

Tees Valley Growth Point Programme of Development

Why Tees Valley, Why Now?

Our action plan to deliver accelerated, additional economic and housing growth.

Infinity Bridge at Stockton (Erected September 2008)



Tees Valley Growth Point Programme of Development Executive Summary

Vision: By 2016 we will have implemented a Growth and Renewal development programme to respond to the needs of our changing and growing local economy

Tees Valley PoD Objectives

- To take an integrated approach to the regeneration, planning, employment, transport and housing agendas;
- To redevelop Brownfield sites and reclaim former industrial sites to create new, environmentally sensitive, urban places;
- To provide long term and sustainable benefits which extend beyond housing growth;
- To Increase urban competitiveness;
- To extend the socio-economic benefits of growth to all;
- To develop housing which compliments future economic growth and addresses our specific housing needs;
- To develop the skills to support economic growth and the promotion of design excellence and sustainability benchmarks;
- To promote transformational change to establish mixed income communities in the core areas of the city region;
- To achieve an annual build rate of 2,670 new homes per annum (net) in Tees Valley by 2016.

Our Compelling Case for Growth

- Our economic assets include a world class petrochemical industry, our port (the second largest in the UK), our low carbon economy and research capability and our advanced engineering and digital/multi-media cluster: sectors more resilient to short term market fluctuations;
- Track record of delivering gross housing development of over 3,300 units per annum;
- The ability to materially restructure our housing markets including the political will and resources to support a total demolition programme of 7,500 units;
- Evidence based strategies to target and prioritise the programme;
- 10 years of partnership working and delivery across Tees Valley with best practice development of our MAA
- Sites that can be leveraged to maximise public and private partnership solutions to delivery

Overall Programme and Priority Growth Sites

- The overall programme delivers 17, 076 units to 2016/17 and 27, 756 units to 2020/21.
- We have identified sites for accelerated development to 2011. These are:

| | |
|---|---------------------------|
| Central Park | East Central Area |
| Former School Sites | Central Hartlepool HMR |
| Lingfield Area | Golden Flatts |
| Central Darlington | North Hartlepool |
| Greater Hemlington | Bowesfield Riverside |
| Cargo Fleet | Northern Gateway Phase 1a |
| Inner Middlesbrough | Northern Gateway Phase 1b |
| Prissick and College sites | Northern Gateway Phase 2 |
| Greater Eston - Southbank, Grangetown, and Low Grange - Feasibility | |

Key Delivery Enablers

The PoD details how we will deliver the programme. Specifically it sets out:

- How we have built off a 10 year track record of successful partnership working to develop a strong governance structure to deliver the PoD.
- Details of our Multi Area Agreement (MAA) that promotes an investment planning approach across housing, regeneration, and transport funding streams
- How we will promote the wider sustainable placemaking components across our programme including good design, sustainable construction standards and healthy living choices
- Our engagement with private sector partners and stakeholders

Responding to the Current Market

The Expression of Interest promoted sites that were strategically deliverable. This built off a track record of supporting over 200 major planning decisions over the last five years. This PoD further tests these sites against current market conditions to provide an evidenced based approach to accelerated development.

A key focus has therefore been to promote a twin track programme that:

- Mitigates the impacts of the credit crunch to promote more housing sooner that would otherwise be the case (1,000 units by 2010/11)
- Protect the overall programme to deliver annual 20% uplifts over the RSS

CLG Funding Requirement

To deliver our planned growth further investment is required in:

- Capacity investigation to deal with planned additional growth including flood risk assessments;
- Cross Programme Enablers
- Site specific priorities
- Effective governance and programme management

This supports capital and revenue funding support from CLG of £24.6 million. The direct impact of CLG investment on our priority sites is 867 net additional units by 2011. By 2020/21, and the successful delivery of our PoD, we expect to achieve an additional 5,962 than would otherwise have been achieved.

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Introduction and Background

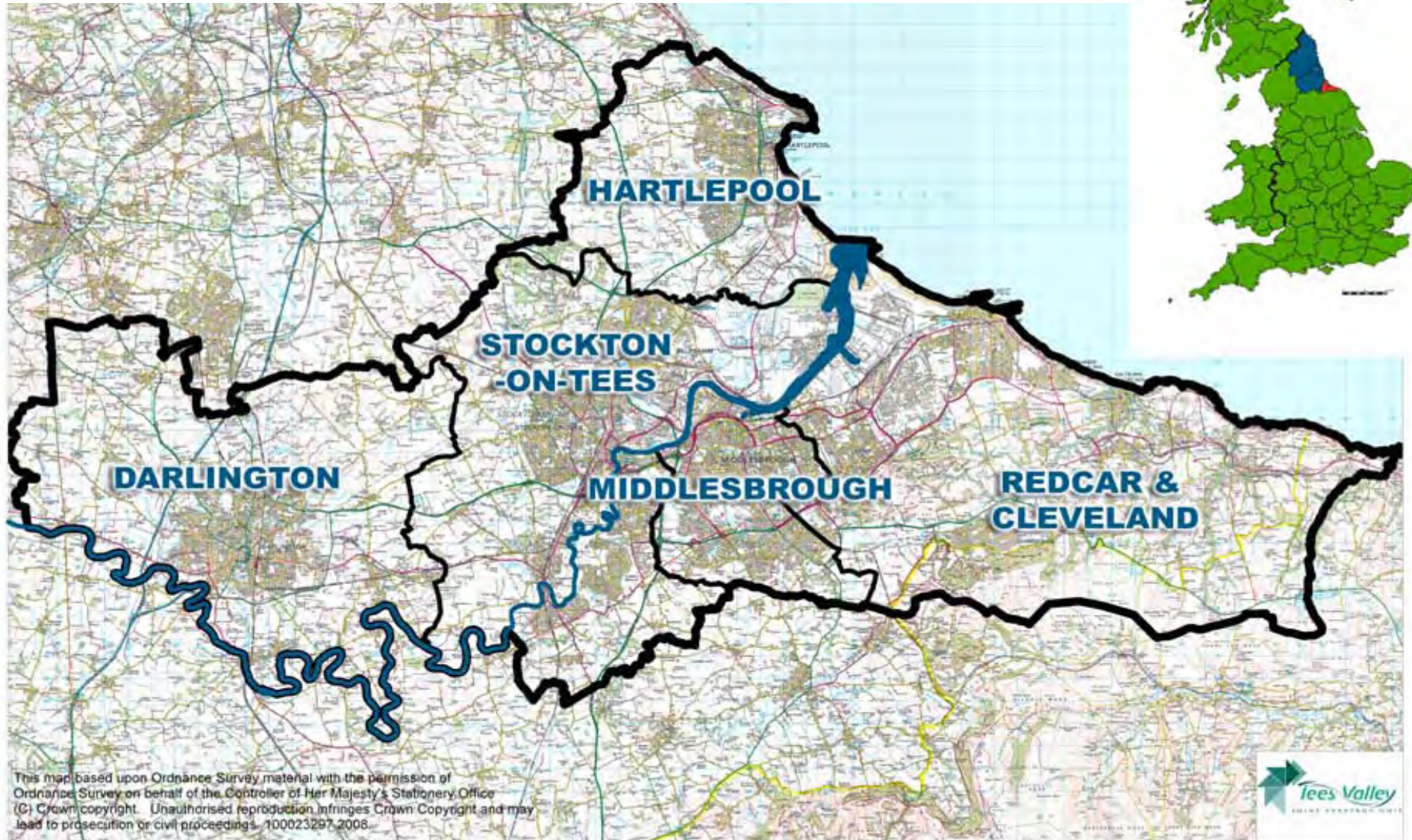


Vision and Rationale for Growth



BBC Proms in Central Square,
Middlesbrough (reproduced
by kind permission of Itwoi)

Location Map of the Tees Valley Districts



1.0 Vision and Rationale for Growth

1.0.1 The Tees Valley Growth Point Vision:

By 2016 we will have implemented a growth and renewal development programme to respond to the needs of a changing and growing local economy. The identified gaps in our housing ladder will have been addressed to provide a series of sustainable communities which makes Tees Valley an attractive place to both live and work, for existing residents, potential inward migrants and future generations.

1.0.2 This vision is supported by the following objectives:

- To take an integrated approach to the regeneration, planning, employment, transport and housing agendas;
- To redevelop Brownfield sites and reclaim former industrial sites to create new, environmentally sensitive, urban places;
- To provide long term and sustainable benefits which extend beyond housing growth;
- To increase urban competitiveness;
- To extend the socio-economic benefits of growth to all;
- To develop housing which compliments future economic growth;
- To develop the skills to support economic growth and the promotion of design excellence and sustainability benchmarks;

- To promote transformational change to establish mixed income communities in the core areas of the city region;
- To achieve an annual build rate of 2,670 new homes per annum (net) in Tees Valley by 2016.

1.1 Strong Foundations for Success

1.1.1 In 2006 the Tees Valley authorities were asked by the Secretary of State for Communities and Local Government to produce a city region business case which showed how the Tees Valley would improve its economic performance. The Business Case is centred on two basic principles:

- Enhancing our economic assets – our world class petrochemical industry, our port (the second largest in the UK), our low carbon economy, our research capability at the Wilton Centre and the Universities of Durham and Teesside, and our advanced engineering and digital/multi-media cluster;
- Improving our urban competitiveness – through enhancing our quality of place through regenerating the centres of our towns, providing a modern competitive transport infrastructure, renewing our ageing housing stock and improving our housing offer, improving the liveability of the Tees Valley by improving our environment, cultural and retail facilities and tackling problems of worklessness, lack of skills and social deprivation.

