

DELEGATED

**AGENDA NO
PLANNING COMMITTEE
5 JULY 2023
REPORT OF DIRECTOR OF FINANCE,
DEVELOPMENT AND BUSINESS SERVICES**

23/0061/REM

Castlegate Shopping Centre, Multi Storey Car Park And Former Swallow Hotel, High Street, Stockton-on-Tees

Reserved matters application for (access, appearance, landscaping, layout and scale) for phases 3-9 for the re-alignment and bridging over the A1305, creation of new urban park, performance space and pavilions, public realm improvements, and associated hard and soft landscaping, vehicular access, highways alterations and servicing provision.

Expiry Date 7 July 2023

SUMMARY

Outline planning permission with all matters reserved was approved by Planning Committee on the 9th August 2021, for demolition of existing structures, including shopping centre, hotel and multi storey car park for the erection of new mixed use building(s) incorporating Use Classes E and/or F1 and/or F2, re-alignment and bridging over the A1305, creation of new urban park, performance space and pavilions, public realm improvements, and associated hard and soft landscaping, parking, vehicular access, highways alterations and servicing provision (21/0786/OUT). Work has commenced on the demolition and work is ongoing.

This application seeks reserved matters approve for phases 3-9 of the development which is generally the new urban park, bridge and road alignment changes.

The vision remains to deliver transformational change within Stockton Town Centre through the demolition of the Castlegate Shopping Centre and consolidation of Stockton Town Centre's retail offer to address the oversupply of retail floor space within the Town Centre, which has now already occurred. The park is designed to be a destination with multiple spaces for events and part of a wider strategy to reduce reliance on retail and address the unit vacancy rates. The layout of the park is informed by the historic burgage plots and the east west movement route from High Street to the Riverside. Overlaying this is the free flowing "cultural ribbon" that leads people through the park to the event spaces and link to areas of "cultural confetti" - features that tell the heritage stories of Stockton. The 'ribbon' is a trail through the park and the 'confetti' are points with heritage interpretation along the way.

The application has been considered in full and there are no policy or consultation objections to the proposals subject to a number of conditions which have been recommended.

The application is recommended for approval with conditions.

N.B. As part of the planning committee there will be a short presentation by the Applicants representative to explain the concept and design in more detail to give Members more insight into the design process and ideas to complement the history of the area.

RECOMMENDATION

That planning application 23/0061/REM be approved subject to the following conditions and informatives

01 Approved Plans

The development hereby approved shall be in accordance with the following approved plan(s);

Plan Reference Number	Date Received
SUPW-RWD-00-XX-DR-L-2105 REV P6	17 May 2023
SUPW-RYD-00-XX-DR-L-2000 REV P8	17 May 2023
SUPW-RYD-00-XX-DR-L-2001 REV P6	17 May 2023
SUPW-RYD-00-XX-DR-L-2101 REV P5	17 May 2023
SUPW-RYD-00-XX-DR-L-2102 REV P6	17 May 2023
SUPW-RYD-00-XX-DR-L-2103 REV P5	17 May 2023
SUPW-RYD-00-XX-DR-L-2104 REV P5	17 May 2023
SUPW-RYD-00-XX-DR-L-2108 REV P5	17 May 2023
SUPW-RYD-00-XX-DR-L-2109 REV P6	17 May 2023
SUPW-RYD-00-XX-DR-L-2700 REV P5	17 May 2023
SUPW-RYD-00-XX-DR-L-2701 REV P4	17 May 2023
SUPW-RYD-00-XX-DR-L-2702 REV P4	17 May 2023
SUPW-RYD-00-XX-DR-L-2703 REV P4	17 May 2023
SUPW-RYD-00-XX-DR-L-2704 REV P4	17 May 2023
SUPW-RYD-00-XX-DR-L-2710 REV P4	17 May 2023
SUPW-RYD-00-XX-DR-L-7000 REV P5	17 May 2023
SUPW-RYD-00-XX-DR-L_2106 REV P5	17 May 2023
STCMP-RYD-00-ZZ-DR-A-01000-S2-P5	12 January 2023
SUPW-RYD-00-XX-DR-L-0100-S2-P1	12 January 2023
SUPW-RYD-XX-XX-DR-A-4001-S2-P2	12 January 2023
SUPW-RYD-XX-XX-DR-A-4002 -S2-P2	12 January 2023
SUPW-RYD-XX-XX-DR-A-4003-S2-P2	12 January 2023
SUPW-RYD-XX-XX-DR-A-4004-S2-P2	12 January 2023
SUPW-BGP-01-ZZ-DR-C-90.4-01122_P05	17 May 2023
SUPW-BGP-01-ZZ-DR-C-90.4-01123 REV P02	17 May 2023
SUPW-BGP-01-ZZ-DR-C-90.4-01190 REV P06	17 May 2023
SUPW-BGP-01-ZZ-DR-C-90.4-01191 REV P06	17 May 2023
SUPW-BGP-01-ZZ-DR-C-90.4-01192 REV P06	17 May 2023
SUPW-BGP-01-ZZ-DR-C-90.4-01197_P04	17 May 2023
SUPW-BGP-01-ZZ-DR-C-90.4-01900 REV P07	17 May 2023
SUPW-BGP-01-ZZ-DR-C-90.4-01901 REV P07	17 May 2023
SUPW-BGP-01-ZZ-DR-C-90.4-01902 REV P09	17 May 2023
SUPW-BGP-01-ZZ-DR-C-90.4-01903 REV P06	17 May 2023
SUPW-BGP-01-ZZ-DR-C-90.4-01904 REV P05	17 May 2023
SUPW-BGP-01-ZZ-DR-C-90.4-01119 P03	12 January 2023
SUPW-BGP-01-ZZ-DR-C-52-01001 P02	12 January 2023
SUPW-BGP-01-ZZ-DR-C-52-01002 P01	12 January 2023
SUPW-BGP-01-ZZ-DR-C-90.4-01193 P03	12 January 2023
SUPW-BGP-01-ZZ-DR-A-16-01922 PO2	18 January 2023

SUPW-BGP-01-ZZ-DR-S-16-01924 PO2
SUPW-BGP-01-ZZ-DR-S-16-01923 PO2

18 January 2023
18 January 2023

Reason: To define the consent.

02 Landscaping – Softworks

Notwithstanding the submitted plans, full details of Soft Landscaping shall be submitted to and approved in writing by the Local Planning. This will be a detailed planting plan and specification of works indicating soil depths, plant species, numbers, densities, locations inter relationship of plants, stock size and type, grass, and planting methods including construction techniques for tree pits in hard surfacing and root barriers. All works shall be in accordance with the approved plans. All existing or proposed utility services that may influence proposed tree planting shall be indicated on the planting plan. The scheme shall be completed prior to the opening to the public of any part of the development or over an alternative timetable to be agreed with the local planning authority

Reason: To ensure a high quality planting scheme is provided in the interests of visual amenity which contributes positively to local character and enhances bio diversity.

03 Soft Landscape Management and Maintenance

Full details of proposed soft landscape management shall be submitted to and approved in writing by the Local Planning Authority in accordance with a timetable to be agreed with the local planning authority.

The soft landscape management plan shall include, long term design objectives, management responsibilities and maintenance schedules, replacement programme for all landscape areas including retained vegetation, (other than small privately owned domestic gardens), maintenance access routes to demonstrate operations can be undertaken from publicly accessible land, special measures relating to the time of year such as protected species and their habitat, management of trees within close proximity of private properties etc. This information shall be submitted to and approved in writing by the Local Planning Authority.

Any vegetation within a period of 5 years from the date of from the date of completion of the total works that is dying, damaged, diseased or in the opinion of the Local Planning Authority is failing to thrive shall be replaced by the same species of a size at least equal to that of the adjacent successful planting in the next planting season.

Landscape maintenance shall be detailed for the initial 5 year establishment from date of completion of the total scheme regardless of any phased development period followed by a long-term management plan for a period of 20 years. The landscape management plan shall be carried out as approved

Reason: To ensure satisfactory landscaping to improve the appearance of the site in the interests of visual amenity.

