the development of agricultural land.
- 5.87. Many responses made reference to local and strategic wildlife corridors, Special Landscape Areas and areas of biological interest. It was suggested that development on this site would have an adverse impact on the unique character of Yarm as well as the rural character of Kirklevington and would result in the coalescence of settlements.
- 5.88. In developing the site, respondents noted that the proximity to pylons and railway lines should be avoided. The point was made that this is an area of high cost housing area and to meet local needs, the site should provide for a mix of house types and tenures, including affordable housing. Furthermore, the site should include play area/park to attract young families and people.
- 5.89. Chart 10 shows respondents' response to the statement 'South West Yarm would be a good site for new housing'.

Chart 12 South West Yarm



5.90. Of the three sites on Yarm’s existing southern development limit, South West Yarm is considered to be one of the most sustainable, with good access to public transport and community facilities, including shops. 49 hectares of land have therefore been allocated for up to 735 homes in this location in the Regeneration and Environment LDD Preferred Options draft. The policy also states that the site should provide a wide range of housing, including both affordable and executive dwellings.

5.91. As well as providing good links to Yarm Railway Station, any developer developing the site would be expected to mitigate the impact of the dwellings on the local and strategic road network. The policy also makes reference to improving community facilities, including education provision and open space, particularly if playing pitches are lost through the development.

5.92. Whilst the wildlife corridor referred to in a number of responses is no longer protected specifically through planning policy, the site has been amended to creating a buffer between the site and the watercourse to the south. It is considered that a development of this scale will not prevent the functioning of the established strategic gap between Yarm and Kirklevington.

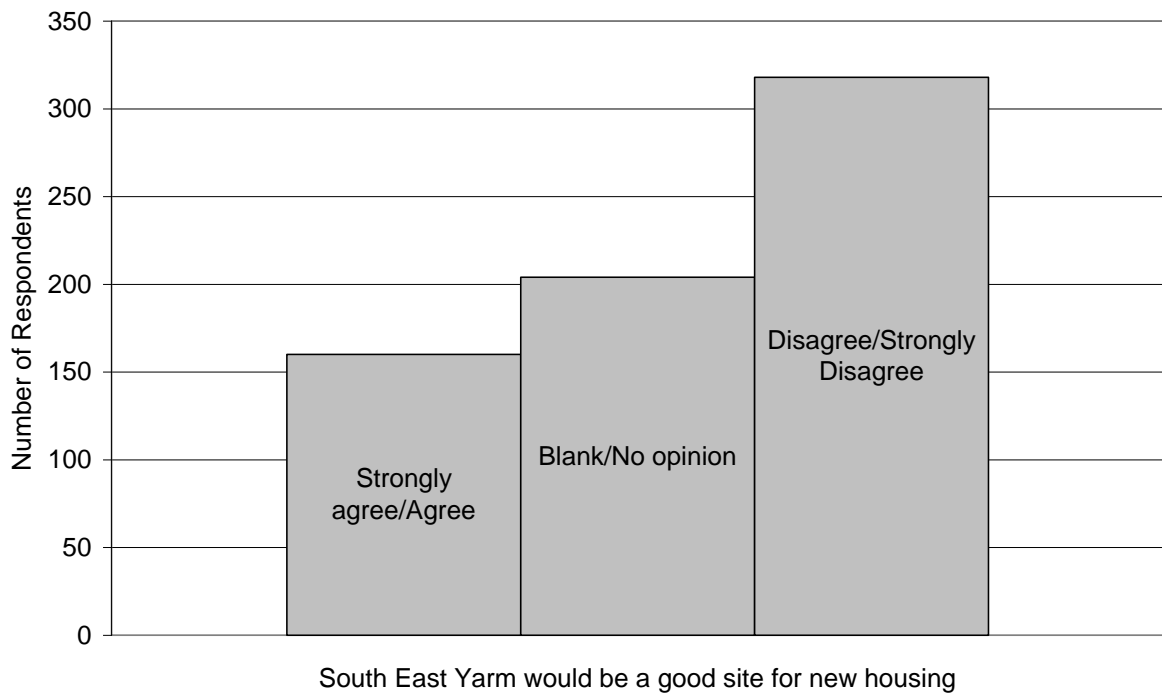
South East Yarm

5.93. A representation was received from the landowner for this site, promoting its development.

5.94. One of main concerns was the capacity of the road infrastructure to accommodate the extra traffic, both from this site, and in conjunction with other sites in the vicinity. Parking in Yarm is limited and causes access problems through the town, and it considered that more homes will add to those problems and extra parking provision would be required.

- 5.95. A number of respondents have expressed concerns about the ability of local services and infrastructure to cope with new housing development, particularly community facilities, leisure facilities, schools, shopping (the nearest being in Yarm), social amenities and road infrastructure. A need for school playing fields was noted as well as the existing planning permission for a golf course.
- 5.96. One resident commented that the site is in a sustainable location as it is near the railway station. However, some respondents suggested that many residents do not use public transport and there were also comments that the service available is not a good one. Little local employment would lead to commuter traffic and whilst there is a good bus service to Stockton, it is affected by the congestion and is extremely slow at peak times.
- 5.97. Residents commented that the site is coincident with both the local strategic wildlife corridors and areas of biological interest that are of increasing importance as the Teesside conurbation expand. Furthermore, these areas connect the Leven and the Tees but also are part of the greater corridor between North York Moors and the Pennines. Comment is also made that development will damage farming and wildlife along the only continuous wildlife corridor in Stockton which is unique. Many respondents made reference to now superseded Adopted Stockton on Tees Local Plan Tees Valley Structure Plan Policies, in particular there is great concern that development at this site will have an adverse impact on the Special Landscape Area along the River Leven and Tees Valley and an established wildlife corridor.
- 5.98. It was considered that development on this site would have an adverse impact on the unique qualities of Yarm and that the Town could lose its quaintness and uniqueness if lots more houses are built. Development of this site would erode the divide between Yarm and Kirklevington and would make the gap between the two settlements virtually disappear.
- 5.99. Chart 11 shows respondents' response to the statement 'South East Yarm would be a good site for new housing'. Due to an administrative error, Viewpoint panel members were not asked to comment on this site, resulting in a reduced number of responses.

Chart 13 South East Yarm



5.100. Of the three sites on Yarm’s southern development limit, the increased distance from public transport and other community facilities makes South East Yarm the least sustainable site, meaning it would be more difficult to deliver. It has not, therefore, been allocated for residential development in the Regeneration and Environment LDD Preferred Options draft. It is anticipated that not allocating this site will reduce the potential impact on the local and strategic road networks, improving the deliverability of other sites in the vicinity. The extant planning permission for a golf course and associated facilities means that residential development of this site may result in a reduction rather than an increase in community facilities in this location.