1.1.2 The Tees Valley City Region Business Case sets out our strategies and programmes for improving our economic performance based on these two fundamental principles. The Tees Valley Multi Area Agreement (MAA) agreed with Government in July this year provides the resources to provide an integrated, comprehensive programme to implement the business case. It builds on the Regional Economic Strategy (RES) and brings together One North East's regeneration programme for the Tees Valley (£20m/year), the Housing Market Renewal Programme (£50m, 2008-11), major transport schemes funded by the Regional Transport Board and any resources from the Housing Growth Fund into one integrated programme for the economic renaissance of the Tees Valley.

1.1.3 Our **Programme of Development (PoD)** is a key part of the Multi Area Agreement and is integrated into the regeneration, transport and housing market renewal programmes for the Tees Valley. It is also integrated with the regeneration plans of the Tees Valley authorities developed through their Local Strategic Partnerships.

1.1.4 The MAA¹ requires the Tees Valley authorities to achieve by 2018:

- An increase of GVA from 80% of the UK average to 86% of the UK average;

¹ Further targets on CO2 emissions from industrial premises, reliability of the city region road network and VAT registration rates are to be agreed when data becomes available.

- A decrease of working age people on out of work benefits from 5.1% higher than the national average to 2.6% higher than the national average;
- An increase in the overall employment rate from 3.8% below the national average to 1.8% below the national average;
- An increase in the net additional homes constructed from 2,224 per annum in the Regional Spatial Strategy (RSS) to 2,670 in our PoD.

1.1.5 It can be seen that the PoD is firmly embedded in the MAA and we therefore welcome the opportunity that Growth Point status presents to:

- Accelerate the opportunity to provide housing that our growing employment base demands;
- Work alongside our successful Housing Market Renewal Strategy;
- Support an investment planning approach across our city region; yet
- Still support and deliver each Local Authority's core strategies.
- Reduce the social polarisation between the inner areas of our towns and the outer suburbs by creating more mixed communities; and,
- Create successful places that make direct impacts on our design, sustainability and healthy living agendas.

- 1.1.6 Growth Point status will allow us to play to our strengths, working in partnership to implement our vision so that the local housing offer matches 21st century aspirations and the full benefit of economic growth is experienced across the whole community.
- 1.1.7 We already have an impressive track record of delivery. Our evidence based strategies continue to evolve to address local challenges and opportunities. The recent emergence of the Tees Valley Unlimited governance structure to administer the Multi Area Agreement is further evidence of our principal asset which is the ability to form effective partnerships between the public and private sectors.
- 1.1.8 Growth Point status will allow us to demonstrate partnership in action, with the flexible deployment of funding to respond to locally determined priorities. Our growth proposals are strategically deliverable and have the capacity to respond quickly to not only the housing market's current downturn but to also protect our overall programme.

1.2 Our Economic Renaissance

1.2.1 Our Growth Point Programme of Delivery is built around genuine predictions of economic and spatial growth². The Tees Valley economy has undergone a lengthy period of restructuring, with its basic industries undergoing transformational change from labour intensive to capital intensive industries. They are globally important businesses. We have:

- Europe's second largest petrochemical complex after Rotterdam;
- The second largest port in the United Kingdom in terms of volume of goods transported at Teesport;
- An emerging biofuels/renewable energy industry;
- A growing expertise in advanced engineering; digital/multi media and logistics;
- Europe's largest non-military private sector funded research centre at Wilton.

² The approved Regional Spatial and Economic Strategies for the North East are translated into local action plans by the Tees Valley City Region Development Plan and the Tees Valley Vision. In Tees Valley we have also produced the region's first Sub Regional Housing Strategy and Action Plan. Growth Point status is entirely compatible with the visions expressed by all three documents.

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- 1.2.2 These industries are catering to a global market. Their future seems robust unlike so many other areas of the national economy, especially manufacturing industries catering for the domestic market which are considered to be facing a difficult short term future.
- 1.2.3 £1.5 billion has been invested in the chemicals/biofuels/energy industry in the last 2 years, with a further £5 billion expected in the next 5 years. For example, the world's largest polyethylene plant is under construction at Wilton and Europe's largest bioethanol plant is also at the Wilton chemical works.
- 1.2.4 Two major developments - the heavy oil upgrader which refines heavy oil from the North Sea and Progressive Energy's coal gasification plant with carbon sequestration and storage under the North Sea - are expected to take place over the next 3 years. In addition there are a number of biomass power stations proposed, an offshore wind farm which when built will result in almost 10% of the UK's energy being generated in the Tees Valley.
- 1.2.5 Closely related to the petrochemical/biofuels/energy/steel sector is advanced engineering within our region. The advanced engineering sector employs approximately 5,000 people in the design and maintenance of major chemical plants, steel works, power stations etc. The global market for this work is substantial and the industry is growing at a considerable rate despite the credit crunch.

- 1.2.6 Logistics is another area of the local economy set for growth. Teesport has obtained consent for a deep sea container terminal due to open in 2012 and two major import/export centres for Walmart and Tesco have recently opened employing



1,500 people. Work on the Skylink Logistics Park (as shown in the image opposite) will start at Durham Tees Valley Airport next year.

- 1.2.7 Tees Valley is also developing new industrial clusters. A good example is the Digital City development at Middlesbrough where 300 jobs are being created in digital/multi-media businesses building on the expertise of the University of Teesside.
- 1.2.8 The local challenge is to ensure that the people attracted to working in the Tees Valley can find the quality of housing they require in the Tees Valley, in particular to compete with the market town environments of North Yorkshire and SW Durham.

1.3 The Housing Agenda

- 1.3.1 It is important to place the growth point bid in the context of our overall housing market. The Tees Valley has achieved notable

success in recent years in population and housing growth. This has made a fundamental and positive impact on the housing market to meet our socio-economic growth requirements.

- 1.3.2 For Tees Valley and its partners it is critical that we build on this base and provide more executive, family, intermediate and retirement housing to meet identified housing need. This focus is reinforced in the RSS and more recently made explicit in the 2008 Strategic Housing Market Assessment.
- 1.3.3 Some areas of our city region offer the opportunity to accelerate the programme based on locational advantages, notably Darlington's gateways sites and other sites in transport corridors.
- 1.3.4 Our housing agenda also recognises that the growth programme must not prejudice the success our carefully nurtured Housing Market Renewal Initiatives. We are just on the verge of seeing development implemented on key sites that have been available for significant periods of time – two decades in some cases. The PoD therefore carefully considers the strategic alignment of both programmes with Tees Valley Living powerfully positioned to manage the two agendas.

1.4 Growth to 2016/17

- 1.4.1 The approved Regional Spatial Strategy for the North East sets a target of 2,224 new homes per annum for the five Tees Valley Boroughs to 2016. Achieving the necessary 20% uplift to comply with Growth Point guidance requires an annual build rate target of 2,670 new homes per annum across the five Boroughs.
- 1.4.2 To achieve this target we have established a clear hierarchy of priority sites. The locations are entirely compatible with the established strategies for the North East region, the Tees Valley City Region and the emerging Core Strategies in the individual Boroughs. The sites are described in greater detail in Section 2, Chapter 4 of this report.
- 1.4.3 The vast majority of sites necessary to achieve the annual build rate are already in the public domain and are very well known with many having master plans in place. The intention behind the hierarchy is to merge the Growth Point and renewal agendas and to pursue development which not only achieves the targets, but significantly broadens the housing offer in key locations and will stem the desire for urban flight amongst future generations

1.5 Affordable Housing

- 1.5.1 The need for further affordable housing provision is a relatively recent phenomenon in Tees Valley. Traditionally low house values has meant that most peoples' needs could be accommodated across Tees Valley.
- 1.5.2 This continued to be the case until around 2005 when house prices accelerated in relation to local incomes. More recent evidence has been presented by the SHMA (2008) which confirms an underlying requirement for affordable housing, however recent falls in house prices will need to be monitored and reflected in each Local Authority's policy response.
- 1.5.3 In response we have set out in the PoD each Local Authority's affordable housing policy and the amount of affordable housing supported by our programme.

1.6 Our Transport Infrastructure Focus

- 1.6.1 Tees Valley has one of the fastest flowing urban traffic networks in the UK. In a city region with a population of more than 650,000 this is a great asset and contributes greatly to the quality of life in the area. We also support powerful transport nodes and interchanges including Teesport, Durham Tees Valley airport, the Tees Valley Metro proposal, the East Coast Mainline, the A1, A66 and A19 trunk

roads to ensure these transport does not impede housing and economic growth as it does in many other city regions. Our focus has therefore been to address local congestion hotspots that will act as site specific inhibitors.

- 1.6.2 In September 2008 Tees Valley submitted a bid for £26m of funding from the Growth Point Community Infrastructure Fund (CIF) for six schemes which enable housing development to proceed rapidly across Tees Valley. Some £6m was allocated to "ramp metering" on the main A19 and A66 Trunk Road transport corridors to ensure that development is not hampered by potential peak time congestion on the main through routes. Our future CIF bids will aim to retain and enhance our overall strong transport network.
- 1.6.3 Our PoD will also be closely synchronised with the implementation of the three phase Tees Valley Metro proposal which offers the potential to significantly enhance the use of public transport in the city region and is expected to have a major impact upon the viability of the local housing market in areas surrounding the new stations.
- 1.6.4 As the PoD will focus attention on larger sites, Councils will introduce masterplans to promote their development. They will include the need to plan new housing layouts in a way which maximises journeys by cycle and on foot and make direct contributions to the wider healthy living and obesity agendas.