04 Landscaping – Hardworks (Tactile Paving)

Full details of proposed tactile paving shall be submitted to and approved in writing by the Local Planning Authority in accordance with a timetable to be agreed with the local planning authority. This shall include all construction details confirming materials, colours, finishes and fixings. The scheme shall be completed to the satisfaction of the Local Planning Authority. Any defects in materials or workmanship appearing within a period of 12 months from completion of the total development shall be made-good by the owner as soon as practicably possible.

Reason: To enable the Local Planning Authority to control details of the proposed development, to ensure a high quality hard landscaping scheme is provided in the interests of visual amenity which contributes positively to local character of the area

05 Street Furniture

Details of any street furniture associated with the development shall be submitted to and approved in writing by the Local Planning Authority in accordance with a timetable to be agreed with the local planning authority. This shall include seating, litter bins, bollards and cycle stands and skate stops. Such street furniture as agreed shall be erected before the development hereby approved is open to the public.

Reason: In the interests of the visual amenity of the locality.

06 Signage, Artworks and Heritage Details

Details of all artworks, heritage details and interpretation signage and all other site signage locations materials and dimensions shall be submitted to and approved in writing by the Local Planning Authority in accordance with a timetable to be agreed with the local planning authority. Such street furniture as agreed shall be erected before the development hereby approved is open to the public.

Reason: In the interests of the visual amenity of the locality.

07 Enclosures

Details of all balustrades, railings, pedestrian guardrails, fencing and walls shall be submitted to and approved in writing by the Local Planning Authority in accordance with a timetable to be agreed with the local planning authority. All enclosures as agreed shall be erected before the development hereby approved is open to the public.

Reason: In the interests of the visual amenity of the locality

08 Water Feature

Details of the design, appearance and function of any water features shall be submitted to and approved in writing in accordance with a timetable to be agreed with the local planning authority.

Reason: In the interests of the visual amenity of the locality.

09 Play Equipment and Future Management

Details of all play equipment including safety surfacing shall be submitted to and approved in writing by the Local Planning Authority in accordance with a timetable to be agreed with the local planning authority.

The developer shall also provide a management and maintenance plan for the play area and equipment, to guide the future management of the play facility. The management details shall be prepared for a minimum period of 20 years from completion of the works.

Reason: To enable the Local Planning Authority to satisfactorily control the development and ensure long term maintenance of the play facility.

10 Scheme for Illumination

Full details of the method of any external illumination including siting; Angle of alignment; Light colour; and Luminance of buildings facades and external areas of the site, shall be submitted to and agreed in writing by the Local Planning Authority in accordance with a

timetable to be agreed with the local planning authority and the lighting shall be implemented wholly in accordance with the agreed scheme prior to the park opening to the public.

Reason: To enable the Local Planning Authority to control details and in the interests of the amenity of adjoining residents, highway safety; and protection of sensitive wildlife habitats.

11 Drainage:

Development shall be implemented in broad accordance with the drainage scheme contained within the submitted document entitled "Indicative Drainage Schematic" dated "21st December 2022". The drainage scheme shall ensure that foul flows discharge to the combined sewer at manhole 6902 and ensure that surface water discharges to the existing watercourse.

Reason: To prevent the increased risk of flooding from any sources in accordance with the NPPF.

12 Archaeology

(A) Prior to works commencing on the built development a programme of works and associated archaeological strategy, has been submitted to and approved by the local planning authority in writing. A Written Scheme of Investigation must also be submitted to, and approved by, the local planning authority in writing prior to starting any programme of archaeological work. The Written Scheme of Investigation shall include an assessment of significance and research questions; and:

1. The programme and methodology of site investigation and recording
2. The programme for post investigation assessment
3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation
6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

B) No development shall take place other than in accordance with the programme of works and associated archaeological strategy approved under condition (A).

C) The development shall not be open to the public until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the archaeological strategy approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: The site is of archaeological interest

INFORMATIVE OF REASON FOR PLANNING APPROVAL

Informative: Working Practices

The Local Planning Authority has worked in a positive and proactive manner and sought solutions to problems arising in dealing with the planning application by gaining additional information required to assess the scheme and by the identification and imposition of appropriate planning conditions.

Informative: Canal and River Trust

The applicant/developer is advised to contact the Canal & River Trust's Works Engineering Team on 0303 040 4040 in order to ensure that any necessary consents are obtained and that the works would comply with the Trust's "Code of Practice for Works affecting the Canal & River Trust.

Informative: Landscaping

The following British Standards should be referred to:

BS: 3882:2015 Specification for topsoil

BS: 8545:2014 Trees: from nursery to independence in the landscape – Recommendations

BS: 8601:2013 Specification for subsoil and requirements for use

BS: 5837 (2012) Trees in relation to demolition, design, and construction - Recommendations

BS: 3998:2010 Tree work – Recommendations

BS: 7370-4:1993 Grounds maintenance part 4. Recommendations for maintenance of soft landscape (other than amenity turf).

BS: 3936-1:1992 Nursery Stock - Part 1: Specification for trees and shrubs

BS: 4428:1989 Code of practice for general landscaping operations (excluding hard surfaces)

BS: 4043:1989 Recommendations for Transplanting root-balled trees

BACKGROUND

1. Outline planning permission with all matters reserved was approved by Planning Committee on the 9th August 2021, for demolition of existing structures, including shopping centre, hotel and multi storey car park for the erection of new mixed use building(s) incorporating Use Classes E and/or F1 and/or F2, re-alignment and bridging over the A1305, creation of new urban park, performance space and pavilions, public realm improvements, and associated hard and soft landscaping, parking, vehicular access, highways alterations and servicing provision (21/0786/OUT). Work has commenced on the demolition and is ongoing.
2. The vision for the proposal was to deliver transformational change within Stockton Town Centre through the demolition of the Castlegate Shopping Centre and consolidation of Stockton Town Centre's retail offer to address the oversupply of retail floor space within the Town Centre. The outline scheme included an urban park that creates high quality spaces that are multifunctional by providing leisure and recreational opportunities as well as supporting the Council's events programme. The aim was to connect High Street to the riverside with a new land bridge over the reduced width A1305 road and deliver a new, flexible public space to accommodate a range of events, riverside building plots and future commercial and leisure opportunities.
3. The work is to be undertaken in Phases with the new diagnostic centre and public buildings forming phases 1 and 2. The reserved matters application for phase 1 for the erection of a Community Diagnostics Centre building to include substation and associated hard and soft landscaping, parking, cycle store, vehicular access, highway alterations and servicing provisions is currently under consideration (23/0975/REM).

SITE AND SURROUNDINGS

4. The overall site comprises 5.57 ha and is located adjacent to the River Tees which was occupied by the Castlegate Shopping Centre and adjoining multi-storey car park, as well as the former Swallow Hotel building.
5. The site is bounded, to the north by various commercial uses facing on Finkle Street, the High Street, Green Dragon Yard and the Georgian Theatre; To the east by the River Tees and Castlegate Mills buildings, with the Teesdale business park and Durham University campus on the other side of the river; to the south by a new Lidl foodstore, and the A1305 dual carriageway beyond this; and to the west by the High Street, which contains areas of public space, the Town Hall and various bus stops, with retail and other commercial units.

6. This application relates to Phases 3 -9 which is the Urban Park element of the wider scheme. The site lies within the Stockton Town Centre Boundary and is predominately adjacent to the boundary of the Stockton Town Centre Conservation area, although a small part lies within the conservation area. In the vicinity of the site are a number of listed buildings and the Market Cross which is a scheduled ancient monument.