West Preston

5.101. A representation was received on behalf of the major land owner for this site, supporting its development.

5.102. Members of the public raised concerns about the impact the development of this site would have on the local road network. Increased traffic on Durham Lane, the effect on Elton village and the difficulty of accessing Yarm Road via the tunnel under the railway line were cited as particular issues. Conversely, it was stated that the road infrastructure close to the site was good and could be improved if a larger development went ahead. In addition, bus routes could be improved and the site is close to Eaglescliffe Station which was seen as advantageous, especially if the Tees Metro proceeds.

5.103. The size and location of the site was seen to be positive by a number of respondents. It was noted that a large site would bring an opportunity to create a new ‘village’ and a new community. It was also felt that the site’s distance from other settlements meant that the impact of new housing on existing residents would be reduced. However, it was also considered that the site

would not relate well to existing residential properties and this would make it difficult for new residents to access existing facilities.

5.104. Other comments related to the impact developing the site would have on the countryside, the loss of agricultural land and the loss of a natural corridor for wildlife. The availability of the necessary sewerage and drainage infrastructure to support the number of houses proposed was also questioned.

5.105. Chart 12 shows respondents' response to the statement 'West Preston would be a good site for new housing'. Due to an administrative error, Viewpoint panel members were not asked to comment on this site, resulting in a reduced number of responses.

Chart 14 West Preston



5.106. West Preston has not been included in the Regeneration and Environment LDD Preferred Options draft. This is, in part, a response to the view expressed through the consultation that a larger number of smaller sites would be preferable to one large site.

5.107. It is also acknowledged that the site is not well related to existing settlements and community facilities. Physical barriers, including a road and railway line, would make this difficult to rectify. Access to the site is also constrained by the railway line and it seems likely that the site's development and associated traffic would have a negative impact on the small village of Elton.

West Yarm

5.108. A representation promoting development of the site was received on behalf of the landowner. Numerous comments were received from members of the public.

- 5.109. Like other Yarm sites, one of the main concerns was that the development of West Yarm would have an adverse impact on traffic. It was considered that the highway is highly congested and that no development should be allowed that exacerbates traffic problems, parking and through flow. Respondents consider that the highway infrastructure would be unable to cope with further traffic congestion and that Yarm does not have the capacity to accommodate the vehicles arising from more housing. It was also considered that new access roads to this area would be needed should development take place.
- 5.110. Some respondents took the view that Yarm cannot accommodate any more houses with the current infrastructure, particularly that there are no leisure facilities, not enough schools, and a lack of shopping facilities. Additional infrastructure should be provided, such as and community centres, schools, roads and shops. The point is made that there is little work or services so most people travel elsewhere to work, and as Yarm cannot provide employment opportunities any new developments would be for commuters.
- 5.111. Comment is made that the site is coincident with both the local and strategic wildlife corridors and areas of biological interest, and that these connect the Leven and Tees, part of the greater corridor between North York Moors and Pennines. Concern is expressed at the impact of development on the integrity and quality of strategic and local wildlife corridors and nature conservation interests. Furthermore, development on the site would have an adverse impact on areas of biological interest and the connection between the River Leven and Tees.
- 5.112. Yarm is referred to as the 'Jewel in the Crown' and in the future it will no longer exist, as it will be joined up to smaller towns and villages. The Town is seen to be at risk of losing its quaintness and unique qualities, and its small town charm. It was considered that Worsall Road [which is the eastern boundary of the site] provides a natural boundary to Yarm and a clear identity for the end of development.
- 5.113. Chart 13 shows respondents' response to the statement 'West Yarm would be a good site for new housing'.

Chart 15 West Yarm



5.114. Like South West Yarm, West Yarm is considered to be one of the most sustainable sites adjacent to Yarm’s existing southern development limit. 15 hectares have therefore been allocated for up to 300 dwellings in the Regeneration and Environment LDD Preferred Options draft. The policy also makes reference to the provision of community facilities, including education, public transport and, footpaths and cycle routes. Any developer developing the site would be expected to mitigate the impact of the dwellings on the local and strategic road network.

5.115. Whilst the wildlife corridor referred to in a number of responses is no longer protected specifically through planning policy, the development of the site would need to take the character of the landscape and its location on the urban fringe into account. The site boundary has been drawn to take pylons and pipelines around and within the site into account. It is considered that a development off this scale will not prevent the functioning of the established strategic gap between Yarm and other settlements.

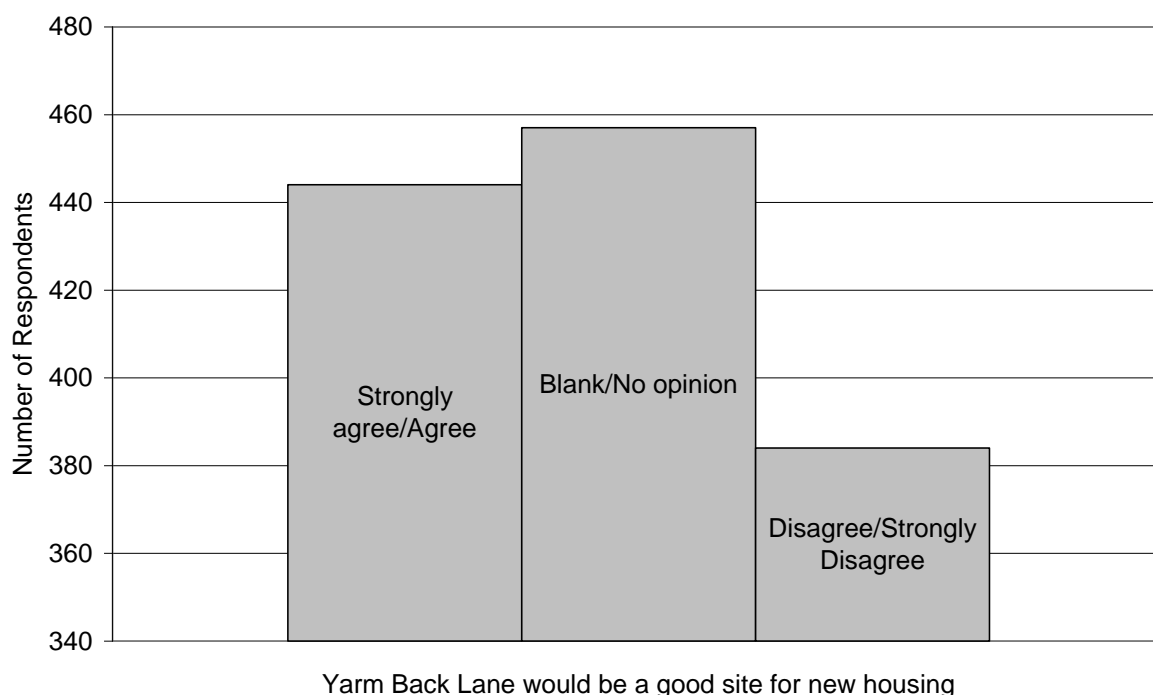
Yarm Back Lane

5.116. Representations were received from the representatives of the two landowners associated with this site, both supporting its development. Comments were also received from members of the public.