1.7 Green Infrastructure Proposals

- 1.7.1 Tees Valley has already recognised the importance of Green Infrastructure and approved a Green Infrastructure Strategy (GIS) in 2008. Investing in "liveability" is critical. It is an essential part of enhancing the area's economic prospects.
- 1.7.2 The GIS sets out Strategic Action Priorities which aim to develop by 2021 a network of green corridors and green spaces that enhance the quality of place and environment for existing and future communities and investors. They will provide an environmental context for regeneration and development projects to promote the highest quality of design. They will create and extend opportunities for access, recreation and enhanced biodiversity. The Growth Point will ensure the funding potential of GIS initiatives is co-ordinated with the PoD.
- 1.7.3 The next stage for Tees Valley is to articulate the connection between green infrastructure investment and the potential to enhance values. To do so we will build off the Commission for Architecture and the Built Environment's (CABE) recent work in this area³ and then focus on translating our GIS into deliverable projects. Specific funding proposals have been identified to support this.

³ CABE, The value handbook: Getting the most from your buildings and spaces, 2007

1.8 Design

- 1.8.1 The design issue has risen to greater prominence amongst Tees Valley Councils in recent years. Housing Minister and local MP Iain Wright launched the Quality Places Forum in the North East on 26th June 2008. The Forum was sponsored by English Partnerships, the National Housing Federation, the Home Builders Federation, the North East Assembly, the Northern Housing Consortium and Ignite and promotes the sharing of best practice on place shaping and transformational change. It recognised that the combined economic and housing agendas offer a great opportunity for change. The Minister advised strongly against cutting back on design and sustainability standards in favour of numbers, in the current economic climate. The Forum also advocated the use of "Design Codes" to help define key opportunities to create unique and identifiable places, without specifying particular architectural styles or stifling creativity.
- 1.8.2 In Tees Valley we have responded to this agenda by aiming to evolve bespoke solutions to our housing challenges that are appropriate within a polycentric settlement pattern. We have already made progress on the definition of locally distinctive character in the built environment with the bespoke "Tees Valley Design and Heritage Study" (approved 2005). The widespread use of its guidance will be encouraged in the preparation of master plans and

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development briefs to fully integrate and respond to the best of the existing built environment.

- 1.8.3 The PoD has also set aside specific resources to achieve higher standards including a focus on how we can aim for Building for Life (BfL) gold standard. As part of this journey we are excited about taking part in the early rounds of CABI's BfL accredited assessor programme. We will also draw upon the insights contained in CABI's "Housing Audit – Assessing the design quality of new homes in the North East, North West and Yorkshire & Humber" which provides a baseline to improve upon.
- 1.8.4 Each Local Authority now has, or is about to appoint, a Design Officer/Design Champion or team to promote higher standards in the built environment. The Director of Tees Valley Living is also one of three Regional Representatives in the North East for CABI. Taken together these proposals will deliver more well designed homes, streets, parks, workplaces, schools and hospitals to make a positive impact on the quality of life.

1.9 Environmental Aspirations

- 1.9.1 As some 27% of all existing carbon emissions are from the housing stock, the application of higher environmental standards in the future housing stock is vital to make significant reductions overall. We not

only aim to raise the bar for design and sustainability but also in the promotion of healthy living.

- 1.9.2 Green infrastructure developments, in areas such as Mandale Park, will enhance the relatively loosely woven urban fabric compared to other northern city regions. Healthy living agenda opportunities for walking and cycling will also be fully integrated into the master planning process e.g. access to schools, shops and public buildings from the new residential areas.
- 1.9.3 We do not start from a standing position. "One Planet living principles" are already being applied across major housing proposals across Tees Valley which aims to be at the cutting-edge of best practice in the application of environmental standards. This includes addressing issues such as accessibility, the use of construction methods and material, waste disposal; energy conservation and reducing the need for travel.
- 1.9.4 For example the Middlehaven development in Middlesbrough aspires to be the largest carbon neutral development in the UK. There are also ambitious proposals to introduce a combined heat and power scheme to service the Low Grange housing development with waste heat from the Wilton chemical works.
- 1.9.5 Each local authority recognises the need to apply consistent standards in their attitude to a number of environmental issues such

as water consumption; urban drainage and flood risk. To support this objective the PoD identifies specific environmental capacity studies to better apply these principles to the additional development proposed.

1.10 Delivery Structures

1.10.1 Our success in partnership working sets us apart from other sub regions. We have established a strong track record of responding positively to local challenges. There is clear dialogue and understanding within the five Unitary Authorities and with the private sector. We are capable of quickly establishing a range of fora and networks to respond to local challenges and opportunities.

1.10.2 The new Tees Valley Unlimited governance structure detailed in Section 3, Chapter 7, together with the Multi Area Agreement, sets out a robust framework to deliver the PoD.

1.11 Innovation

1.11.1 Tees Valley has a proven ability to adapt to a constantly changing environment and propose innovative solutions as confirmed by our recent Multi Area Agreement and the achievement of Housing Market Renewal Pathfinder status. The Local Authorities are actively considering Asset Backed Delivery Vehicles and Joint Ventures as a means of hastening progress towards renewal.

1.11.2 The most recent evidence of our ability to innovate and respond to challenges is demonstrated by the establishment of the "Credit Crunch Task Force" (CCTF) in August 2008. This seeks to identify innovative methods of reducing the impact of the current economic climate on housing output locally. It is a partnership between the LAs, Registered Social Landlords and the private sector. It started with the recognition that the current situation began as a lending crisis, not a housing or building crisis. A wide variety of initiatives are being considered (See Chapter 5 of this report).

1.12 Overall Programme to 2016 and beyond

1.12.1 Having identified the fundamental vision and rationale for growth this PoD now sets out the 'where', 'what' and 'how' elements for effective delivery.

1.12.2 Overall the programme identifies net additional growth of 17,076 units. The programme also identifies sites capable of additional and accelerated growth to 2016 with individual site proformas prepared and included in Appendix C.

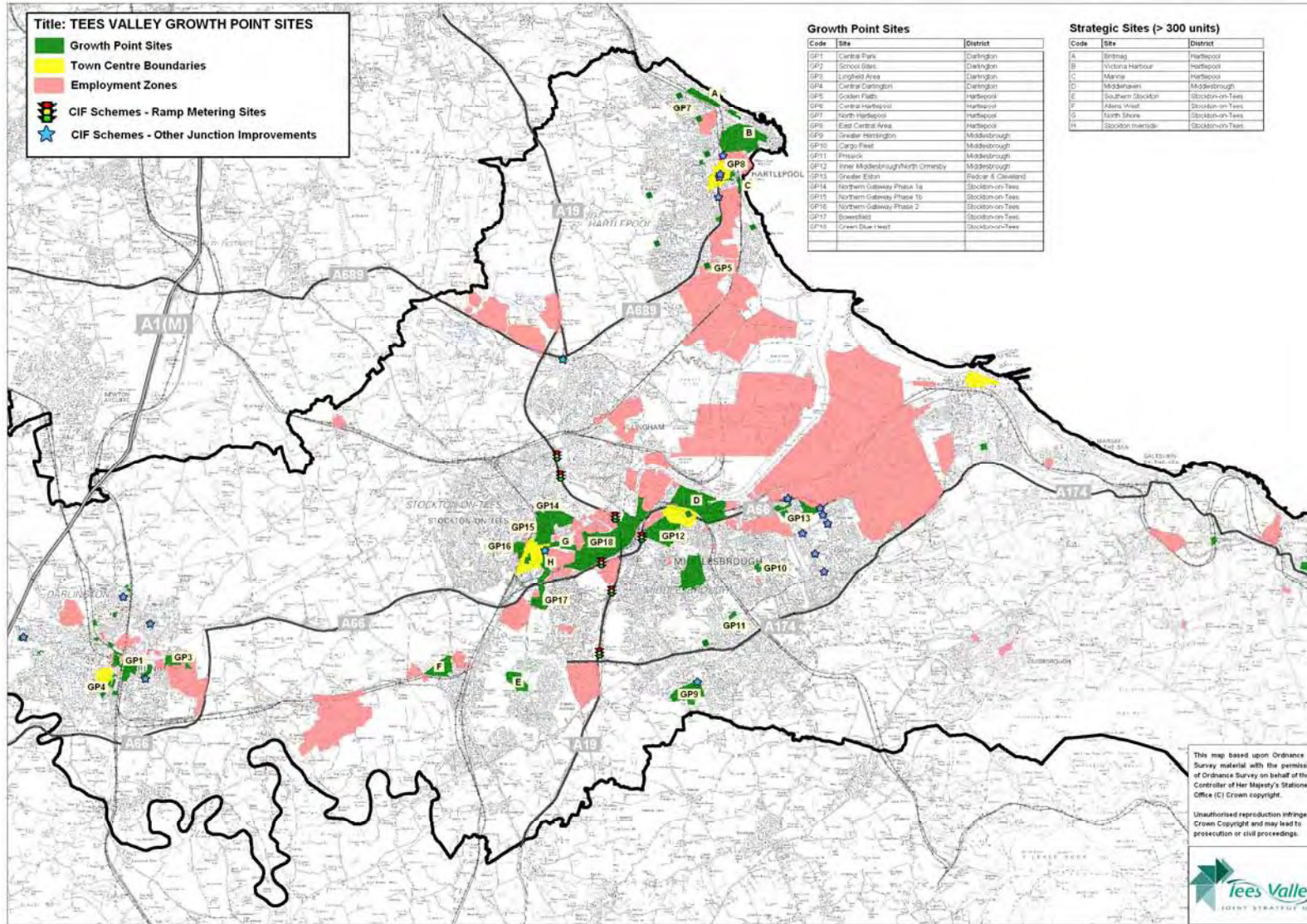
1.12.3 In addition we have further prioritised sites within the overall programme capable of delivering accelerated growth to 2011.