PROPOSAL

7. This application seeks approval of all reserved matters, including details of layout, scale appearance, landscaping and means of access(es), pursuant to outline application 21/0786/OUT, comprising Phases 3-9 .
8. The park is designed to be a destination with multiple spaces for events. The applicant states that the play elements will offer something unique within the region helping to attract families and draw people into Stockton Town Centre, on a more regular basis, diversifying the range of attractions in the centre. This forms part of a wider strategy to reduce reliance on retail, and reduce the unit vacancy rate.
9. The layout of the park is informed by the historic burgage plots and the east west movement route from High Street to the Riverside. Overlaying this is the free flowing “cultural ribbon” that leads people through the park to the event spaces and link to areas of “cultural confetti” - features that tell the heritage stories of Stockton. The ‘ribbon’ is a trail through the park and the ‘confetti’ are points with heritage interpretation along the way.
10. The design of the park is totally unique to Stockton. The layout references the historic burgage plots, the **corten materiality** of features reflects the ship building past of the River Tees and ties into the materials palette with the town centre. Historic stories are integrated to gateways and art features to bring a richness and strong sense of place. The layout and gradients across the park are all accessible and enable everyone to use the same main routes and the play area is to be designed to ensure it is accessible for everyone. The layout encourages active travel by connecting to cycle routes and creating circular walks.
11. A new 55m wide land bridge and connecting paths is proposed and draws people through the park from the High Street to the Riverside with art, planting, seating, shelter and play along the way. A secondary route from the eastern end of Finkle Street allows people to cross the Riverside Road and onto the waterfront. The park connects with Cycle Route 14 to the north providing a route into Stockton from this popular cycle route.
12. The frontage of the park is aligned to the historic High Street with gateways formed in **corten** archways, inscribed with local stories. The tree line will create height to reflect the building scale that once was there and help to provide some enclosure to the High Street urban form. Gateways into the park are provided along the frontage aligned to historic alleyways and shop fronts.
13. The park will provide a range of new planted areas and habitat types and a range of sustainable drainage systems will be integrated including rain gardens and natural filtration systems. Wind breaks along the southern boundary are to be provided by means of tree planting and perforated metal panels to the bridge structure. A number of shelters are provided across the park allowing people to enjoy shade or escape the rain.

CONSULTATIONS

14. Consultees were notified and the following comments were received.

15. Highways Transport & Design Manager

General Summary: Subject to the conditions set out below being imposed the Highways, Transport and Design Manager raises no issues with the proposals.

Highways Comments - There are no highways objections to the proposals.

Landscape & Visual Comments - The Highways Transport and Design Manager raises no landscape and visual objections to the proposals, however there is still a significant amount of information outstanding, and this should be conditioned. The suggested conditions are included in the informative section below.

Flood Risk Management - The Lead Local Flood Authority have reviewed the information submitted to support the above application and have no objection to the proposals. Detailed design will be addressed via the condition no. 14 attached to the outline application. Future phases 1 & 2 must be restricted to a total discharge of 39 l/s and sufficient storage provided for the 1 in 100 + 45% Climate Change event. The submitted drawing 'Indicative Drainage Schematic Ref; 01001 Rev P02 Dated 21.12.2022' must be updated to reflect this. Informative At detailed design stage the LLFA would recommend against the use of crates for storage of surface due to maintenance implications and the limited life span of the crates.

16. Tees Archaeology

Thank you for the consultation on this application. At present, we do not consider that there is sufficient technical detail regarding the proposed groundworks to determine the need for archaeological work. Unless further details are submitted, we recommend that an archaeological condition be placed upon the application, with the exact scope of mitigation to be agreed upon with Tees Archaeology at a later date.

17. Northern Gas Networks

Northern Gas Networks acknowledges receipt of the planning application and proposals at the above location. Northern Gas Networks has no objections to these proposals, however there may be apparatus in the area that may be at risk during construction works and should the planning application be approved, then we require the promoter of these works to contact us directly to discuss our requirements in detail. Should diversionary works be required these will be fully chargeable.

18. Canal & River Trust (Former British Waterways)

The Trust are Navigation Authority for the Tees Navigation, located to the immediate east of the proposed new park. Based on the information available our substantive response (as required by the Town & Country Planning (Development Management Procedure) (England) Order 2015 (as amended)) is the following general advice:

Overall, the scheme should help improve engagement between the town centre and the River Tees, in line with the wider aims of policy SD5 'Natural, Built and Historic Environment' from the adopted Local Plan, where part c) promotes enhancements to green infrastructure and assets. In our response to the outline application (your ref: 21/0786/OUT), we did request the provision of cross sections to demonstrate that changes to land levels would not impose loading onto the River Tees bank. We have reviewed the section information provided, and are satisfied that proposed new retaining structures will be located suitably distant from the river so as to limit the risk of land instability.

We request that the Local Planning Authority should ensure that appropriate details are provided with regards to construction materials and vegetation prior to the commencement of works. Details could be secured by the means of appropriately worded condition. Notably, masonry may need to be appropriately detailed to add visual interest and reduce the risk of graffiti; whilst we request that the planting strategy should include native species and an appropriate density of planting to add interest to the park area, and to enhance local biodiversity. There is a risk that the sole use of grass and low lying species as shown in the indicative landscaping plans, for example, could lack visual interest, and minimise the potential benefits for wildlife.

Other Comments : In our capacity as navigation authority, we wish to highlight that the applicant/developer may need to comply with the Trust's 'Code of Practice for Works affecting the Canal & River Trust' due to the proximity. We therefore request that, in the event of a positive determination, the following informative is appended to the decision notice: "The applicant/developer is advised to contact the Canal & River Trust's Works Engineering Team on 0303 040 4040 in order to ensure that any necessary consents are obtained and that the works would comply with the Trust's "Code of Practice for Works affecting the Canal & River Trust"

19. The Environment Agency

We have no objections to the above application as submitted. However, we have the following comments to offer:

Flood Risk : A small part of the proposed development lies within Flood Zone 2 and 3, which is at risk of flooding. However, we do not consider the proposed development to have an increased risk of on or off-site flooding.

Flood risk issues that are not in our direct remit : The following issues are not within our direct remit or expertise, but nevertheless are important considerations for managing flood risk for this development. Prior to deciding this application, we recommend that consideration is given to the issues below. Where necessary, the advice of relevant experts should be sought.

- Adequacy of rescue or evacuation arrangements
- Details and adequacy of an emergency plan
- Provision of and adequacy of a temporary refuge
- Details and adequacy of flood proofing and other building level resistance and resilience measures
- Details and calculations relating to the structural stability of buildings during a flood
- Whether insurance can be gained or not
- Provision of an adequate means of surface water disposal such that flood risk on and off-site isn't increased

Flood warning and emergency response - We do not normally comment on or approve the adequacy of flood emergency response procedures accompanying development proposals, as we do not carry out these roles during a flood. Our involvement with this development during an emergency will be limited to delivering flood warnings to occupants/users covered by our flood warning network. The Planning Practice Guidance (PPG) to the National Planning Policy Framework (NPPF) states that, in determining whether a development is safe, the ability of residents and users to safely access and exit a building during a design flood and to evacuate before an extreme flood needs to be considered. One of the key considerations to ensure that any new development is safe is whether adequate flood warnings would be available to people using the development. In all circumstances where warning and emergency response is fundamental to managing flood risk, we advise local planning authorities to formally consider the emergency planning and rescue implications of new development in making their decisions. As such, we recommend you refer to 'Flood risk emergency plans for new development' and undertake appropriate consultation with your emergency planners and the emergency services to determine whether the proposals are safe in accordance with paragraph 167 of the NPPF and the guiding principles of the PPG.

Signing up for flood warnings - The applicant should phone Floodline on 0345 988 1188 to register for a flood warning, or visit <https://www.gov.uk/sign-up-for-flood-warnings>. It's a free service that provides warnings of flooding from rivers, the sea and groundwater, direct by telephone, email or text message. Anyone can sign up. Flood warnings can give people valuable time to prepare for flooding – time that allows them to move themselves, their families and precious items to safety. Flood warnings can also save lives and enable the emergency services to prepare and help communities.

- For practical advice on preparing for a flood, visit <https://www.gov.uk/prepare-for-flooding>.

- To get help during a flood, visit <https://www.gov.uk/help-during-flood>.
- For advice on what do after a flood, visit <https://www.gov.uk/after-flood>.

20. Highways England Company Limited

From a National Highways perspective, new information provided with regards this application appears to amount to fine-tuning of the landscaping of the layout of the site that will have no significant impact on our network. We do not wish to alter our earlier position of no objection

21. Cleveland Police

Crime and anti-social behaviour does occur when criminals can operate, including when travelling to and from a location, without fear of being seen, therefore, surveillance is very important for this development. Planting schemes should complement the proposed CCTV surveillance system for the site. CCTV should record in colour in all lighting conditions. A maintenance scheme should be developed to prevent the trees and foliage obscuring the vision of CCTV, and any natural surveillance that exists. Consider public address system monitored by CCTV Control to provide for announcements/warnings. Well deigned lighting reduces fear of crime and makes spaces more inviting. There should be a uniform level of lighting across the development, which should enhance formal and informal surveillance across the site. Consider defensive planting within the scheme to deter desire lines being created.