5.117. Some respondents raised the issue of highways, particularly traffic congestion at peak periods in the vicinity of the site. It was suggested that the present highway design was inadequate and making any significant changes would be costly. Conversely, some respondents reported that the site had better road links than other sites in the consultation and new development would facilitate necessary improvements. Public transport links were also considered to be relatively good, including access to Allens West train station.

- 5.118. The majority of comments relating to this site referred to the aesthetic impact development would have on existing residents and the strategic gap between Stockton and other settlements. The potential impact on wildlife was also raised as an issue. However, some respondents considered that this site would be a logical extension to the urban area which could easily be developed.
- 5.119. Some respondents considered that there were insufficient schools, both primary and secondary, in the locality to accommodate development. However others suggested that the site was close to centres of employment, schools, medical facilities and shopping and was also big enough to support some facilities in its own right.
- 5.120. Flood risk was noted as an issue, with particular reference made to Lustrum Beck. It was considered that further development would make existing issues worse.
- 5.121. Chart 14 shows respondents' response to the statement 'Yarm Back Lane would be a good site for new housing'.

Chart 16 Yarm Back Lane



- 5.122. The Regeneration and Environment LDD Preferred Options draft contains a policy allocating a 42 hectare site to the east of Yarm Back Lane for approximately 945 dwellings. This is a significant reduction in both size and number of dwellings from the site consulted on at Issues and Options stage, restricting development to the area between Yarm Back Lane and the existing residential development. This change had been made in part due to the preference for distributing the housing required amongst a larger number of smaller sites.

- 5.123. A master plan for the whole site will be required to ensure a comprehensive, sustainable development. The master plan will set out how concerns regarding the aesthetic impact on the strategic gap, wildlife, and ecology in the area, as well as the open space, sport and recreation facilities which will be required within the site itself. The policy also takes into account flood risk associated with the site, including the incorporation of any water courses into the site's design and layout, and any impacts on flood risk in relation to Lustrum Beck.
- 5.124. The site is on close proximity to existing residential areas and therefore has access to a range of community facilities, however the regeneration and Environment LDD Preferred Options policy also sets out that any development must include land for educational provision, neighbourhood centres (to meet health, leisure and any other community needs) and allotment provision.
- 5.125. The potential impacts on the local and strategic road network have also been noted. The policy included in the Regeneration and Environment LDD Preferred Options draft sets out alterations that both Yarm Back Lane, its junction with Darlington Back Lane and Elton Interchange will need to be undertaken to enable development to go ahead.

New Sites

- 5.126. A number of respondents suggested additional potential housing sites. These included land within the urban core, the wider conurbation, rural locations and new towns and villages. Some representations proposed easily identifiable sites, and whilst others gave general areas or parts of the Borough.
- 5.127. The new sites suggested were:
- Stockton, North Shore
 - Old Westland School Site, Mill Lane, Norton
 - Site of Tilery Sports Centre
 - Swainby Road/Tilery Housing Regeneration
 - Queens Park North (Old Hills Doors Site)
 - Site North of Thorpe Thewles between the A177 and the village road
 - Grove Stables, Kirklevington
 - Land behind Tesco/Horse and Jockey
 - The Stables, Redmarshall
 - ICI Offices at Billingham (Billingham House)
 - Old Doctors Surgery, Messines Lane, Stillington
 - Land between Thornaby and Teesside Park shopping complex (Golf Club)
 - Triangle of land between southern edge of Hartburn and A66 (Six Fields)
 - 18A Braeside, Kirklevington
 - North Tees Hospital
 - Ragworth (general location)
 - Port Clarence (general location)
 - Banks of the River Tees between Stockton and Middlesbrough (general location)
 - Buchanan Street (general location)

- New town or eco-village on land between Stockton and Darlington
- 5.128. Where new sites were put forward, these have been considered in accordance with the housing spatial strategy set out in the Regeneration and Environment LDD Preferred Options draft and the policies in the adopted Core Strategy. As a result, the North Tees Hospital site has now been included as a preferred option.
- 5.129. A number of the new sites are not known to be available or have constraints which limit their deliverability for residential development. In some cases, they are sited in locations which would be less sustainable than those sites selected as preferred options, or will be allocated for other uses such as employment or open space in the Regeneration and Environment LDD Preferred Options draft. Many of the sites suggested benefit from extant planning permissions for residential development and have therefore already been included in the Council's calculations of the development required to meet the Borough's housing requirement.

Village Development

- 5.130. The Core Strategy Review Issues and Options consultation document asked respondents to consider whether the Council's policies on residential development in villages continued to be appropriate. The only village sites put forward for public consultation were those at Wynyard (discussed above), however the Council received a number of representations from land owners with sites in or adjacent to villages as part of this consultation period.
- 5.131. Members of the public made a wide range of comments were made regarding villages. Coalescence between villages and the erosion of strategic gaps between villages and the conurbation were raised by numerous respondents. The need to retain village identity and community was also discussed, with some respondents stating there should be no development in villages at all. The availability of community facilities such as schools and shops was cited as a limit to new development, however the point was also made that new development would support these amenities.
- 5.132. Some respondents were positive about small scale development in villages. A number of reasons for this were given, including the need to ensure prosperity was spread to all areas of the Borough, the opportunities villages provided for good quality, small scale developments and the need to build sustainable mixed communities. Particular reference was made to the need to provide affordable and family homes alongside more 'executive' house types for those with family or employment connections to the rural area.
- 5.133. Charts 15 and 16 show respondents' responses to the statements 'Should villages be allowed to get bigger by building houses on undeveloped land inside the village?' and 'Should villages be allowed to get bigger by building a small number of houses on undeveloped land around the village?'.