Table 1.1 Key PoD Housing Outputs

| Criteria | Scoring No Ref | Tees Valley Results | Source Schedules and Data |
|---|-------------------|--|---------------------------------------|
| Existing Households in Tees Valley | | 238,064 | Local Housing Assessments & SHMA 2008 |
| Total Net additions through Growth Point proposals by 2016 | 1 | 17,076 | Housing trajectory |
| Total net additions by 2016/17 as a percentage uplift against existing stock | 9 | 7.2% | Housing trajectory |
| % level of affordable housing the programme is aiming to deliver | 10 | 16% | Master schedule of sites |
| Predicted Net Additions (2008 -2010/11) as a percentage of total net additions to 2016/17 | 11 | 11% | Housing trajectory |
| Average number of major planning decisions taken during the past five years for which data is available | 12 | 213 | JSU |
| Average number of net additions over the past five years for which data is available | 13 | 9,282 | Housing trajectory |
| % of ready to develop housing sites as measured against the requirement for 5 year supply within PPS3 | 14 | <ul style="list-style-type: none"> • Darlington: 97% • Hartlepool: 171% • Middlesbrough: 100% • Redcar and Cleveland: 113% • Stockton-on-Tees: 156% | SHLAA |

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1.12.4 Map 1.1 below identifies the location of the priority sites and all other sites in the programme delivering more than 300 units.



1.13 Prioritised Sites

1.13.1 The PoD has identified sites where investment can either accelerate development to 2011 or position the City Region positively for when the market returns. These are detailed below as they form the basis for our bid.

| Site Ref | Prioritised Site | Site Description | Total Site Numbers | Accelerated Housing Development by 2010/11 | % Affordable Housing | CPO Requirement | Planning Status | Reason for CLG Funding | Funding Summary Reference |
|----------|---------------------|---|--------------------|--|----------------------|-----------------|--|---|---------------------------|
| GP1 | Central Park | Located in Darlington. Major mixed-use development on predominately Brownfield site incorporating housing, HE and FE colleges including a university campus, community infrastructure, public art, hotel and office employment space. The site is a flagship TVR managed project. | 600 | 100 | 20 | No | In place | There is a need to develop sustainable transport links between Central Park, the adjacent mixed-use area and the pedestrianised town centre. A footbridge project has been devised however £450k funding is required to secure the scheme. By 2011 the bridge will be in place with housing development started. Need for acquisition and relocation of a depot | 2F 3A |
| GP2 | Former School Sites | Located in Darlington. A cluster of 5 former school sites offer an opportunity to provide a mix of affordable and market homes in existing residential areas. Three of the sites are clear and ready for development, the forth will be available in 2010. By 2011 three of the sites will have commenced delivery of houses, the remainder will have been cleared, pending development. | 623 | 0 | 15 | No | In place for 4 sites (Eastbourne expected in 2011) | The project incorporates on-site infrastructure and contribution to upgrading existing community infrastructure to accommodate the housing growth. Owing to market conditions, developers have withdrawn from three of the sites (Beaumont Hill) - funding is required to meet what would otherwise have been s106 requirements and to accelerate housing development. Funding is also needed for a contribution to the demolition of one of the school sites and off-site infrastructure (£250k) | 3B |
| GP3 | Lingfield Area | Located in Darlington. A Major mixed use site on a predominately Brownfield site. The project will involve creating a sustainable mixed use development building on existing private-sector-led regeneration scheme. An outline planning application has been submitted for up to 1,100 residential units to be developed to highest eco-design standards. There is a need to develop a scheme to integrate the growth site into adjacent housing area in order to ensure that existing community infrastructure can be used and that demand created by the growth in residential units has corresponding local | 1100 | 0 | 15 | No | Full planning expected in 2010 | The site runs adjacent to a new major arterial road into Darlington Town Centre, adjacent to existing residential and commercial development. Initial costs include feasibility and sustainable transport infrastructure (the subject of CIF2 bid), meeting the cost of increasing existing community infrastructure as well a scheme to integrate the new development into an adjacent residential area (£350k). Funding required to support early delivery (contribution to cost) of bus services until full site makes these self-sustaining | 3C |

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| Site Ref | Prioritised Site | Site Description | Total Site Numbers | Accelerated Housing Development by 2010/11 | % Affordable Housing | CPO Requirement | Planning Status | Reason for CLG Funding | Funding Summary Reference |
|----------|--------------------|--|--------------------|--|----------------------|-----------------|--------------------------|---|---------------------------|
| | | community and green infrastructure. Without prejudice to the planning process, by 2011 the scheme will have been fully worked up and a solution put in place to integrate the site with the adjacent housing and transport infrastructure. | | | | | | | |
| GP4 | Central Darlington | Located in Darlington. This is a strategic site on edge of Darlington town centre identified in RES as one of 3 sub-regional spatial priorities. By 2008 detailed feasibility and a comprehensive range of studies and investigations will have been completed. The process will include community involvement in the development of options, a full economic appraisal followed by development of an area action plan and site assembly. The site comprises a significant amount of council-owned land. Known issues include the need for expansion of a local primary school and childcare facility, a solution to an area of low-demand housing on the northern border of the site with the associated possible need for Compulsory Purchase Order. | 1125 | 0 | 15 | No | Outline expected in 2011 | Growth Point funding is needed initially to undertake the feasibility and studies (EIA / ecology / archaeology / SIA / contamination etc.). Major mixed-use scheme on previously developed land requires partial site assembly and solution to low-demand housing to create a sustainable mixed-use site. There is a need to contribute to physical expansion of Primary School/ Children's Centre (£300k) in (2009/10), contribution to a sustainable solution to an area of low-demand housing site, potential upgrade of drains including potential CPO | 3D |
| GP5 | Golden Flatts | Located in Hartlepool. This site is undeveloped industrial land (2Ha) and is not within the current RSS allocation. Development of this site will provide an additional 100 residential units. These units will be mainly 2/3 and 3/4 bedroom housing with a suggested 30% affordable element. | 100 | 75 | 30 | No | Expected in 2009 | Given the neighbouring industrial uses, additional public funding will be required to ameliorate sound and vibration disturbance. Additional sound prevention measures may also be required. Access improvements will also be required. £750,000 of CLG funding has been identified for the development of this site to accelerate development in the period up to 2011. | 3E |

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| Site Ref | Prioritised Site | Site Description | Total Site Numbers | Accelerated Housing Development by 2010/11 | % Affordable Housing | CPO Requirement | Planning Status | Reason for CLG Funding | Funding Summary Reference |
|----------|------------------------|---|--------------------|--|----------------------|--------------------|--|---|---------------------------|
| GP6 | Central Hartlepool HMR | Located in Hartlepool. A strategic housing market renewal programme has been established for Central Hartlepool as part of a sub-regional programme aimed at balancing housing supply and demand and replacing obsolete stock. Hartlepool's programme priorities have identified a swathe of properties to the north, west and south of the town centre either under stress or in need of replacement and the Council and its partners has embarked on a phased programme of redevelopment. | 630 | 50 | 30 | Yes for some sites | Some sites have PP, rest in place 2010 | Three sites under Phase 1 of the programme have been assembled and sold to private sector developers although progress has slowed during the current credit crunch crisis. Three further priority sites are in the process of being assembled. Current resources available through HMR and SHIP funds (2008-11) will be sufficient to deliver one of these sites in full during this period. Growth Point funding will enable a second site to be assembled and would accelerate the delivery of 190 units, including a significant proportion of affordable housing. | 3F |
| GP7 | North Hartlepool | Located in Hartlepool. This is a collection of sites to the north of the town centre that utilises a combination of underused or derelict industrial land, potential surplus Health Authority land and land previously used for educational purposes. This combination of sites could accommodate up to 850 units not previously considered in the RSS calculations. | 858 | 168 | 30 | No | Expected in 2010 | Additional public funding is required as a number of these sites will require remediation, abnormal drainage works and access improvements in order to enable development. Feasibility work will also allow further housing growth capacity to be assessed. | 3G |
| GP8 | East Central Area | Located in Hartlepool. This area consists of previously developed land on the edge of the town centre. Within this area, two sites have been cleared and a third site is a fully operational HBC owned, transport depot. The area also has a number of empty and underused privately owned properties. This area has suffered from a lack of private sector interest since the clearance of its main sites, despite several regeneration initiatives including City Challenge and New Deal for Communities. Currently one of the sites within this area is the focus of interest from a housing association looking to secure Housing Corporation funding to develop general needs social housing. This collection of sites is not within the current RSS growth figures and will therefore contribute to | 100 | 30 | 30 | No | Expected in 2009 | CLG funding is required in order to facilitate the site assembly/relocation package required to provide a more comprehensive development site that is more attractive to developers. | 2F |