22. Friends Of Stockton And Darlington Railway

The Friends of the Stockton & Darlington Railway are pleased to see the revised plans showing locations for S&DR interpretation panels. However, can you please confirm that the S&DR Walking and Cycling Route will have clear passage through the site along the riverside, in particular where the event space and the specialist play area are shown on the plan?

NB This was confirmed to the Friends and the confirmation welcomed.

23. Environmental Health Unit

I have checked the documentation provided, and have found no objection to this reserved matters application from a contaminated land perspective. I have no comments to make for the above application.

24. Northumbrian Water Limited

In making our response to the local planning authority Northumbrian Water assesses the impact of the proposed development on our assets and assesses the capacity within our network to accommodate and treat the anticipated flows arising from the development. We do not offer comment on aspects of planning applications that are outside of our area of control. It should also be noted that, following the transfer of private drains and sewers in 2011, there may be assets that are the responsibility of Northumbrian Water that are not yet included on our records. Care should therefore be taken prior and during any construction work with consideration to the presence of sewers on site. Should you require further information, please visit <https://www.nwl.co.uk/services/developers/> We do not have any issues to raise with the above application, provided it is approved and carried out within strict accordance with the submitted document / drawing entitled "Indicative Drainage Schematic". This document reflects our pre-planning enquiry advice. We request that the following approval condition be attached to any planning consent granted, so that the development is implemented in accordance with the named document:

Condition: Development shall be implemented in line with the drainage scheme contained within the submitted document entitled "Indicative Drainage Schematic" dated "21st December 2022". The drainage scheme shall ensure that foul flows discharge to the combined sewer at manhole 6902 and ensure that surface water discharges to the existing watercourse.

Reason: To prevent the increased risk of flooding from any sources in accordance with the NPPF.

It should be noted that we are not commenting on the quality of the flood risk assessment as a whole or the developers approach to the hierarchy of preference. The council, as the Lead Local Flood Authority, needs to be satisfied that the hierarchy has been fully explored and that the discharge rate and volume is in accordance with their policy.

For information only - We can inform you that a number of assets cross the redline boundary of the wider site and may be affected by the proposed development. Northumbrian Water do not permit a building over or close to our apparatus. We will work with the developer to establish the exact location of our assets and ensure any necessary diversion, relocation or protection measures required prior to the commencement of the development. We include this informative so that awareness is given to the presence of assets on site. Information is available at <https://www.nwl.co.uk/services/developers/>

25. Natural England

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes. Natural England's generic advice on other natural environment issues is set out at Annex A.

26. SBC Place Development Manager

The updated plans have positively addressed previous comments given by the Place Development team. Place Development are otherwise supportive of this application and have no further comments.

27. Historic England

Historic England's remit for the urban park proposal is how it meets a large section of the Stockton Town Conservation Area, defined along the south eastern section of the Market Place and Finkle Street. The character of park and conservation area are entwined at this meeting point and this presents exciting opportunities for both.

The emerging proposals recognise this, presenting a very contemporary form of park planted securely within the historic grain of the town. This is achieved by defining the edge of the park along the historic building lines. The boundary of planting and trees broken at regular intervals by portals echoes, in an almost ghostly way, the historic pattern of houses, shops and alleyways that characterised the area before the construction of the Castlegate Centre.

Further references through details, to historic events, people and occupants of this part of the town deepens its connection to the conservation area and rich heritage more widely. Of particular note is the reference to the riverside branch of the Stockton and Darlington Railway which compliments conservation, research and access improvements that are underway or planned on the whole route as part of a Historic England Heritage Action Zone and forthcoming Bicentenary Celebrations.

In reference to the National Planning Policy Framework the proposals would conserve and enhance the significance of the Stockton Town Conservation Area and reinforce the value heritage makes to the creation of sustainable communities and economic prosperity (paras. 197, 199 and 206). Recommendation : Historic England supports the application on heritage grounds.

28. Chief Fire Officer (Cleveland Fire Brigade)

Cleveland fire Brigade offers no representations regarding the development as proposed. However, Access and Water Supplies should meet the requirements as set out in Approved Document B Volume 2: 2019, Section B5, for buildings other than Dwellings. It should be noted that Cleveland Fire Brigade now utilise a Magirus Multistar Combined Aerial Rescue Pump (CARP) which has a vehicle weight of 17.5 tonnes. This is greater than the specified weight in AD B Vol 2 Section B5 Table 15.2. It should be confirmed that 'shared driveways' and 'emergency turning head' areas meet the minimum carrying capacity requirements as

per ADB Vol 1, Section B5: Table 13.1, and in line with the advice provided regarding the CARP, above. Further comments may be made through the building regulation consultation process as required

PUBLICITY

29. Neighbours were notified, the proposal was advertised in the press and a number of site notices and no comments were received.

PLANNING POLICY

30. Where an adopted or approved development plan contains relevant policies, Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permissions shall be determined in accordance with the Development Plan(s) for the area, unless material considerations indicate otherwise. In this case the relevant Development Plan is the Stockton on Tees Borough Council Local Plan 2019.
31. Section 143 of the Localism Act came into force on the 15 January 2012 and requires the Local Planning Authority to take local finance considerations into account, this section s70(2) Town and Country Planning Act 1990 as amended requires in dealing with such an application the authority shall have regard to a) the provisions of the development plan, so far as material to the application, b) any local finance considerations, so far as material to the application and c) any other material considerations.

National Planning Policy Framework

32. The purpose of the planning system is to contribute to the achievement of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways. These are economic social and environmental objectives.
33. So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11) which for decision making means; approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless: the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
34. The following paragraphs of the NPPF are considered relevant to the determination of the application.

Paragraph 38. Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible

Paragraph 86. Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. Planning policies should:

- a) define a network and hierarchy of town centres and promote their long-term vitality and viability – by allowing them to grow and diversify in a way that can respond to rapid changes

in the retail and leisure industries, allows a suitable mix of uses (including housing) and reflects their distinctive characters;

b) define the extent of town centres and primary shopping areas, and make clear the range of uses permitted in such locations, as part of a positive strategy for the future of each centre;

c) retain and enhance existing markets and, where appropriate, re-introduce or create new ones

d) allocate a range of suitable sites in town centres to meet the scale and type of development likely to be needed, looking at least ten years ahead. Meeting anticipated needs for retail, leisure, office and other main town centre uses over this period should not be compromised by limited site availability, so town centre boundaries should be kept under review where necessary;

e) where suitable and viable town centre sites are not available for main town centre uses, allocate appropriate edge of centre sites that are well connected to the town centre. If sufficient edge of centre sites cannot be identified, policies should explain how identified needs can be met in other accessible locations that are well connected to the town centre;

Paragraph 92. Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;

b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and

c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling

Paragraph 93. To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;

b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;

c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;

d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and

e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services

Paragraph 98. Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities, and can deliver wider benefits for nature and support efforts to address climate change. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.

Paragraph 100. Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails

Paragraph 104. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places

Paragraph 105. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

Paragraph 106. Planning policies should:

- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
- b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans

Paragraph 108. In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists

Paragraph 110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that :

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe

Paragraph 112. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Paragraph 113. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Paragraph 120. Planning policies and decisions should:

- a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside;
- b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;
- c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;

Paragraph 123. Local planning authorities should also take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs. In particular, they should support proposals to:

- a) use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or sites or the vitality and viability of town centres, and would be compatible with other policies in this Framework; and
- b) make more effective use of sites that provide community services such as schools and hospitals, provided this maintains or improves the quality of service provision and access to open space.

Paragraph 124. Planning policies and decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;

- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

Paragraph 126. The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

Paragraph 130. Planning policies and decisions should ensure that developments:
will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 131. Trees make an important contribution to the character and quality of urban can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.

Paragraph 132. Design quality should be considered throughout the evolution and assessment of individual proposals

Paragraph 134. Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:
a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Paragraph 135. Local planning authorities should seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).

Paragraph 157. In determining planning applications, local planning authorities should expect new development to:

- a) comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and
- b) take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption

Paragraph 159. Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future).