Chart 17 Development Inside Villages

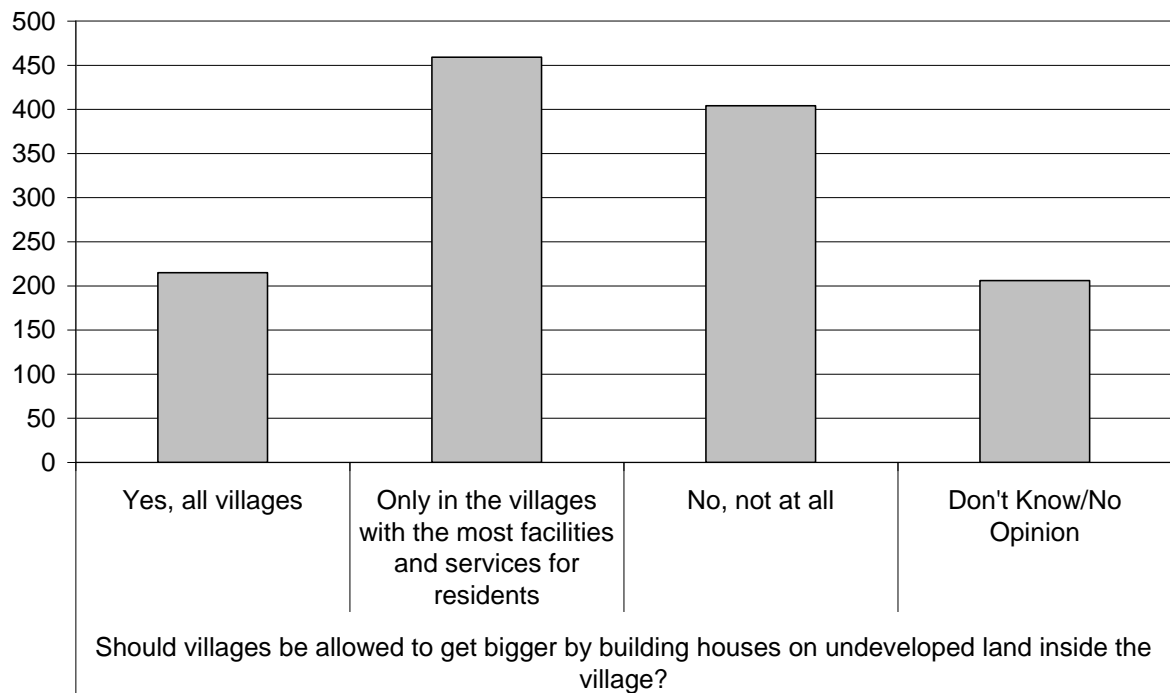
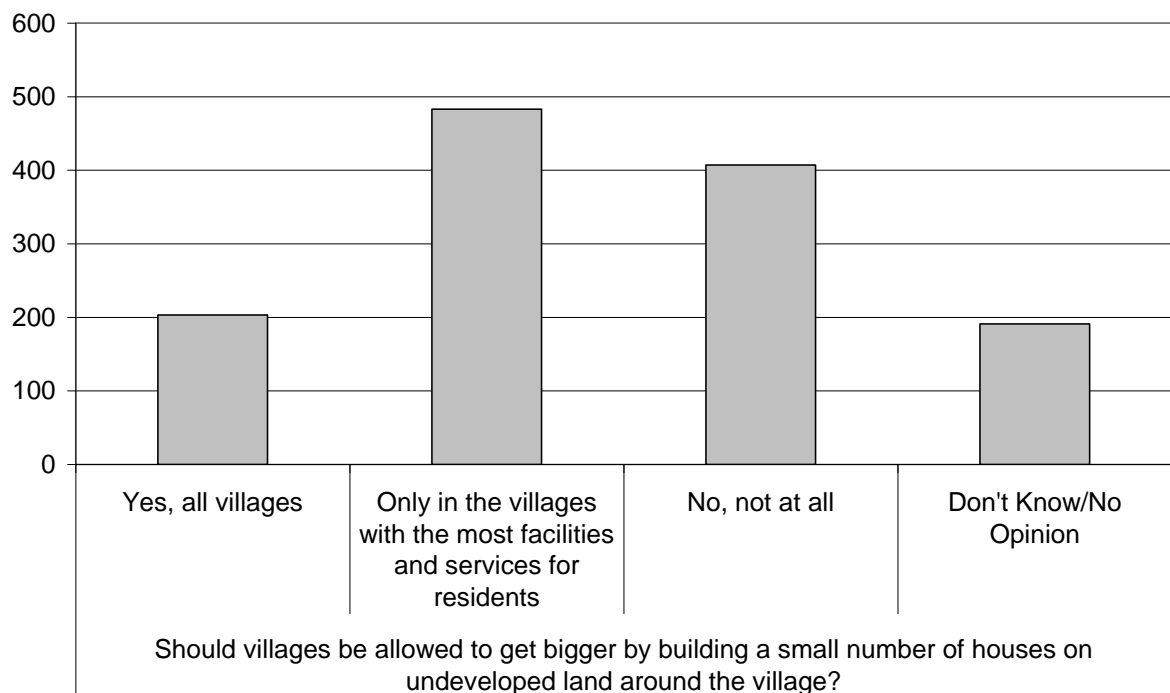


Chart 18 Development Around Villages



5.134. The issue of development in and around Stockton Borough’s rural villages has been the subject of numerous consultations. In 2007, the Regeneration Issues and Options consultation suggested that there was support for maintaining tightly drawn limits to development around villages. The 2008 consultation on the ‘Planning the Future of Rural Villages in Stockton-on-Tees Borough’ report supported this conclusion, suggesting that there was an

overriding preference among village residents to retain the limits to development.

- 5.135. In preparing the Regeneration and Environment LDD Preferred Options policies, a review of the limits to development was undertaken to take into account changes to Ordnance Survey (OS) base maps and mapping, improvements in GIS technology and physical changes on the ground necessitated a review of policy boundaries to form. This review has not fundamentally changed the location of the boundaries, except at Wynyard Village where a new limit to development has been drawn. The Spatial Strategy section of the Regeneration and Environment LDD Preferred Options draft sets out the Council's preferred approach to limits to development in rural areas.
- 5.136. The Regeneration and Environment LDD Preferred Options draft includes a number of policies which will be applied Borough wide but will also support sustainable communities within villages. This includes a policy protecting village shops unless it can be demonstrated that they are not viable businesses and cannot be run as community enterprises. Policies in the adopted Core Strategy will continue to support the provision of affordable housing in rural areas where it is supported by a detailed assessment of rural housing need.

Appendix 1 Specific and General Consultation Bodies

This list shows the specific consultation bodies consulted on each of the Issues and Options drafts in accordance with Regulation 25.

Organisation	Yarm and Eaglescliffe Area Action Plan	Regeneration LDD	Environment LDD	Core Strategy Review
Countryside Agency	■	■		
Coal Authority			■	■
Environment Agency	■	■	■	■
Historic Buildings and Monuments Commission for England	■	■	■	■
English Nature	■	■		
Natural England			■	■
Strategic Rail Authority	■	■		
Highways Agency	■	■		
One North East (Regional Development Agency)	■	■	■	■
The Homes and Communities Agency			■	■
Cleveland Police			■	■
Aislaby & Newsham Parish Council	■	■	■	■
Billingham Town Council	■	■	■	■
Bishopton Parish Council	■	■	■	■
Carlton Parish Council	■	■	■	■
Crathorne Parish Council	■	■	■	■
Darlington Borough Council	■	■	■	■
Durham County Council	■	■	■	■
East and West Newbiggin Parish Meeting	■	■	■	■
Egglescliffe & Eaglescliffe Parish Council	■	■	■	■
Elton Parish Council	■	■		
Elwick Parish Council	■	■	■	■
Girsby Parish Council	■	■	■	■
Great Stainton Parish Meeting	■	■	■	■
Greatham Parish Council	■	■	■	■
Grindon Parish Council	■	■	■	■
Hambleton District Council	■	■	■	■
Hartlepool Borough Council	■	■	■	■
Hilton Parish Council	■	■	■	■
Ingleby Barwick Town Council	■	■	■	■
Kirklevington & Castle Levington Parish Council	■	■	■	■
Long Newton Parish Council	■	■	■	■
Maltby Parish Council	■	■	■	■
Middlesbrough Borough Council	■	■	■	■
Middleton St George Parish Council	■	■	■	■