Vision and Rationale for Growth

| Site Ref | Prioritised Site | Site Description | Total Site Numbers | Accelerated Housing Development by 2010/11 | % Affordable Housing | CPO Requirement | Planning Status | Reason for CLG Funding | Funding Summary Reference |
|----------|--------------------|--|--------------------|--|----------------------|-----------------|--|--|---------------------------|
| | | greater housing growth. A phased approach on this site would be likely, with the Housing Association element beginning in 2009/10, further development would follow. This area could accommodate up to 100 units. | | | | | | | |
| GP9 | Greater Hemlington | Located in Middlesbrough. The Hemlington Grange site is 57 hectares and is allocated in the Council's Local Development Framework as a minor urban extension. Initially revenue funding is required to support feasibility work to support an outline planning application for the site. Capital funding is requested to provide on of on and off site highway infrastructure for site access and cycleway/footpath connectivity to enable accelerated development of approximately 800 dwellings in the middle/upper and executive housing sectors. | 825 | 40 | 10 | Yes for part | Initial phase yes, other phases 2009/10 | Public sector intervention is required to reduce risk and allow this project to progress within a reasonable timescale without delays due to lack of funding; the progression of this development will stem the outward migration of the Middlesbrough population. The off-site infrastructure works will improve access to the site making development possible. Initial investment in infrastructure will make the site readily available for development, making it more attractive and reducing risk for the private sector. | 3H |
| GP10 | Cargo Fleet | Cargo Fleet is located in East Middlesbrough and is one of the most deprived areas nationally. Provision of public realm works and highway access and cycleway/ footpath links to accelerate development of 350 dwellings on sites at Roworth road and adjacent to Middlesbrough Teaching and Learning Centre, in the middle, intermediate and affordable sectors. | 350 | 80 | 13 | No | First phase expected in 08/09, 2nd phase 09/10 | The highways access would also provide access to an adjoining, existing community learning centre, sports facilities and proposed medical centre. The infrastructure and public realm works would improve sales appeal and reduce risk and accelerate development once market conditions improve. | 3J |

Vision and Rationale for Growth

| Site Ref | Prioritised Site | Site Description | Total Site Numbers | Accelerated Housing Development by 2010/11 | % Affordable Housing | CPO Requirement | Planning Status | Reason for CLG Funding | Funding Summary Reference |
|----------|-------------------------------------|--|--------------------|--|----------------------|---|---|--|---------------------------|
| GP11 | Prissick and College Sites | Located in Middlesbrough. A development brief has already been prepared and planning permission granted, for the former Middlesbrough College site at Marton Campus, setting out design standards and s106 contributions. It is proposed to support early clearance of redundant education buildings on the site to reduce risk and accelerate development once market conditions improve. Provision of highway infrastructure for site access and cycleway/ footpath connectivity to enable accelerated development of 400 dwellings in the middle and upper market sectors. The highway infrastructure will also provide access to an adjoining sports hub and possibly major health facilities. | 708 | 12 | 5 | No | Prissick expected to be all in place by 2011. College sites permission in place | The transport infrastructure will reduce risk, provide accelerated development and support community provision (sports and health) and green infrastructure. Contribution to site clearance and preparation will accelerate development. | 3L |
| GP12 | Inner Middlesbrough / North Ormesby | Trinity Crescent in North Ormesby is one of five areas in the town participating in the housing market renewal programme. A community led masterplan and partnership with a private house builder, RSL and PCT has already delivered a health village, nursery, extra-care residential scheme, 150 mixed tenure housing scheme (30 completed) and £1m to invest in public realm works. The project complete public realm works, acquire an adjoining derelict property and remediate land to promote a second phase of mixed tenure, residential development of 150 dwellings. | 1406 | 166 | 15 | Yes for some sites | In place for Ph1, remainder in place by 2010/11 | To build upon progress to date, by the provision of new public realm works, the acquisition and remediation to assemble a site for a further 150 dwellings. This would help continue to rejuvenate a deprived inner area community, subject to housing market stress. It would also provide an environment for housing investment to work. | 2F |
| GP13 | Greater Eston | Located in Redcar and Cleveland. The Greater Eston Project is an ambitious long-term regeneration programme covering housing, health, education, retail and the environment. The Greater Eston area offers huge potential for redevelopment of housing, shopping, | 2100 | 370 | 20 | Potentially on some of the later phases | All phases expected by 2011. | The Greater Eston Scheme is anticipated to cost £366m. Residual Value calculations show a funding gap of £55.3m. Public Sector intervention is therefore required. CLG funding initially identified for public realm and feasibility works. | 2G 3M |

Vision and Rationale for Growth

| Site Ref | Prioritised Site | Site Description | Total Site Numbers | Accelerated Housing Development by 2010/11 | % Affordable Housing | CPO Requirement | Planning Status | Reason for CLG Funding | Funding Summary Reference |
|----------|-----------------------|--|--------------------|--|----------------------|-----------------|-----------------|---|---------------------------|
| | | health and community facilities to make an inviting place to live, work, shop and invest in. | | | | | | | |
| GP14 | Northern Gateway Ph1A | Brownfield housing development in key gateway site within the Northern Gateway of Stockton town centre. The site has detailed planning consent for Barratt to build 584 well-designed family homes for first time buyers and middle-income families. The Northern Gateway masterplan could include a new academy, new health facilities, parkland area and a football academy. Start on site for housing development planned for June 2009. | 584 | 50 | 2.2 | No | In place | To fund adoption of culvert and public open space, which includes sustainable drainage pond on previously contaminated land. The issue has stalled development and will delay planned start on site due to lack of value in the site and high remediation costs. In addition the project involves the implementation of the Green Infrastructure strategy to improve viability for developers. | 3N |
| GP15 | Northern Gateway Ph1B | Demolition of 230 predominantly local authority owned dwellings on key Northern Gateway site of Stockton town centre and complimentary to Phase 1a development. The Northern Gateway masterplan could include a new academy, new health facilities, parkland area and a football academy. Start on site for housing development planned for April 2011. 300 new homes planned which will compliment Phase 1a and include mixed tenure retirement homes, intermediate and low-income family homes. | 300 | 0 | 15 | No | Expected 2011 | To fund site assembly costs including acquisitions and demolition. Funding essential to front fund site assembly, future costs can be met with SBC land receipt when land sold to a development partner. | 2F |
| GP16 | Northern Gateway Ph2 | Brownfield mixed use development within the Northern Gateway for Stockton town centre which will provide 300 well built mixed family and retirement/ downsizing homes, employment and new primary school. Start on site October 2013. | 300 | 0 | 15 | No | Expected 2011 | To fund feasibility works including site investigation, flood risk assessment, transport assessment, masterplan (to include green infrastructure) and outline planning application. This site has significant contamination and until feasibility work undertaken it cannot be developed. | 2G |

Vision and Rationale for Growth

| Site Ref | Prioritised Site | Site Description | Total Site Numbers | Accelerated Housing Development by 2010/11 | % Affordable Housing | CPO Requirement | Planning Status | Reason for CLG Funding | Funding Summary Reference |
|----------|----------------------|---|--------------------|--|----------------------|-----------------|---|--|---------------------------|
| GP17 | Bowesfield Riverside | Mixed use, well designed and built executive homes for middle and upper families as well as young professional and graduates. The development is a unique riverside setting and will also include a marina proposal linked to the Riverside Heritage Park. Site owned by SBC, 120 new units planned for this phase however 400 homes will be delivered for the whole of the Bowesfield Riverside site. | 400 | 50 | 15 | Yes for Ph2 | Ph1 expected in 08/09. Ph2 expected in 2011 | To fund feasibility works, particularly around marina proposal, including site investigation, flood risk assessment, transport assessment, green infrastructure and outline planning application. Until this work is undertaken the site cannot be developed | 2G |
| GP18 | Green Blue Heart | Transformational redevelopment of major area of dereliction for the Tees Valley located between the town centres of Stockton and Middlesbrough along the river Tees. High quality residential development which will raise the design bar on this 53 hectare site creating a mix of executive, intermediate, young graduate and professional homes as well as homes for retirement downsizing. The 2800 new sustainable homes will be complimented with high quality green infrastructure. Start on site date 2015. | 2800 | 0 | 15 | No | Expected 2011 | To fund feasibility works. Due to the massive development constraints facing this site, it is likely to be at least 2015 before any new homes are completed. However, this site has the potential to yield the biggest number of net homes for any site within the Tees Valley and will therefore play a significant contribution the Governments longer-term objective of 3m new homes by 2021. | 2G |
| | Total | | 14909 | 1261 | | | | | |

1.14 Prioritised Projects

1.14.1 The Prioritised Site Table detailed in 1.14 above sets out the sites that we need to take forward to deliver additional and accelerated growth.

1.14.2 To achieve this growth we have identified a specific list of projects that need to be both funded and implemented to achieve this PoD vision. The specific projects are identified in Section 5 Chapter 12 together with individual project proformas detailed in Appendix C.

1.14.3 In addition, during the current economic decline we have identified projects that will lessen the risk on developments, help improve viability and as a result reduce the impact of anticipated decline in housing completions and accelerate additional housing when the market returns.

1.14.4 In summary our funding programme consists of:

- Water cycle and surface water study
- 'Delivering growth in a low carbon economy' – a pilot scheme to promote environmental sustainability
- Updating the flood risk assessment
- Smarter Choices and ITS/UTC upgrades – promoting sustainable transport and addressing the impact of housing growth on the transport system.