Paragraph 174. Planning policies and decisions should contribute to and enhance the natural and local environment by:

- d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
- e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and
- f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate

Paragraph 183. Planning policies and decisions should ensure that:

- a) a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination.

Paragraph 184. Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.

Paragraph 189. Heritage assets range from sites and buildings of local historic value to those of the highest significance,

These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations

Paragraph 194. In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

Paragraph 195. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available

evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

Paragraph 197. In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 199. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 200. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification

Paragraph 201. Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.

Paragraph 202. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use

Paragraph 205. Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible

Paragraph 206. Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance.

Paragraph 207. Not all elements of a Conservation Area will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area should be treated either as substantial harm under paragraph 201 or less than substantial harm under paragraph 202, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area as a whole

Local Planning Policy

35. The following planning policies are considered to be relevant to the consideration of this application.

Strategic Development Strategy Policy 1 (SD1) - Presumption in favour of Sustainable Development

1. In accordance with the Government's National Planning Policy Framework (NPPF), when the Council considers development proposals it will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. It will always work proactively with applicants jointly to find solutions which mean that proposals for sustainable development can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

2. Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

3. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise - taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or,
- Specific policies in that Framework indicate that development should be restricted.

Strategic Development Strategy Policy 2 (SD2) - Strategic Development Needs

1. The following strategic growth needs have been identified for the period 2017/18 to 2031/32, which will be met through new sustainable development and infrastructure provision that integrates positively with the natural, built and historic environment of the Borough.

6. To meet the town centre use needs of the Borough, there is a need for:

- a. Up to 2,700 sq m (gross) of convenience retail floorspace by 2031/2032.
- b. Up to 4,500 sq m (gross) of comparison retail floorspace by 2021/22, although this could be met through the implementation of existing commitments. Beyond 2021/22 there may be a need to bring forward new comparison retail which will be determined by future retail capacity assessments.
- c. Economic growth proposals which improve the quality, range and choice of retailers in Stockton Town Centre and Billingham District Centre.

Other Development Needs

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

Strategic Development Strategy Policy 4 (SD4) - Economic Growth Strategy

1. Economic development needs will be directed to appropriate locations within the Borough to ensure the delivery of sustainable economic growth.

2. Proposals for the redevelopment of previously developed land, in particular prominent sites which have been derelict for a significant period of time, will be supported.

General Employment

7. The following sites are identified as principal office locations where new office development will be directed:

- a. Stockton Town Centre and the District Centres.

Town Centres

10. Stockton Primary Shopping Frontage will be the main location for new retail development to 2032, whilst the wider town centre will be the main location for new leisure and evening economy uses.

11. Proposals for new town centre uses will be directed to suitable and available sites and premises in the centres within the following Town Centres Hierarchy:

Centre Tier	Location	Role and Function
Primary Shopping Area /Town Centre Shopping evening	a. Stockton	The largest shopping centre within the Borough containing the Primary Area, an administrative function and economy.

Sustainable Tourism and the Tranquil River Corridor

17. Support will be given to sustainable tourism proposals in the Borough's main town centres, tourist attractions, main parks and country parks, as well as enhancing the River Tees as a leisure, recreation and water sports destination.

Strategic Development Strategy Policy 5 (SD5) - Natural, Built and Historic Environment

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

1. Conserve and enhance the natural, built and historic environment through a variety of methods including:

a) Ensuring that development proposals adhere to the sustainable design principles identified within Policy SD8.

b) Protecting and enhancing designated sites (including the Teesmouth and Cleveland Coast Special Protection Area and Ramsar) and other existing resources alongside the provision of new resources.

c) Protecting and enhancing green infrastructure networks and assets, alongside the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species.

d) Enhancing woodlands and supporting the increase of tree cover where appropriate.

e) Supporting development of an appropriate scale within the countryside where it does not harm its character and appearance, and provides for sport and recreation or development identified within Policies SD3 and SD4.

f) Ensuring any new development within the countryside retains the physical identity and character of individual settlements.

g) Directing appropriate new development within the countryside towards existing underused buildings on a site for re-use or conversion in the first instance. Only where it has been demonstrated to the satisfaction of the local planning authority that existing underused buildings would not be appropriate for the intended use should new buildings be considered.

h) Supporting the conversion and re-use of buildings in the countryside where it provides development identified within Policies SD3 and SD4, and meets the following criteria:

i. The proposed use can largely be accommodated within the existing building, without significant demolition and rebuilding;

ii. Any alterations or extensions are limited in scale;

iii. The proposed use does not result in the fragmentation and/or severance of an agricultural land holding creating a non-viable agricultural unit; and

iv. Any associated outbuildings/structures are of an appropriate design and scale.

i) Considering development proposals within green wedges against Policy ENV6.

j) Ensuring development proposals are responsive to the landscape, mitigating their visual impact where necessary. Developments will not be permitted where they would lead to unacceptable impacts on the character and distinctiveness of the Borough's landscape unless the benefits of the development clearly outweigh any harm. Wherever possible, developments should include measures to enhance, restore and create special features of the landscape.

k) Supporting proposals within the Tees Heritage Park which seek to increase access, promote the area as a leisure and recreation destination, improve the natural environment and landscape character, protect and enhance cultural and historic assets, and, promote understanding and community involvement.

- l) Preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of ground, air, water, light or noise pollution or land instability. Wherever possible proposals should seek to improve ground, air and water quality.
 - m) Encouraging the reduction, reuse and recycling of waste, and the use of locally sourced materials.
2. Meet the challenge of climate change, flooding and coastal change through a variety of methods including:
- a. Directing development in accordance with Policies SD3 and SD4.
 - b. Delivering an effective and efficient sustainable transport network to deliver genuine alternatives to the private car.
 - c. Supporting sustainable water management within development proposals.
 - d. Directing new development towards areas of low flood risk (Flood Zone 1), ensuring flood risk is not increased elsewhere, and working with developers and partners to reduce flood risk.
 - e. Ensuring development takes into account the risks and opportunities associated with future changes to the climate and are adaptable to changing social, technological and economic conditions such as incorporating suitable and effective climate change adaptation principles.
 - f. Ensuring development minimises the effects of climate change and encourage new development to meet the highest feasible environmental standards.
 - g. Supporting and encouraging sensitive energy efficiency improvements to existing buildings.
 - h. Supporting proposals for renewable and low carbon energy schemes including the generation and supply of decentralised energy.
3. Conserve and enhance the historic environment through a variety of methods including:
- a. Celebrating, promoting and enabling access, where appropriate, to the historic environment.
 - d. Supporting proposals which positively respond to and enhance heritage assets.
 - e. Recognising the area's industrial heritage, including early history, railway and engineering heritage and the area's World War II contribution.
4. Priorities for interventions to conserve and enhance the historic environment include the conservation areas of Stockton and Yarm, assets associated with the route of the Stockton & Darlington railway of 1825, the branch line to Yarm and associated structures, and assets identified as being at risk. These assets, along with Preston Park, are also the priorities for celebrating the historic environment.

Strategic Development Strategy Policy 6 (SD6) - Transport and Infrastructure Strategy

- 1. To provide realistic alternatives to the private car, the Council will work with partners to deliver a sustainable transport network. This will be achieved through improvements to the public transport network, routes for pedestrians, cyclists and other users, and to local services, facilities and local amenities.
- 2. To ensure the road network is safe and there are reliable journey times, the Council will prioritise and deliver targeted improvements at key points on the local road network and work in conjunction with Highways England to deliver improvements at priority strategic locations on the strategic road network.
- 4. To ensure residents needs for community infrastructure are met, where the requirement is fully justified and necessary, the Council will support planning applications which:
 - a. Provide for the expansion and delivery of education and training facilities.
 - b. Provide and improve health facilities.
 - c. Provide opportunities to widen the Borough's cultural, sport, recreation and leisure offer

Strategic Development Strategy Policy 8 (SD8) - Sustainable Design Principles

1. The Council will seek new development to be designed to the highest possible standard, taking into consideration the context of the surrounding area and the need to respond positively to the:
 - a. Quality, character and sensitivity of the surrounding public realm, heritage assets, and nearby buildings, in particular at prominent junctions, main roads and town centre gateways;
 - b. Landscape character of the area, including the contribution made by existing trees and landscaping;
 - c. Need to protect and enhance ecological and green infrastructure networks and assets;
 - d. Need to ensure that new development is appropriately laid out to ensure adequate separation between buildings and an attractive environment;
 - e. Privacy and amenity of all existing and future occupants of land and buildings;
 - f. Existing transport network and the need to provide safe and satisfactory access and parking for all modes of transport;
 - g. Need to reinforce local distinctiveness and provide high quality and inclusive design solutions, and
 - h. Need for all development to be designed inclusively to ensure that buildings and spaces are accessible for all, including people with disabilities.
2. New development should contribute positively to making places better for people. They should be inclusive and establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit.
3. All proposals will be designed with public safety and the desire to reduce crime in mind, incorporating, where appropriate, advice from the Health and Safety Executive, Secured by Design, or any other appropriate design standards.
4. New development will seek provision of adequate waste recycling, storage and collection facilities, which are appropriately sited and designed.
5. New commercial development will be expected to provide appropriately designed signage and shop fronts.