Organisation	Yarm and Eaglescliffe Area Action Plan	Regeneration LDD	Environment LDD	Core Strategy Review
Mordon Parish Meeting	■	■	■	■
Newby Parish Council	■	■	■	■
North Yorkshire County Council	■	■	■	■
Picton Parish Meeting	■	■	■	■
Preston on Tees Parish Council	■	■	■	■
Redcar and Cleveland Borough Council	■	■	■	■
Redmarshall Parish Council	■	■	■	■
Rudby Parish Council	■	■	■	■
Sadberge Parish Council	■	■	■	■
Seamer Parish Council	■	■	■	■
Sedgefield Borough Council	■	■		
Sedgefield Parish Council	■	■	■	■
Stainton and Thornton Parish Council	■	■	■	■
Stillington & Whitton Parish Council	■	■	■	■
Thornaby on Tees Town Council	■	■	■	■
Wolviston Parish Council	■	■	■	■
Worsall Parish Council	■	■	■	■
Yarm Town Council	■	■	■	■
North Tees NHS Trust	■	■	■	■

The following list shows *general consultation bodies* and individuals who were sent details of the four Issues and Options consultations in accordance with Regulation 25, having requested that their details were stored in the Local Development Framework consultation database for this purpose at the time of the consultation. The number of individuals who were contacted is shown, rather than personal details.

Organisation	Yarm and Eaglescliffe Area Action Plan	Regeneration LDD	Environment LDD	Core Strategy Review
Individuals	30	36	253	253
Accent North East			■	■
Age Concern - Teesside	■	■	■	■
Airport Operators Association			■	■
Appletons Chartered Surveyors		■	■	■
Avecia	■	■	■	■
BT Group plc	■	■	■	■
Baines Goldston	■	■	■	■
Banks Developments	■	■	■	■
Barclays Bank	■	■	■	■
Barratt Homes	■	■	■	■
Barton Willmore	■	■	■	■
Bede Sixth Form College			■	■
Bellway Homes	■	■	■	■

Organisation	Yarm and Eaglescliffe Area Action Plan	Regeneration LDD	Environment LDD	Core Strategy Review
Big Tree Planning Ltd			■	■
Blackett Hart and Pratt	■	■	■	■
Blue Sky Planning Ltd	■	■	■	■
BOC Gases	■	■	■	■
bpi. Industrial	■	■	■	■
British Gas (Northern)	■	■	■	■
British Geological Survey	■	■	■	■
British Land	■	■	■	■
British Telecom	■	■	■	■
British Toilet Association			■	■
British Waterways	■	■	■	■
BTCV	■	■	■	■
Building Design Consultant	■	■	■	■
Business & Resident Action Group - Norton High Street			■	■
CABE	■	■	■	■
Castlegate Shopping Centre	■	■	■	■
Catalyst			■	■
Caterpillar Stockton	■	■	■	■
CB Richard Ellis Ltd			■	■
CE Electric UK	■	■	■	■
Centre for Ecology and Hydrology	■	■	■	■
Charles Church	■	■	■	■
Chemical Business Association			■	■
Childrens Society	■	■	■	■
Chris Thomas Ltd	■	■	■	■
Church Commissioners	■	■	■	■
Civil Aviation Authority	■	■	■	■
Cleveland Fire Brigade			■	■
Colliers International				■
Commission for Racial Equality	■	■	■	■
Conaco Phillips Petroleum Co. UK Ltd	■	■	■	■
Concept Town Planning Ltd			■	■
Corporate Real Estate	■	■	■	■
Council for British Archaeology	■	■	■	■
Country Land and Business Association (NE)	■	■	■	■
Cowpen Bewley Village Residents Association			■	■
CPRE	■	■	■	■
Crown Estate Office			■	■
Dalton Warner Davis	■	■	■	■
Dalton Warner Davis Chartered Surveyors	■	■	■	■

Organisation	Yarm and Eaglescliffe Area Action Plan	Regeneration LDD	Environment LDD	Core Strategy Review
David Kitchen Associates	■	■	■	■
Davis Planning Partnership		■	■	■
DEFRA	■	■	■	■
Department for Business Innovation and Skills				■
Department for Education and Employment	■	■	■	■
Development Planning Partnership	■	■	■	■
Devplan UK	■	■		
Disability Rights Commission	■	■	■	■
Disabled Persons Transport Advisory Commission		■		
DKS Architects			■	■
LDDS Consulting Group	■	■	■	■
Dr Malcolm Bell Ltd			■	■
Drivers Jonas Chartered Surveyors	■	■	■	■
Drivers Jonas LLP			■	■
Drivers Jonas LLP			■	■
DTZ		■	■	■
DTZ Debenham	■	■	■	■
Durham Diocesan Secretary	■	■	■	■
Durham University			■	■
Eaglescliffe Preservation Action Group	■	■	■	■
Eastern Area Partnership Board	■	■	■	■
Egglescliffe Youth Group	■	■	■	■
Emolior	■	■	■	■
Endeavour Housing Association	■	■	■	■
Endeavour Partnership	■	■	■	■
England and Lyle	■	■	■	■
English Heritage	■	■	■	■
Entec UK Ltd on behalf of National Grid	■	■	■	■
Environment Agency	■	■	■	■
Equality and Human Rights Commission			■	■
Esh Developments	■	■	■	■
Farming and Wildlife Group	■	■	■	■
FFT Planning			■	■
Fields in Trust			■	■
Firstplan	■	■	■	■
Forest Enterprise	■	■	■	■
Forestry Commission (County Durham)	■	■	■	■
Forestry Commission (Morpeth)	■	■	■	■
Freight Transport Association			■	■
Friends of Tees Heritage Park	■	■	■	■
Friends of the Earth - Middlesbrough &	■	■	■	■

Organisation	Yarm and Eaglescliffe Area Action Plan	Regeneration LDD	Environment LDD	Core Strategy Review
Redcar				
Fusion on Line Ltd	■	■	■	■
G and I Developments			■	■
George F White (Estate Agent)	■	■	■	■
George Wimpy - Strategic Land	■	■	■	■
GL Hearn Property Consultants			■	■
GO Northern	■	■	■	■
Groundwork Trust		■	■	■
GVA Grimley			■	■
GVA Lamb & Edge Planning Development and Regeneration Unit			■	■
H J Banks & Co. Ltd.	■	■	■	■
Habinteg Housing Association	■	■	■	■
Halcrow			■	■
Halcrow Group Limited	■	■	■	■
Hanover Housing Association	■	■	■	■
Hart Properties		■	■	■
Hartburn Residents Association	■	■	■	■
Hartlepool Water	■	■	■	■
Health and Safety Executive			■	■
Health and Safety Executive, North East Area	■	■	■	■
Help the Aged			■	■
Highways Agency - Northumberland & Durham			■	■
Highways Agency Tees Valley	■	■	■	■
Highways Agency Tyne & Wear			■	■
Hilton and Seamer Action Group			■	■
Historic Towns Forum	■	■	■	■
HJ Banks & Co Limited			■	■
Hobson 7 Smith, Builders	■	■	■	■
Home Builders Federation	■	■	■	■
Home Housing Association	■	■	■	■
Home Office		■	■	■
Homes and Communities Agency	■	■	■	■
Housing Corporation (London)	■	■	■	■
How Planning			■	■
Ian Derby Partnership	■	■	■	■
Ian Derby Partnership	■	■	■	■
Industry Nature Conservation Association	■	■	■	■
Jackson Plan	■	■	■	■
Jayline Travel	■	■	■	■
Jeffrey Tarren & Associates	■	■	■	■