- Green Infrastructure projects to implement the sub-regional green infrastructure strategy
- Measures to build design capacity across the sub-region
- Cultural strategy for Tees Valley
- Waste Heat CHP Pilot – investigating the potential to use waste heat from the chemical industry to generate energy
- Acquisition and site assembly
- Feasibility work on our priority sites
- Off site highway works across a number of priority sites
- New pedestrian footbridge to bring forward Central Park
- Subsidised bus service to unlock the Lingfield Area of Darlington
- Environmental improvements at Greater Eston
- Ameliorating sound and vibration disturbance to enable development on Golden Flatts
- Implementation of green infrastructure strategy to bring forward Phase 1a of Northern Gateway.
- Programme and Project Management resources
- Baseline data analysis and monitoring

1.15 The compelling case for funding

1.15.1 To deliver our planned growth further investment is required in:

- Capacity investigation to deal with planned additional growth including flood risk assessments;
- Cross programme enablers
- Site specific priorities
- Effective governance and programme management

1.15.2 This supports capital and revenue funding support from CLG of £24.6 million. The direct impact of CLG investment on our priority sites is 867 net additional units by 2011. By 2020/21, and the successful delivery of our PoD, we expect to achieve an additional 5,962 units than would otherwise have been achieved.

Translating vision into reality: Successful mixed tenure development at Trinity Crescent, North Ormesby



Navigating our Programme of Development



Linefield Point, Darlington

2.0 Navigating our Programme of Development

2.1.1 The Programme of Development sets out how we will deliver:

- 17,076 additional units from 2008/09 to 2016/17
- 1,851 additional units from 2008/09 to 2010/11

2.1.2 An overall programme has also been developed to extend to 2021 and specifically addresses the need for specific housing to meet our economic targets as defined in the Regional Economic Strategy.

2.1.3 **Section 1** sets the vision and rationale for why we should be a Growth Point. At the end of this section we summarise our overall programme, the prioritised sites to deliver housing to 2010/11 and the specific projects identified to realise these targets.

2.1.4 **Section 2** develops the case for housing growth in Tees Valley. It sets out what type of housing growth we require to meet the identified gaps in our housing ladder. It then identifies how much additional development we are supporting and where this will occur. This is set out in accordance with the specific CLG guidance provided in Annex B. The results have been tested against the findings of our Credit Crunch Task Force to reflect current market conditions.

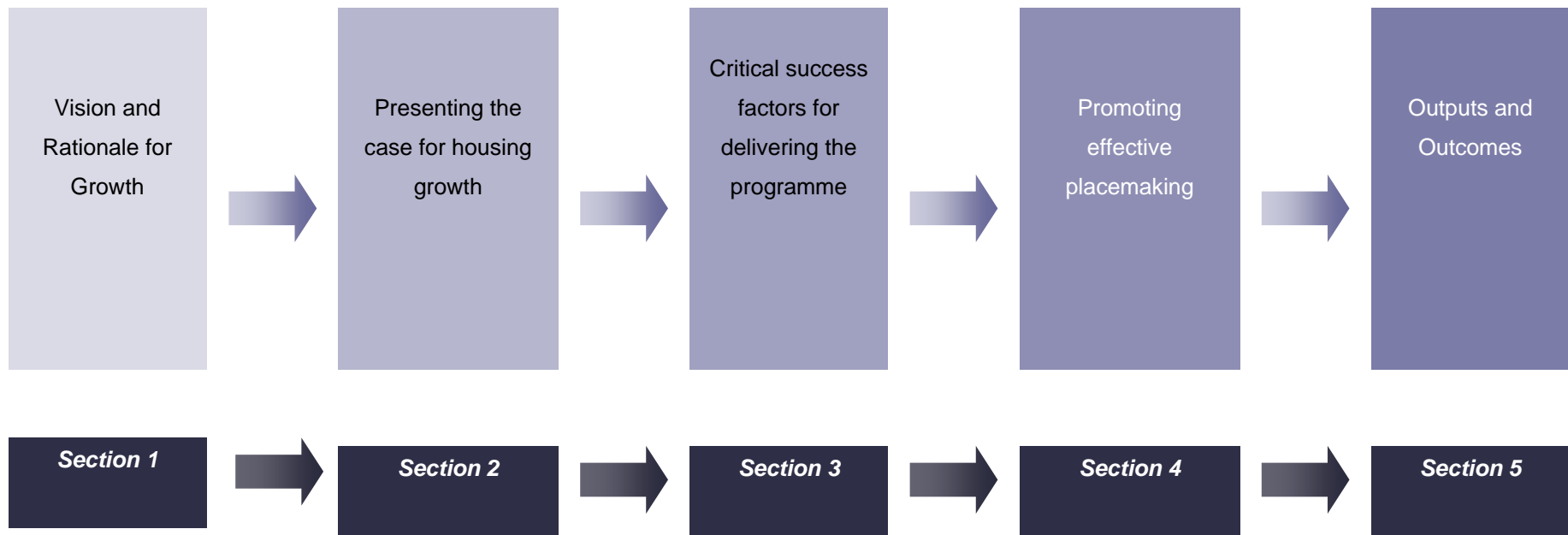
2.1.5 **Section 3** sets out the arrangements for how we will manage our programme. It identifies the specific roles for Tees Valley Unlimited, Tees Valley Living and each Local Authority.

2.1.6 **Section 4** recognises that there are a number of critical success factors that we need to address if we are to be successful. These include ensuring developments are well designed and built, environmentally sensitive, well connected to transport and green infrastructure, and well served by jobs, amenities and facilities.

2.1.7 **Section 5** concludes with a summary of what housing growth we are seeking to achieve, what capital and revenue projects we need to deliver this, the funding being sought from CLG, together with proposals for monitoring and managing the delivery process.

2.1.8 The document is structure is summarised below in Figure 2.1:

Figure 2.1 Summary of PoD sections and how they relate to each other



■ Navigating our Programme of Development

In addition we understand that this document will also be used to support specific growth point funding allocation. The PoD broadly follows the appraisal template order as follows:

| Criteria | PoD Document Location |
|--|--|
| Has the Programme of Development been signed off by each participant local authority? | Yes. Signed Letters from each of the Local Authority Chief Executives are attached in Appendix J . |
| Is there an agreed vision and set of objectives for delivering sustainable growth? | Yes. Detailed in the Executive Summary and Section 1, Chapter 1 . |
| Does the Programme of Development include defined target dates for the grant of outline planning permission for major/key sites identified to be brought forward within 2008/09-2010/11 to secure the delivery of the proposed housing trajectory? | Yes. Detailed at the end of Section 1, Chapter 1 , based on full site schedules included in Appendix C. |
| Total Net Additions | Identified on Page 10 |
| Does the <i>programme</i> explain existing <u>or proposed</u> delivery mechanisms (responsible officers/committees, identified resources, LDV), do these function effectively, with buy in from all partners, particularly developers and private sector? Are there clear partnership arrangements for agreeing and delivering the programme, and have sufficient resources been identified? | Yes. Developed in Section 3, Chapter 7 |
| Is the Programme of Development focused on a single/group of strategically significant towns or cities (borough in London) identified for growth within the RSS? | Yes. Development is strategically aligned to RES and RSS priority areas. Details included in Section 2, Chapter 3 . |

Navigating our Programme of Development

| | |
|---|---|
| Section 106 & Tariff Arrangements. Is there a sound s106 process in place that delivers for growth? | S106 and other developer contribution mechanism developed in Section 3, Chapter 7. |
| Are private sector orgs (developers, businesses) engaged in delivering growth? Are they supporting projects e.g. funding/contributions in kind? Is economic development embedded in approach to growth? | Yes. Developed in Section 3, Chapter 7. |
| Scale of infrastructure challenge in delivering significant growth (How difficult and significant are the prioritised works, both projects and sites, to be delivered during the 2008-2011 period?) | <ul style="list-style-type: none"> • Prioritised sites detailed at end of Section 1, Chapter 1. • Site specific proformas detailing infrastructure included in Appendix C • Summary project funding schedule Project funding proformas |
| Degree of prioritisation of projects. Have projects been prioritised to reflect those which support the delivery of housing in a sustainable way, demonstrating a comprehensive approach to delivery and value for money? | Prioritisation of projects based on the selection of prioritised sites. Details in Section 5, Chapter 12: Master Programme of Projects |
| Are other sources of funding (except developer contributions) supporting the <i>programme</i> and is the overall strategic case made? Are they effectively drawing together resources from other sources i.e. mainstream public funding, own assets, private sector? Are they being innovative to address funding issues? | Details in Section 3, Chapter 7. |
| Net Additions by 2016/17 as % uplift against existing stock | Identified on Page 10 |
| What % level of affordable housing is the <i>programme</i> aiming to deliver? | Identified on Page 10 |
| Predicted Net Additions (2008/09 – 10/11) as a percentage of total net | Identified on Page 10 |