Economic Growth Policy 1 (EG1) - General Development Sites

3. In order to maintain an adequate supply of land and premises for economic growth, all allocated sites, and all existing land and buildings last used for employment purposes, will be protected from alternative uses, unless it can be demonstrated through the submission of proportionate evidence that:
4. The following sites within Stockton Town Centre are allocated for an appropriate mix of main town centre uses and or residential development:
 - b. Southern Gateway, Stockton.

Economic Growth Policy 2 (EG2) - Managing Centres

Maintaining Vitality & Viability

1. The Council will seek to maintain and enhance the vitality and viability of all centres in the Town Centre Hierarchy, as defined in Policy SD4 and represented on the Policies Map. Proposals for the change of use, or redevelopment of premises, away from retail (Use Class A1) will only be supported where it can be demonstrated that:
 - a. The proposal will contribute to the centre's vitality and viability and does not detrimentally impact on the retail function of the centre; and
 - b. The proposal does not result in the unjustified loss of a key retail unit which due to its size, location or other characteristic is an important component of the retail function of the centre; and
 - c. The proposal does not result in an over-concentration of non-retail or evening economy uses to the detriment of the vitality and viability of the centre; and
 - d. Proportionate evidence has been provided to demonstrate that the premises are no longer required for retail purposes.
2. In addition to the above, within town, district and local centres the Council will support proposals for food and drink (Use Classes A3, A4 and A5) and other evening economy uses

providing the activities in the area do not result in a harmful over-concentration of that use, either as a proportion of the centre overall or as a cluster within the centre.

Stockton Town Centre

3. The Primary Shopping Area, as defined on the Policies Map, will continue to be the main town centre shopping location in the Borough. The Council will aim to retain and enhance the retail function of the town centre whilst seeking a reduction in the number of vacant ground floor commercial units. In addition to the criteria above, the vitality and viability of the Primary Shopping Area will be maintained and enhanced by:

- a. Directing proposals for hot-food takeaways (Use Class A5) and uses that operate principally outside daytime hours away from the Stockton Primary Shopping Frontage, with significant clusters of these uses resisted elsewhere in the town centre; and
- b. Resisting development proposals that would result in a harmful over-concentration of non-retail uses to the detriment of the vitality and viability of the Primary Shopping Area; and
- c. Resisting proposals for ground floor residential development within the Primary Shopping Area; and
- d. In order to consolidate the retail offer of the centre, encouraging proposals which reduce the proportion of retail uses (Use Class A1) in the wider town centre, outside the Stockton Primary Shopping Area, that provide opportunities for a wider variety of town centre uses, including offices (Use Class B1), hotels (Use Class C1) and assembly and leisure (Use Class D2).

4. The Council will support proposals for food and drink uses (A3, A4, A5 Use Class) and other evening economy uses outside the Stockton Primary Shopping Frontage, providing the activities do not result in a harmful over-concentration of that use in that area, either as a proportion of the centre overall or as a cluster within the centre.

5. Proposals to reconfigure and modernise commercial units throughout the town centre, whilst protecting and enhancing the historic character of the area, will be encouraged.

Economic Growth Policy 3 (EG3) - Protecting Centres

1. Subject to the scale and catchment of the proposal, retail (A1 use class) development will be directed to suitable and available sites and premises in defined centres, as identified on the Policies Maps, in the following sequence:

- a. Stockton Town Centre Primary Shopping Area; then,
- b. Sites within the boundaries of Stockton Town Centre;
- e. Sites on the edge of Stockton Town Centre which have the opportunity to connect to the defined Primary Shopping Area;

Transport and Infrastructure Policy 1 (TI1) - Transport Infrastructure

Delivering A Sustainable Transport Network

1. To support economic growth and provide realistic alternatives to the private car, the Council will work with partners to deliver an accessible and sustainable transport network. This will be achieved through improvements to the public transport network and routes for pedestrians, cyclists and other users.

2. A comprehensive, integrated and efficient public transport network will be delivered by:

- a. Retaining essential infrastructure that will facilitate sustainable passenger movements by bus, rail and water;
- b. Supporting proposals for the provision of infrastructure which will improve the operation, punctuality and reliability of public transport services;
- d. Improving public transport interchanges to allow integration between different modes of transport;
- e. Working with public transport operators to maintain and enhance provision wherever possible;
- f. Working with partners to promote the provision of accessible transport options for persons with reduced mobility; and
- g. Ensuring appropriate provision is made for taxis and coaches.

3. Accessible, convenient, and safe routes for pedestrians, cyclists and other users will be delivered by:

- a. Improving, extending and linking the Borough's strategic and local network of footpaths, bridleways and cycleways; and
- b. Improving the public realm and implementing streetscape improvements to ensure they provide a safe and inviting environment.

Highways Infrastructure

6. To support economic growth, it is essential that the road network is safe and that journey times are reliable. The Council will seek to provide an efficient and extensive transport network which enables services and facilities to be accessible to all, accommodate the efficient delivery of goods and supplies, whilst also minimising congestion and the environmental impact of transport.

8. The Council and its partners will support the development of the Key Route Network which through continual assessment of the strategic and local road network, will help identify and ensure appropriate improvements are delivered.

New Development

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

11. To assist consideration of transport impacts, improve accessibility and safety for all modes of travel associated with development proposals, the Council will require, as appropriate, a Transport Statement or Transport Assessment and a Travel Plan.

12. The Council and its partners will seek to ensure that all new development, where appropriate, which generate significant movements are located where the need to travel can be minimised, where practical gives priority to pedestrian and cycle movements, provides access to high quality public transport facilities and offers prospective residents and/or users with genuine sustainable transport options. This will be achieved by seeking to ensure that:

- a. Transport choices are widened and the use of sustainable transport modes are maximised. New developments provide access to existing sustainable and public transport networks and hubs. Where appropriate, networks are extended and new hubs created. When considering how best to serve new developments, measures make best use of capacity on existing bus services before proposing new services and consideration is given to increasing the frequency of existing services or providing feeder services within the main network.
- b. Suitable access is provided for all people, including those with disabilities, to all modes of transport.
- c. Sufficient accessible, and convenient operational and non-operational parking for vehicles and cycles is provided, and where practicable, incorporates facilities for charging plug-in and other ultra-low emission vehicles. Any new or revised parking provision is of sufficient size and of a layout to facilitate it's safe and efficient operation.
- d. Appropriate infrastructure is provided which supports Travel Demand Management to reduce travel by the private car and incentivises the use of sustainable transport options.
- e. New development incorporates safe and secure layouts which minimises conflict between traffic, cyclists or pedestrians.

13. The Council's approach to transport infrastructure provision is set out in Policy SD7.

Transport and Infrastructure Policy 2 (TI2) - Community Infrastructure

1. There is a need to ensure that community infrastructure is delivered and protected to meet the needs of the growing population within the Borough. To ensure community infrastructure meets the education, cultural, social, leisure/recreation and health needs of all sections of the local community, the Council will:

- a. Protect, maintain and improve existing community infrastructure where appropriate and practicable;
- b. Work with partners to ensure existing deficiencies are addressed; and
- c. Require the provision of new community infrastructure alongside new development in accordance with Policy SD7.