Organisation	Yarm and Eaglescliffe Area Action Plan	Regeneration LDD	Environment LDD	Core Strategy Review
JG Eaglescliffe (Holdings) Ltd	■	■	■	■
John Potts Limited	■	■	■	■
John Potts Ltd			■	■
Jomast Developments			■	■
Jon Tweddell Planning	■	■	■	■
JWPC Limited			■	■
Lafarge Aggregates Ltd			■	■
Lambert Smith and Hampton	■	■	■	■
Lambton Smith Hampton	■	■	■	■
LaSalle Investment Management			■	■
Lovell	■	■	■	■
Lovell Johns	■	■	■	■
Maltby Northern Edge Resident's Group			■	■
Matthew Trotter & Miller Architects	■	■	■	■
McInerney	■	■	■	■
Metropolis PD	■	■	■	■
Miller Homes			■	■
Miller Homes	■	■	■	■
Ministry of Defence	■	■	■	■
Mobile Operators Association C/o Mono Consultants Limited	■	■	■	■
Montague Evans	■	■	■	■
Mordon Parish Meeting	■	■	■	■
Nathaniel Lichfield and Partners	■	■	■	■
National Farmers Union	■	■	■	■
Natural England	■	■	■	■
Network Rail	■	■	■	■
Network Rail Property	■	■	■	■
NG Bailey			■	■
North East Chamber of Commerce	■	■	■	■
North East Civic Trust	■	■	■	■
North East Community Forests			■	■
North Star Housing Group	■	■	■	■
North Tees NHS Transitional Care Office	■	■	■	■
Northern Consortium of Housing	■	■	■	■
Northern Gas Networks	■	■	■	■
Northumbrian Water Ltd	■	■	■	■
Npower Renewables	■	■	■	■
ONE North East	■	■	■	■
Openreach			■	■
Peacock and Smith	■	■	■	■
Persimmon Homes	■	■	■	■
Persimmon Homes Teesside	■	■	■	■

Organisation	Yarm and Eaglescliffe Area Action Plan	Regeneration LDD	Environment LDD	Core Strategy Review
Peter Wigglesworth Planning Ltd	■	■	■	■
Philips Petroleum	■	■	■	■
Planning Prospects	■	■	■	■
Planning Team, Dickinson Dees LLP	■	■	■	■
Preston Farm Developments	■	■	■	■
Primeland Consultants Limited	■	■	■	■
Prism Planning			■	■
Property Search Group	■	■	■	■
Property Services Agency (Crown Property)	■	■	■	■
Railtrack Plc	■	■	■	■
Railway Housing Association	■	■	■	■
Ramblers Association, Stockton	■	■	■	■
Regional Tourism Team	■	■	■	■
RenewableUK	■	■	■	■
RGB Ltd			■	■
Richard Burt Design	■	■	■	■
Road Haulage Association - Northern Office			■	■
RPS Group Plc	■	■	■	■
RSPB	■	■	■	■
Sanderson Weatherall			■	■
Sanderson Weatherall for Inbond and Royal Mail Property Holdings			■	■
Sanderson Weatherall on behalf of Lidl UK	■	■	■	■
Satnam Group			■	■
SAVE	■	■	■	■
Savills L&P Ltd	■	■	■	■
School of Architecture, Planning & Landscape	■	■	■	■
Scott Wilson	■	■	■	■
Shuttleworth Picknett & Associates LLP		■	■	■
Signet Planning	■	■	■	■
Signet Planning	■	■	■	■
Sita UK			■	■
Smiths Gore			■	■
Society for the Promotion and Advancement of Romany Culture	■	■	■	■
Society for the Protection of Ancient Buildings (SPAB)	■	■	■	■
Solutions Northern	■	■	■	■
sp&architects		■	■	■
Spawforths			■	■
Sport England	■	■	■	■

Organisation	Yarm and Eaglescliffe Area Action Plan	Regeneration LDD	Environment LDD	Core Strategy Review
Stagecoach Transit	■	■	■	■
Sted Construction Design	■	■	■	■
Stewart Ross Association	■	■	■	■
Stockton Business Forum	■	■	■	■
Stockton Renaissance	■	■	■	■
Stockton Residents' Association	■	■	■	■
Stockton Retail Park	■	■	■	■
Stockton Riverside College	■	■	■	■
Stockton Sixth Form College			■	■
Stockton Western Area Partnership Board	■	■	■	■
Stockton-on-Tees Teaching PCT	■	■	■	■
Storeys:ssp			■	■
Strutt and Parker			■	■
Taylor Wimpey UK Ltd			■	■
Tees and Hartlepool Port Authority Ltd.	■	■	■	■
Tees Archaeology	■	■	■	■
Tees Barrage	■	■	■	■
Tees East and North Yorkshire Ambulance NHS Trust	■	■	■	■
Tees Valley Biodiversity	■	■	■	■
Tees Valley Housing Association	■	■	■	■
Tees Valley Partnership	■	■	■	■
Tees Valley Rural Community Council	■	■	■	■
Tees Valley Unlimited			■	■
Tees Valley Joint Strategy Unit	■	■		
Tees Valley Wildlife Trust	■	■	■	■
The Ancient Monuments Society	■	■	■	■
The Billingham Partnership	■	■	■	■
The Coal Authority			■	■
The Co-operative Group			■	■
The Council for British Archaeology	■	■	■	■
The Garden History Society	■	■	■	■
The Georgian Group	■	■	■	■
The Gypsy Council UK Office	■	■	■	■
The National Federation of Gypsy Liaison Groups				■
The Tees Forest	■	■	■	■
The Theatres Trust	■	■	■	■
The Twentieth Century Society	■	■	■	■
The Victorian Society	■	■	■	■
The Woodland Trust	■	■	■	■
Thoroughbred Homes Ltd			■	■
Thorpe Thewles Residents Association	■	■	■	■