Navigating our Programme of Development

| | |
|--|--|
| additions to 2016/17 | |
| Average number of major planning decisions taken, (as classified by BVPI groupings) during the past five years for which data is available | Identified on Page 10 |
| Average delivery of net additions over the past five years for which data is available | Identified on Page 10 |
| % of ready to develop housing sites as measured against the requirement for 5yr supply within PPS3 | Identified on Page 10 |
| What delivery progress has been made against infrastructure and housing delivery priorities since the last <i>programme</i> ? | Not Applicable |
| Considered effect on transport | See Section 4, Chapter 8: Integrated Transport Infrastructure Response |
| Considered effect on environment (inc water supply, flooding, sewerage, biodiversity, waste etc.) | See Section 4, Chapter 9: Environmentally Sensitive Development |
| Sustainability or Eco- Aspirations | See Section 4, Chapter 9: Environmentally Sensitive Development |
| Green Infrastructure Commitment | See Section 4, Chapter 9: Environmentally Sensitive Development |
| Design aspirations | See Section 4, Chapter 10: Well Designed and Well Built |
| Considered effect on wider community infrastructure (e.g. schools/ healthcare/ community safety) | See Section 4, Chapter 11: Well Served by Wider Community Infrastructure. |
| Tees Valley Growth Point Conditions: General (Ref: CLG letter to George Garlick July 2008) | <ul style="list-style-type: none"> • Growth Point sites included by each Local Authority drawn from LDFs and/or Core Strategies. No unallocated sites have been included to 2016. |



| | |
|---|--|
| | <ul style="list-style-type: none">• List of Consultees identified on Page 42 and includes the Highways Agency, Environment Agency and Natural England.• The PoD has identified projects and funding to undertake the studies and impact assessments explicitly required. Please refer to Project Proformas 1A, 1C and 2B included in Appendix C.• In consultation with the EA it is recognised that Tees Valley does not have Air Quality Management Issue. If development is considered to have such issues site specific studies would be undertaken.• Capacity studies have been identified within each growth point site. The CIF2 bid has also been submitted in response to the planned additional and accelerated growth (copy attached in Appendix D). Appendix K includes a joint statement from Tees Valley and South & East Durham to support collaboration on studies, strategies and implementation as appropriate.• The SHMA (2008) has identified our overall gaps in affordable housing provision with each Local Authority having a locally appropriate policy within their LDFs. |
| <p>Tees Valley Growth Point Conditions: Transport (Ref: CLG letter to George Garlick July 2008)</p> | <ul style="list-style-type: none">• Modelling has been undertaken by the Tees Valley Joint Strategy Unit to assess the impact of growth proposals on the transport network (see Appendix D)• Existing networks are exploited with the majority of sites located in close to sustainable transport routes. However we have identified proposals |



| | |
|---|--|
| | <p>such as the Metro Tees and site specific investment needs to promote more opportunities for non car dependent journeys.</p> <ul style="list-style-type: none">• Travel to work patterns are identified in Section 4, Chapter 8• A specific Smarter Choices revenue funding project has been developed. This is detailed in Project Proforma 2A included in Appendix C.• Funding sources and impacts on National Networks identified and coordinated as part of our integrated CIF2 bid. See Appendix D |
| <p>Tees Valley Growth Point Conditions: Environment (Ref: CLG letter to George Garlick July 2008)</p> | <ul style="list-style-type: none">• The Tees Valley Strategic Flood Risk Assessment and Surface Water Management Plan (incorporating SUDS) will be updated in collaboration with South and East Durham (see Appendix K and Project Proforma 1C)• The Water Cycle Study will be updated in collaboration with South and East Durham (see Appendix K and Project Proforma 1A)• Site specific proposals to address contamination will form part of a condition for any planning approval.• Section 4, Chapter 9 sets out our overall approach to waste management to ensure development is undertaken in sustainable locations.• Only 1 site falls within this category-the former Britmag works in Hartlepool-with a site specific proforma included in Appendix B• Collaboration with South and East Durham for future joint working on GIS projects is being discussed (see Appendix K) |

Presenting the Case for Housing Growth



Hartlepool Marina

Our Overall Approach to Developing a Robust Case for Additional and Accelerated Housing Growth

Figure 2.1 over the page sets 7 key stages on how we have translated our housing and economic policies into an overall programme to deliver 2,670 units per annum, together with the initial prioritised sites for immediate focus. This in turn has allowed us to develop capital and revenue projects to deliver our vision and objectives.

Summarising each of the 7 stages in turn:

Stage 1: Strategically Enabled Growth

Tees Valley has developed a strong policy and strategy framework that clearly directs where our housing growth should be focused. This ties into our economic growth areas, core strategies and LDFs, as well as addressing the current gaps in our housing ladder, including affordable housing.

Stage 2: Local Authority Site Schedules

Working within this strategically agreed framework each Local Authority has identified individual housing sites. This includes the housing numbers each site has the capacity to deliver.

Stage 3: Pre Credit Crunch Housing Trajectory Baseline

The individual Local Authority master schedules then feed into our pre credit crunch Housing Trajectory Baseline. This baseline was prepared to demonstrate to us that we could deliver additional and accelerated growth in normal market conditions.

This baseline reflects our past performance on delivering net additions, the demolition of 2,500 housing units to date through the HMR programme, as well as RSS and LDF allocated sites.

Stage 4: Accounting for the Current Market

In response to the current market conditions Tees Valley set up a Credit Crunch Task Force that included representatives from the Local Authorities, as well as housing associations, the Housing Corporation and English Partnerships. We have also undertaken one to one

consultations with developers and investors to gather as much market intelligence to both understand and mitigate as far as possible the impacts of the credit crunch.

Stage 5: Delivery Tested Housing Trajectory Baseline

As a consequence we have been able to refine the Pre Credit Crunch Housing Trajectory Baseline to develop one that better reflects research on how long the credit crunch is going to last for and its impacts on housing development in Tees Valley.

Stage 6: Priority Development Sites

The results of this analysis has been to take the growth sites identified in the EOI and further prioritise these to focus on those we believe can either deliver housing in this current market or are best positioned to do so at the first signs of market recovery.

These sites complement both our overall programme as well as our HMR strategy. Nevertheless, the PoD has identified a clear mechanism for regular review by each Local Authority and coordinated by Tees Valley Living to update the baseline to account for opportunity sites,

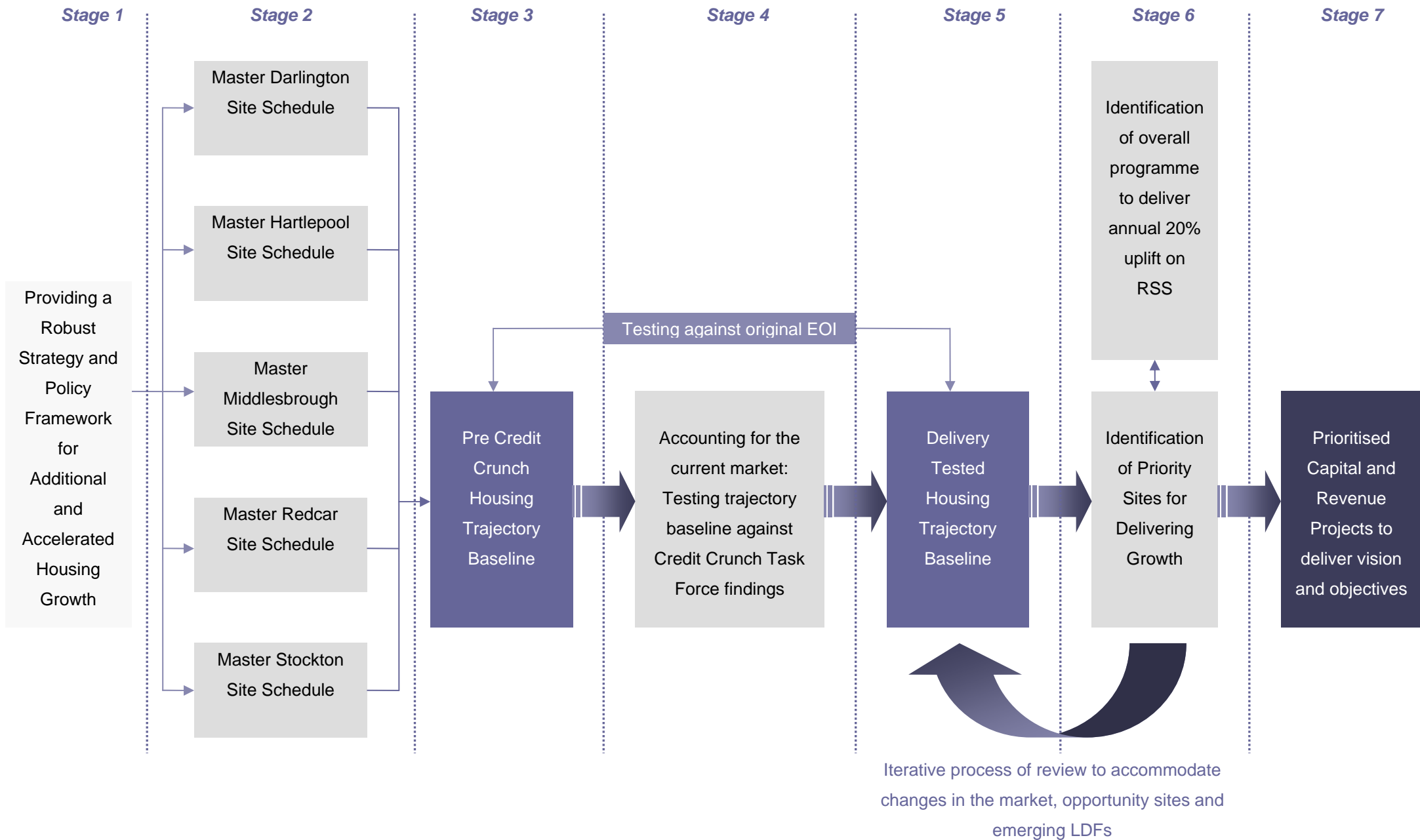
faster or slower rates of recovery of the overall market and core strategy development.