4. To ensure needs for community infrastructure are met, the Council will:

- a. Support opportunities to widen the cultural, sport, recreation and leisure offer;
- b. Support proposals of education, training and health care providers to meet the needs of communities;
- c. Encourage the multi-purpose use of facilities to provide a range of services and facilities within one accessible location;
- f. Support the provision of additional river accesses with increased landing stages/moorings/marina at appropriate locations where they are of a scale appropriate to the location;

Natural, Built and Historic Environment Policy 4 (ENV4) - Reducing and Mitigating Flood Risk

1. All new development will be directed towards areas of the lowest flood risk to minimise the risk of flooding from all sources, and will mitigate any such risk through design and implementing sustainable drainage (SuDS) principles.
3. Site specific flood risk assessments will be required in accordance with national policy.
4. All development proposals will be designed to ensure that:
 - a. Opportunities are taken to mitigate the risk of flooding elsewhere;
 - b. Foul and surface water flows are separated;
 - c. Appropriate surface water drainage mitigation measures are incorporated and Sustainable Drainage Systems (SuDS) are prioritised; and
 - d. SuDS have regard to Tees Valley Authorities Local Standards for Sustainable Drainage (2015) or successor document.
5. Surface water run-off should be managed at source wherever possible and disposed of in the following hierarchy of preference sequence:
 - a. To an infiltration or soak away system; then,
 - b. To a watercourse open or closed; then,
 - c. To a sewer.
6. Disposal to combined sewers should be the last resort once all other methods have been explored.
7. For developments which were previously developed, the peak runoff rate from the development to any drain, sewer or surface water body for the 1-in-1 year rainfall event and the 1-in-100 year rainfall event should be as close as reasonably practicable to the greenfield runoff rate from the development for the same rainfall event, but should never exceed the rate of discharge from the development prior to redevelopment for that event. For greenfield developments, the peak runoff rate from the development to any highway drain, sewer or surface water body for the 1-in-1 year rainfall event and the 1-in-100 year rainfall event should never exceed the peak greenfield runoff rate for the same event.
9. Sustainable Drainage Systems (SuDS) should be provided on major development (residential development comprising 10 dwellings or more and other equivalent commercial development) unless demonstrated to be inappropriate. The incorporation of SuDS should be integral to the design process and be integrated with green infrastructure. Where SuDS are provided, arrangements must be put in place for their whole life management and maintenance.

Natural, Built and Historic Environment Policy 5 (ENV) - Preserve, Protect and Enhance Ecological Networks, Biodiversity and Geodiversity

1. The Council will protect and enhance the biodiversity and geological resources within the Borough. Development proposals will be supported where they enhance nature conservation and management, preserve the character of the natural environment and maximise opportunities for biodiversity and geological conservation particularly in or adjacent to Biodiversity Opportunity Areas in the River Tees Corridor, Teesmouth and Central Farmland Landscape Areas.
3. Ecological networks and wildlife corridors will be protected, enhanced and extended.
5. Development proposals should seek to achieve net gains in biodiversity wherever possible. It will be important for biodiversity and geodiversity to be considered at an early stage in the design process so that harm can be avoided and wherever possible

enhancement achieved (this will be of particular importance in the redevelopment of previously developed land where areas of biodiversity should be retained and recreated alongside any remediation of any identified contamination). Detrimental impacts of development on biodiversity and geodiversity, whether individual or cumulative should be avoided. Where this is not possible, mitigation and lastly compensation, must be provided as appropriate.

6. When proposing habitat creation it will be important to consider existing habitats and species as well as opportunities identified in the relevant Biodiversity Opportunity Areas. This will assist in ensuring proposals accord with the 'landscape scale' approach and support ecological networks.

7. Existing trees, woodlands and hedgerows which are important to the character and appearance of the local area or are of nature conservation value will be protected wherever possible. Where loss is unavoidable, replacement of appropriate scale and species will be sought on site, where practicable.

Natural, Built and Historic Environment Policy 7 (ENV7) - Ground, Air, Water, Noise and Light Pollution

1. All development proposals that may cause groundwater, surface water, air (including odour), noise or light pollution either individually or cumulatively will be required to incorporate measures as appropriate to prevent or reduce their pollution so as not to cause unacceptable impacts on the living conditions of all existing and potential future occupants of land and buildings, the character and appearance of the surrounding area and the environment.

2. Development that may be sensitive to existing or potentially polluting sources will not be sited in proximity to such sources. Potentially polluting development will not be sited near to sensitive developments or areas unless satisfactory mitigation measures can be demonstrated.

3. Where development has the potential to lead to significant pollution either individually or cumulatively, proposals should be accompanied by a full and detailed assessment of the likely impacts. Development will not be permitted when it is considered that unacceptable effects will be imposed on human health, or the environment, taking into account the cumulative effects of other proposed or existing sources of pollution in the vicinity. Development will only be approved where suitable mitigation can be achieved that would bring pollution within acceptable levels.

4. Where future users or occupiers of a development would be affected by contamination or stability issues, or where contamination may present a risk to the water environment, proposals must demonstrate via site investigation/assessment that:

a. Any issues will be satisfactorily addressed by appropriate mitigation measures to ensure that the site is suitable for the proposed use, and does not result in unacceptable risks which would adversely impact upon human health and the environment; and

b. Demonstrate that development will not cause the site or the surrounding environment to become contaminated and/or unstable.

5. Groundwater and surface water quality will be improved in line with the requirements of the European Water Framework Directive and its associated legislation and the Northumbria River Basin Management Plan. Development that would adversely affect the quality or quantity of surface or groundwater, flow of groundwater or ability to abstract water will not be permitted unless it can be demonstrated that no significant adverse impact would occur or mitigation can be put in place to minimise this impact within acceptable levels.

6. To improve the quality of the water environment the Council will:

a. Support ecological improvements along riparian corridors including the retention and creation of river frontage habitats;

b. Avoid net loss of sensitive inter-tidal or sub-tidal habitats and support the creation of new habitats; and

c. Protect natural water bodies from modification, and support the improvement and naturalisation of heavily modified water bodies (including de-culverting and the removal of barriers to fish migration).

Historic Environment Policy 3 (HE3) - Stockton and Darlington Railway

1. The Council will support development which safeguards the route of the historic Stockton & Darlington Railway of 1825, the branch line to Yarm and associated structures, and which preserves and enhances this cultural asset, its archaeological remains and setting.
2. The Council will require any proposal for development on or adjacent to the line(s) to show how the proposal has regard to the preservation of any physical remains along the route(s) and their interpretation on the ground, and otherwise respects and interprets the route(s) where those remains no longer exist.

Historic Environment Policy 2 (HE2) - Conserving and Enhancing Stockton's Heritage Assets

1. In order to promote and enhance local distinctiveness, the Council will support proposals which positively respond to and enhance heritage assets.
2. Where development has the potential to affect heritage asset(s) the Council require applicants to undertake an assessment that describes the significance of the asset(s) affected, including any contribution made by their setting. Appropriate desk-based assessment and, where necessary, field evaluation will also be required where development on a site which includes or has the potential to include heritage assets with archaeological interest. Applicants are required to detail how the proposal has been informed by assessments undertaken.
3. Development proposals should conserve and enhance heritage assets, including their setting, in a manner appropriate to their significance. Where development will lead to harm to or loss of significance of a designated or non-designated heritage asset the proposal will be considered in accordance with Policy SD8, other relevant Development Plan policies and prevailing national planning policy.
4. The loss of a heritage asset, in whole or part, will not be permitted unless the Council are satisfied that reasonable steps to ensure new development will proceed after loss has occurred.
5. Where the significance of a heritage asset is lost (wholly or in part) the Council will require developers to record and advance the understanding of the significance of the heritage asset in a manner proportionate to the importance of the asset and impact of the proposal. Recording will be required before development commences.
6. The following are designated heritage assets:
 - a. Scheduled Monuments - Castle Hill; St. Thomas a Becket's Church, Grindon; Barwick Medieval Village; Round Hill Castle Mound and Bailey; Larberry Pastures Settlement Site; Newsham Deserted Medieval Village; Stockton Market Cross and Yarm Bridge
 - c. Conservation Areas - Billingham Green; Bute Street; Cowpen Bewley; Eaglescliffe with Preston; Eggescliffe, Hartburn; Norton; Stockton Town Centre; Thornaby Green; Wolviston and Yarm
 - d. Listed Buildings
8. The route of the Stockton & Darlington Railway of 1825, the branch line to Yarm, and associated structures should be considered for their international interest.
9. Where the Council identifies a building, monument, ruin, site, place, area or landscape as having significance because of its heritage interest, it will be considered a heritage asset.
10. Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments, should be considered subject to policies for designated heritage assets.
11. Where archaeological remains survive, whether designated or not, there will be a presumption in favour of their preservation in-situ. The more significant the remains, the greater the presumption will be in favour of this. The necessity for preservation in-situ will result from desk-based assessment and, where necessary, field evaluation. Where in-situ

preservation is not essential or feasible, a programme of archaeological works aimed at achieving preservation by record will be required.