Organisation	Yarm and Eaglescliffe Area Action Plan	Regeneration LDD	Environment LDD	Core Strategy Review
Transco	■	■	■	■
Traveller Law Reform Coalition	■	■	■	■
Turley Associates	■	■	■	■
Turley Associates on behalf of Tees Valley Airport	■	■	■	■
U.K Land Estates			■	■
UK Association of Gypsy Women	■	■	■	■
University of Durham	■	■	■	■
Vernon and Co			■	■
Viewpoint	■	■	■	■
Ward Hadaway	■	■	■	■
Warner Ashtenne			■	■
Wellington 2004 Estate Company	■	■	■	■
Wellington Square	■	■	■	■
Wimpey Homes	■	■	■	■
Women's National Commission			■	■
Woodsyde, Thorntree farm	■	■	■	■
Worsall Parish Council	■	■	■	■
Wright Construction (Durham) Ltd.	■	■	■	■
Wynyard Estates	■	■	■	■
Wynyard Park	■	■	■	■
Yarm and Willie Flats Residents Group			■	■
Yarm Chamber of Trade	■	■	■	■
Yarm Civic Society	■	■	■	■
Yarm Residents Group	■	■	■	■
York Diocesan Society	■	■	■	■
Yorkshire Forward	■	■	■	■
Yuill Homes	■	■	■	■
Zero Waste Ltd	■	■	■	■

NOTICE OF CONSULTATION ON THE CORE STRATEGY REVIEW ISSUES & OPTIONS DOCUMENT AND HABITAT REGULATIONS ASSESSMENTS FOR THE SUSTAINABLE DESIGN GUIDE & PARKING PROVISION FOR DEVELOPMENTS SUPPLEMENTARY PLANNING DOCUMENTS

**Planning and Compulsory Purchase Act 2004
Town and Country Planning (Local Development) (England) Regulations 2008**

In 2004, the Planning and Compulsory Purchase Act introduced major changes in the way decisions about the long term planning and development of areas are made. The Act requires local authorities to prepare and maintain a "Local Development Framework" (LDF), to replace existing local plans. The LDF comprises a number of planning documents otherwise called "Local Development Documents" (LDD) which together will set out the Council's long term planning policies and Supplementary Planning Documents (SPD). Stockton on Tees Borough Council is in the process of producing several documents as part of the LDF. These documents are LDDs and accompanying documents, which support Development Plan Documents (DPP/Ds) and Supplementary Planning Documents (SPDs). The consultation concerns three documents.

PLANNING FOR HOUSING

CORE STRATEGY REVIEW ISSUES AND OPTIONS

Stockton on Tees Core Strategy was adopted in March 2010 and contains policies requiring new housing to be located on sites in the Core Area of the Borough, along the riverside and in the urban area. Monitoring has identified that potentially there are insufficient sites in these locations to deliver all of the Borough's housing requirements to 2026 and that additional sites are needed to accommodate approximately 2800 dwellings for the plan period. Therefore, the Council has decided to undertake a partial review of the Core Strategy in connection with the location of housing sites.

The Core Strategy Review Issues and Options Consultation sets out the background and context and identifies potential housing site options. The document includes explanatory maps and details. A short questionnaire has been produced to accompany this document, which can be downloaded from the Stockton Borough Council website www.stockton.gov.uk/planning/consulting or by telephoning the Planning for Housing Hotline on (01642) 526550. These documents are available for comment between 11th July and 19th September 2011.

HABITAT REGULATIONS ASSESSMENTS FOR THE SUSTAINABLE DESIGN GUIDE SPD & PARKING PROVISION FOR DEVELOPMENTS SPD

A Habitat Regulations Assessment (HRA) assesses the impact of all plans and projects on sites designated as of European importance for their nature conservation value as required by the European Habitats Directive. Two HRA documents have been produced for the Sustainable Design Guide SPD and Parking Provision for Developments SPD. These documents are available for comment between 11th July and 8th August 2011.

During the consultation periods, copies of these documents are also available for public inspection free of charge at:

1. Planning Department, Gloucester House, Church Road, Stockton (between the hours of 08:30 and 17:30 Monday to Thursday inclusive, and 08:30 and 16:30 Friday)
2. Billingham Branch Library, Bedale Avenue, Billingham
3. Eaglescliffe Library, Butterfield Drive, Eaglescliffe
4. Fairfield Library, Fairfield Road, Stockton
5. Ingleby Barwick Library, Community Campus, Blair Avenue, Ingleby Barwick
6. Norton Branch Library, High Street, Norton
7. Ragworth Neighbourhood Centre, St John's Way, Stockton
8. Roseberry Library, The Causeway, Billingham
9. Roseworth Branch Library, Redhill Road, Roseworth
10. Thornaby Branch Library, Westbury Street, Thornaby
11. Thornaby Central Library, Thornaby Pavilion, Thornaby
12. Stockton Central Library, Church Road, Stockton, and
13. Yarm Library, High Street, Yarm (during normal opening hours).
14. Mobile Library Service, in accordance with published timetable.

Any comments in respect of these documents should be sent during the appropriate consultation period and clearly marked with the title of the relevant document using the following methods:

- In writing to The Spatial Planning Section, Stockton on Tees Borough Council, Gloucester House, Church Road, Stockton, TS18 1TW
 - By email to planningforhousing@stockton.gov.uk for the Core Strategy Review - Planning for Housing consultation.
 - By email to spatialplans@stockton.gov.uk for the Habitat Regulations Assessment consultation.
- Further information and copies of the documentation are available from the Council's website www.stockton.gov.uk/spatialplans. Alternatively, copies can be obtained from the Planning Department during the hours specified above, or by telephoning (01642) 526197.

NOTICE OF PUBLICATION OF THE CORE STRATEGY DEVELOPMENT PLAN DOCUMENT PREFERRED OPTIONS AND THE REGENERATION DEVELOPMENT PLAN DOCUMENT ISSUES AND OPTIONS, TOGETHER WITH ACCOMPANYING SUSTAINABILITY APPRAISAL REPORTS AND THE APPROPRIATE ASSESSMENT OF THE CORE STRATEGY DEVELOPMENT PLAN DOCUMENT PREFERRED OPTIONS.

**Planning and Compulsory Purchase Act 2004
Town and Country Planning Act 1990**

Stockton-on-Tees Borough Council has prepared its Core Strategy Development Plan Document Preferred Options and its Regeneration Development Plan Document Issues and Options. In addition to these documents a full Sustainability Appraisal Report has been prepared to accompany the Core Strategy and a scoping report for the Regeneration Development Plan Document. An Appropriate Assessment of the Core Strategy has also been prepared.

Core Strategy Development Plan Document

The Core Strategy sets out the vision and objectives that will underpin the Council's development plan documents, and proposes a spatial strategy for meeting known and anticipated development requirements to 2021, including the number of dwellings required. It includes a limited range of strategic policies to guide the preparation of more detailed policies in subsequent plans. The second stage in the preparation process is to seek views on the Council's preferred options for meeting the Borough's needs.

Regeneration Development Plan Document

The Regeneration Development Plan Document will set out site specific allocations and policies for a variety of uses, including housing, employment, and mixed use proposals to promote regeneration within the Borough. As a first step in this process, views are being sought on a range of issues and options that will help inform the content of the Regeneration Development Plan Document.

The Council has approved both documents for public consultation purposes. Copies of the Core Strategy Development Plan Document Preferred Options and the Regeneration Development Plan Document Issues and Options and the accompanying Sustainability Appraisal and Appropriate Assessment Reports are available for public inspection free of charge at:

- Planning Department, Gloucester House, Church Road, Stockton (between the hours of 08:30 and 17:00 Monday to Wednesday inclusive, 08:30 and 19:00 Thursday and 08:30 and 16:30 Friday)
- Billingham Branch Library, Bedale Avenue, Billingham
- Eaglescliffe Library, Butterfield Drive, Eaglescliffe
- Fairfield Library, Fairfield Road, Stockton
- Ingleby Barwick Library, Community Campus, Blair Avenue, Ingleby Barwick
- Norton Branch Library, High Street, Norton
- Ragworth Neighbourhood Centre, St John's Way
- Roseberry Library, The Causeway, Billingham
- Roseworth Branch Library, Redhill Road, Roseworth
- Thornaby Branch Library, Westbury Street, Thornaby
- Thornaby Central Library, Thornaby Pavilion, Thornaby
- Stockton Central Library, Church Road, Stockton, and
- Yarm Library, High Street, Yarm (during normal opening hours).

Consultation commences on Friday 28 September 2007. Comments in respect of these documents must be received by the Council before 4:30pm on Friday 9 November 2007 and should be sent:

- Using the on-line comments forms provided on the Council's website www.stockton.gov.uk/spatialplanning
- In writing to the Spatial Planning Manager, Spatial Planning Section, Gloucester House, Church Road, Stockton, TS18 1TW;
- By e-mail to jane.elliott@stockton.gov.uk for the Core Strategy document matthew.clifford@stockton.gov.uk for the Regeneration document.

Comments should specify the specific document and matters to which they relate. Any representations submitted to the Council may be accompanied by a request to be notified of the adoption of the documents.

Further information and copies of the documentation are available from the Council's website www.stockton.gov.uk/spatialplanning. Alternatively, copies can be obtained from the Planning Department during the hours specified above, or by telephoning (01642) 528557.

Appendix 3 Issues and Options Consultation Responses

This list shows the specific organisations which responded to each of the Issues and Options consultations. The number of representations from individuals is also shown. Full responses can be viewed by appointment with the Spatial Planning Section.

Respondent	Yarm and Eaglescliffe Area Action Plan	Regeneration LDD	Environment LDD	Core Strategy Review
Individuals	7	272	0	694
Allegro		■		
Appletons		■		■
Banks Developments		■		
Barclays Bank		■		
Billingham Town Council				■
Blackett Hart and Pratt LLP		■		
British Waterways		■	■	
Cameron Hall Developments				■
Campaign to Protect Rural England		■		■
Carlton Parish Council			■	■
Castlegate Shopping Centre				■
CE Electric UK				■
Church Commissioners				■
Claytons of Carlton		■		
Cllr A Graham, Ingleby Barwick Town Council	■			
Cllr J Kirby, Ingleby Barwick Town Council	■			
Cllr John Fletcher, Eaglescliffe Ward	■			
Cllr W Feldon, Ingleby Barwick Town Council	■			
Commercial Farmers within your District				■
Co-operative Group				■
Councillor Faulks				■
CPRE	■	■		
D G Dale and Sons		■		
Darlington Borough Council				■
David Kitchen Associates		■		
Eaglescliffe Preservation Action Group	■			
Egglescliffe & Eaglescliffe Parish Council	■	■	■	■
England and Lyle				■
English Heritage	■	■	■	
Environment Agency		■	■	■
FFT Planning		■		
Friends of Tees Heritage Park	■	■		■
Friends of Tees Heritage Park	■			■
Government Office for The North East	■	■		
Grindon Parish Council		■		
Hartlepool Borough Council				■
High and Low Worsall Parish Council				■
Highways Agency	■	■	■	■
Homes & Communities Agency			■	■
Howson Developments Ltd				■
Ingleby Barwick Town Council		■		■
JG (Eaglescliffe) Ltd C/O Sanderson	■	■		

Respondent	Yarm and Eaglescliffe Area Action Plan	Regeneration LDD	Environment LDD	Core Strategy Review
Weatherall				
Kirkleavington Property Co C/O Peacock & Smith	■			
Kirkleavington and Castle Leavington Parish Council				■
Long Newton Parish Council				■
Maltby Northern Edge Residents Group		■		■
Middlesbrough Council			■	■
Ministry of Defence			■	
England and Lyle (on behalf of landowners)		■		
Nathanial Lichfield and Partners	■			
National Grid				■
National Offender Management Service		■		
Natural England	■	■	■	■
Network Rail		■		
North East Assembly	■	■		
North of England Civic Trust	■			
North Shore Development Partnership		■		
North Tees and Hartlepool NHS Foundation Trust				■
Northumbrian Water		■		
Northumbrian Water Ltd (Landholdings)	■	■		
Norton Heritage Group				■
ONE North East	■	■	■	■
Partner Construction				■
Persimmon Homes (North East) Ltd		■		
Peter Wigglesworth Planning		■		
Preston Farm Developments		■		■
Redcar and Cleveland Borough Council		■		
Redleaf VI		■		
Redmarshall Parish Council		■		■
Royal Mail		■		
RSPB		■	■	
Cllrs Mr & Mrs M Womphrey				■
Satnam Planning Ltd				■
Scot Bros Environmental Services Ltd				■
Signet Planning Ltd		■		
Simon Bailes Ltd		■		
Solutions Northern		■		
Sport England		■	■	■
Stillington & Whitton Parish Council		■		■
Sven Developments				■
Taylor Wimpey		■		■
Taylor Wimpey Strategic Land				■
Tees Archaeology	■			■
Tees Valley Biodiversity Steering Group			■	
Tees Valley Local Access Forum				■
Tees Valley Regeneration		■		
Tees Valley Rural Community Council				■
The Coal Authority			■	■
The Crathorne Estate				■

Respondent	Yarm and Eaglescliffe Area Action Plan	Regeneration LDD	Environment LDD	Core Strategy Review
The Garden Centre Group				■
The Garden History Society	■			
The Theatres Trust		■		■
Theakston Estates Ltd		■		■
Thorpe Thewles Residents Association		■		■
Tithebarn Land				■
UK Association of Gypsy Women				■
Ward Hadaway	■			
Wellington 2004 Estate Company		■		
West Raynham Developments				■
WT Elstob & Son				■
Wynyard Estates		■		
Wynyard Park Ltd				■
Yarm & Willie Flatts Residents Group	■			
Yarm Civic Society				■
Yarm Residents Group	■	■		■
Yorkshire Forward	■	■	■	
Yuill Homes and Persimmon Homes				■