12. Any reports prepared as part of a development scheme will be submitted for inclusion on the Historic Environment Record.

Policy T13: Communications infrastructure

Taking into consideration viability, The Council require developers of employment or main town centre uses to deliver, as a minimum on site infrastructure including open access ducting to industry standard to enable new premises to be directly served by local fibre internet connectivity.

MATERIAL PLANNING CONSIDERATIONS

36. The principle of development has been established on this site and this application seeks reserved matters approval for the appearance, landscaping, layout and scale only.
37. The design of the Urban Park is largely influenced by researching the heritage context of the area which then informed the heritage strategy. The site is adjacent to the Town Centre Conservation Area, the significance of which stems from Stockton's role as a medieval market town and as a port in the eighteenth century, which together with the railway enabled the growth of Stockton into the principal town in the region. The original street pattern can still be seen in much of the Conservation Area. Buildings are aligned with the original street pattern, with narrow plots and frontages, and with more important buildings occupying wider plots. This layout and hierarchy has been reflected in the proposals for the High Street edge.
38. The site also forms part of the setting of several designated heritage assets, including the Grade II* listed Town Hall, buildings along the western side of the High Street, and a cluster of listed buildings to the north of the site along Finkle Street. Around the site, the townscape character is a mix of mainly Victorian and Georgian buildings of mainly three - four storeys with more prominent focal buildings such as the Town Hall. The character of the conservation area, materials and heritage stories have been reflected throughout the park.
39. The structure of the park will respond to the physical heritage of the site, taking influence from the linear burgage plots and historic connections between the working river and High Street. The future of the town concentrates its effort on growing the cultural offer of entertainment, events and art. A cultural ribbon will flow through the park taking people on a journey of discovery and connecting the event spaces through art, culture and play. The 'cultural confetti', will relate to specific heritage stories, through the public realm / landscape / interpretation / artwork), with the 'ribbon' linking them together. Key themes which will be interpreted include
 - Origins – medieval, castle, 600 year market town history
 - Industries – shipbuilding, ropemaking, inventors
 - Stockton and Darlington Railway – railway tracks, warehouses, staithe, and the link to the Town Hall
 - Merchant and trading – import / export, global connectivity, including connections with the slave trade and abolitionist campaigners
 - High Street and beyond – market, shops, department stores, public houses, hotels and lodgings, yards and stables
 - People – department store workers, hoteliers, ship builders, Kelley's Ferry which took workers across the river between Thornaby and Stockton
40. The proposed development shows the creation of new public spaces which are summarised below;

High Street Frontage: A series of street gardens that form the boundary of the site between the High Street and the park. The gardens reflect the historic frontages and the positions of shops / public houses / businesses that once populated this edge, with planting species inspired the buildings former uses.

Finkle Square: 'A square within the Park', providing a place for markets and seasonal events. Its location opposite the Market Square allows for a natural extension of existing large events and acts as a key connection between the park and the town centre.

The Playground - A play experience that will draw families to come and visit.

The Oval Lawn - A large flexible green space where a range of different events can be hosted.

The Amphitheatre - A large, terraced events arena on the riverside that provides access between the park and the waterfront. Seating terraces focus on a central stage area located on the riverside or potentially floated on the river Tees.

The Waterfront: Dedicated to health and wellbeing / fitness and exercise, the waterfront will host a multipurpose space where people can play on skateboards, scooters and bikes or used for bootcamps / fitness groups. The space will also reflect historic uses of the river and its connections to the Stockton and Darlington railway.

41. The Stockton and Darlington Railway had a huge impact on the riverside and the town. The railway curved north onto the quayside, linking with the coal staithes. There is also an important connection between the riverside railway lines, and Stockton Town Hall. Some heritage interpretation already exists along the riverside, forming part of the site. The Stockton and Darlington Railway Heritage Action Zone will see the 26 mile route of the railway developed as a heritage attraction, working towards its 2025 bicentenary.
42. The railway lines will be reflected in the ground scape as part of the waterfront proposals and Identified locations for S&DR Interpretation references to the railway lines has been included. Noting the comments from the Friends of Stockton and Darlington Railway it is confirmed that the S&DR walking and cycling route will have clear passage through the site along the riverside, including where the event space and play area are shown on the plan.
43. A Heritage Impact Assessment accompanied the outline application which addressed the significance of and the impact on the Stockton Town Centre Conservation Area and listed buildings and has been updated to reflect the more detailed proposals included in this application. The Design Code includes a number of design principles which directly address the heritage impact of the proposals. In particular, they required that the proposals respond positively to the history of the town centre and Stockton on Tees; conserve and enhance the character and setting of the High Street and wider Conservation Area, actively seek opportunities to better reveal the significance of and enhance the conservation area and heritage assets; and to ensure that the treatment of the boundary between the High Street and the Urban Park strikes a balance between providing a highly porous open transition while respecting the historic building line of the High Street.
44. The detailed design relates to the specific history of the site, making it possible to appreciate the past uses and rhythm of built form in this part of the town, both through the spacing of openings but also through integral interpretative features. The creation of a strong boundary along the line of the previous façades, while not recreating lost built form, allows the new park and the High Street to be appreciated as distinct spaces.
45. Historic England have been fully informed at both outline and reserved matters stages and as can be seen they raise no objections to the detailed scheme and confirm that the proposals would conserve and enhance the significance of the Stockton Town Conservation Area and reinforce the value heritage makes to the creation of sustainable communities and economic prosperity.

46. When considering this reserved matters application, the application is in broad accordance with both the Design Principles and the Design Code that formed part of the outline application and there are no objections to the proposed plans, subject to a number of conditions relating to the detailed design including planting plans/schedules, play areas, street furniture, lighting design (for both the urban park and highways), water features, fencing and balustrades and heritage details (i.e. stories to be integrated into the development). These conditions have been recommended.
47. The submission also includes an Arboricultural Method Statement, an updated Stage 1 Road Safety Audit (RSA), Updated Flood Risk Assessment (ref. SUPW-BGP-01-XX-RP-C-001), prepared by BGP; and Drainage Philosophy which are all included in a separate discharge of conditions application and will be considered in full before the conditions are formally discharged.
48. The Updated Flood Risk Assessment confirms that the risk to the proposed development is low from all forms of flooding and that the proposed uses of land are appropriate in flood zone 1. Comments from the Environment Agency are noted and have been passed to the Applicant for review and would not prevent the approval of the application under consideration today.
49. Comments from Tees Archaeology are noted and a condition has been recommended.

CONCLUSION

50. Overall the submitted details have been considered and are broadly compliant with the approved parameters of the outline planning permission.
51. It is recommended that the application be Approved with Conditions for the reasons specified above.

Director of Finance, Development and Business Services
Contact Officer Elaine Atkinson Telephone No 01642 526062

WARD AND WARD COUNCILLORS

Ward	Stockton Town Centre (Pre May 2023)
Ward Councillor	Councillor Paul Kirton
Ward Councillor	Councillor Pauline Beall

IMPLICATIONS

Financial Implications: **xx**

Environmental Implications: See Report

Human Rights Implications: The provisions of the European Convention of Human Rights 1950 have been taken into account in the preparation of this report.

Community Safety Implications: The provisions of Section 17 of the Crime and Disorder Act 1998 have been taken into account in the preparation of this report

Background Papers

National Planning Policy Framework
Stockton on Tees Local Plan Adopted 2019
Application File