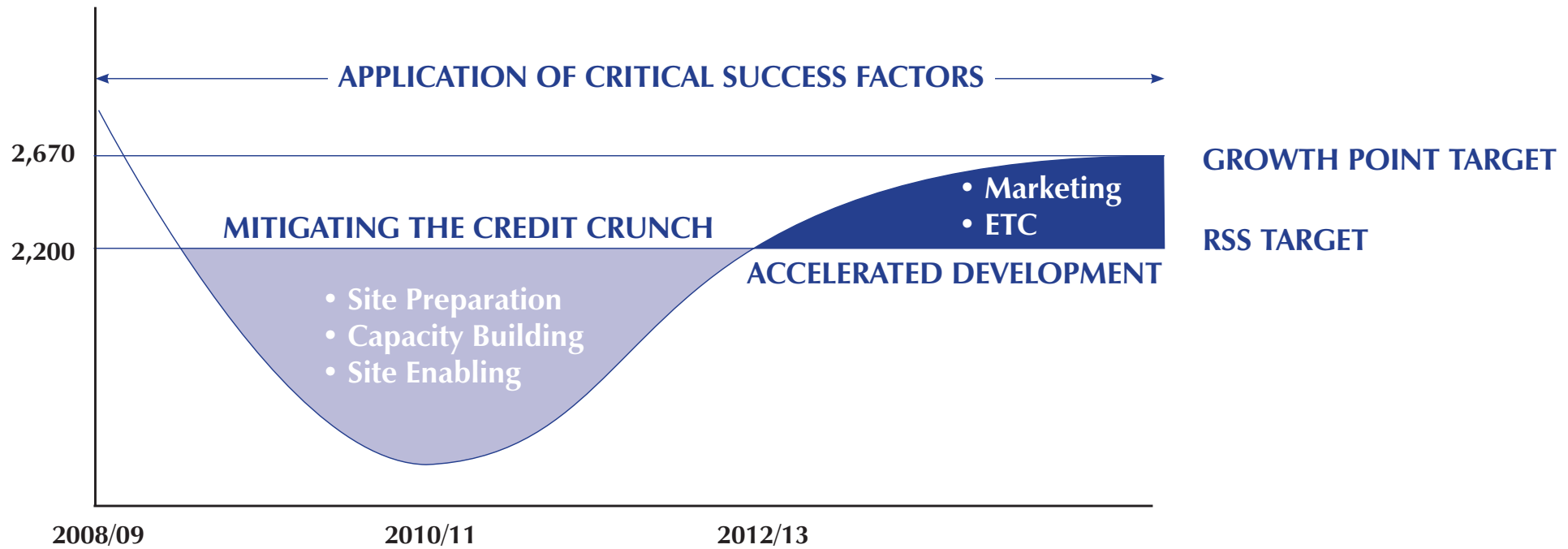
Stage 7: Outputs

For each of the prioritised sites a number of specific capital and revenue CLG funding requirements have been identified to support accelerated housing development in this market and in turn enable us to deliver the annual growth point programme more quickly.

We have also identified a number of cross programme investment requirements that support our overall capacity to deliver additional and accelerated sustainable growth.

Figure 2.1 Our Structured Approach to Developing a Robust Housing Trajectory

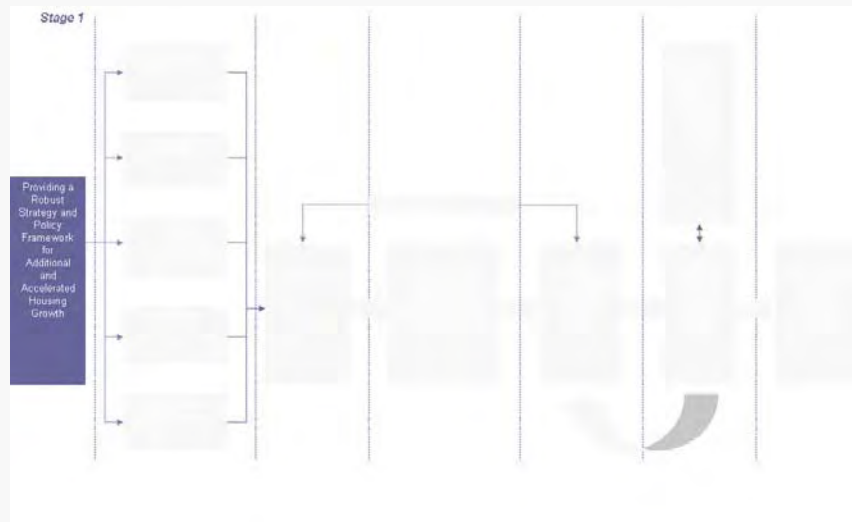




Stage 1: Strategically Enabled Growth

3.0 Stage 1: Strategically Enabled Growth

This section develops Stage 1 of how we have identified sites that are strategically aligned to Core Strategies. It also sets out how we will use this strategy and policy framework to ensure the housing growth programme supports our economic growth aspirations, complements our HMR programme, and makes a step change in meeting the gaps in our housing ladder.



Specifically **Stage 1** addresses how our Growth Programme:

- Works with other strategies including the RSS and RES;
- Has a strategy and policy framework that will allow economic and housing growth to work in partnership.
- Pursues a proactive approach to affordable housing provision across the growth point to ensure that there is a balanced offer of market and affordable options to achieve sustainable mix. Specifically we have identified through the Strategic Housing Market Assessment and other research a number of critical gaps in our housing ladder that we see Growth Point Status making a material impact on. (Annex C of H Cleary Letter dated 23rd July 2008).
- Promotes an average 16% of affordable housing across the programme (Q10 of Annex A PoD Appraisal Criteria).

3.1 Introduction

3.1.1 The PoD builds on the significant amount of work already undertaken to develop a coordinated response to our economic, spatial and housing requirements over a ten year period support and in doing so to promote strategically and policy enabled delivery. This is one of Tees Valley City Region's unique selling points. As a result we now have a track record of successful partnership working culminating in us piloting one of the first sub regional Multi Area Agreements to promote an investment planning approach across economic, regeneration, housing and transport funding streams.

3.1.2 Instead our focus is on building the capacity of Tees Valley Unlimited, Tees Valley Living and the Local Authorities to monitor and evaluate our delivery programme against the agreed strategic framework.

3.2 The PoD's Relationship with other Strategies

3.2.1 This section briefly highlights how the PoD aligns to the strategic objectives contained in the key relevant strategies.

Regional Spatial Strategy

3.2.2 Our programme will contribute directly to the central theme throughout RSS of achieving and maintaining a high quality of life for all, both now and in the future⁴.

3.2.3 RSS Policy 10 Tees Valley City Region 10.3 promotes developing housing to support the economic growth strategies in sustainable locations, mainly on previously developed land in areas where it does not undermine existing housing markets, particularly housing market restructuring areas⁵.

3.2.4 Tees Valley's PoD meets this challenge through:

- Accelerating the development of already allocated sites located in our main conurbations and settlements of Darlington, Hartlepool, Middlesbrough, Redcar and Stockton-on-Tees;
- By doing so, increasing the potential for people to access services and facilities without the need to travel by car;
- Working in partnership with the Tees Valley Housing Market Renewal Programme and RSLs/ALMOs to support investment in existing stock;

⁴ The North East of England Plan Regional Spatial Strategy to 2021, page 17

⁵ The North East of England Plan Regional Spatial Strategy to 2021, page 65

Chapter 3: Strategically Enabled Growth

- Maximising the re-use of previously developed land with over 80% of development of PoD proposed on Brownfield land;
- Using the RSS Examination in Public Panel Report figures as our base position for the proposed housing growth programme.
- Making direct linkages to the RSS's four key objectives of prosperity, sustainable communities, enhanced environments and improved connectivity.

Regional Housing Strategy

- 3.2.5 The PoD makes explicit links to the North East Regional Housing Strategy (July 2007) through providing high quality housing in the right locations. It also promotes an increased supply of affordable, family, retirement and executive housing.

Regional Economic Strategy

- 3.2.6 Clear links have already been made between the RES, RHS and RSS. The PoD has identified a series of sites and projects that we believe make direct impacts on key themes in the RES including:
- The new provision of housing will offer a greater choice to the economically active within the sub region thereby supporting additional spend on retail, leisure and tourism; and,

- New housing supply that will address the current Travel to Work patterns to better retain the economically active and in turn promote better tenure balance and more mixed income communities.

- 3.2.7 The compelling economic case for housing is more fully developed in Section 1, Chapter 1 of the PoD and is directly drawn from the RES.

The Tees Valley City Region

- 3.2.8 In September 2006 the Tees Valley authorities prepared a City Region Business Case and City Region Development Programme based on the City Region Development Programme from 2005. The Business Case identified a forward strategy for the City Region based on two fundamental principles:

- The need to build on the economic assets of the City Region, and
- Improve the urban competitiveness and liveability of the Tees Valley.

- 3.2.9 The PoD is a direct response to how these principles can be delivered in an accelerated form.

Tees Valley Sub-Regional Housing Strategy

3.2.10 The Sub Regional Housing Strategy articulates the sub region's priorities in line with current RHS objectives; the main elements of the strategy are:

- The provision of largely family housing in priority areas;
- Supporting and aligning other investment with the TVL HMR programme, to achieve transformational change in the areas of low demand;
- Complementary improvement of sustainable housing within or adjacent to TVL priority areas;
- Working with Planning professionals to secure the appropriate mix of new housing;
- Continued work to address the housing needs of all vulnerable groups; and
- Joint procurement and commissioning.

3.2.11 Growth proposals respond to the strategic priorities and objectives of the Tees Valley SRHS 2007-2021 by:

- Utilising planning expertise to secure an appropriate and sustainable mix of new housing;

- Promoting coordination and alignment with the TVL HMR programme to support the realisation of transformational change within areas of low demand;
- Delivering complementary improvements to sustainable housing within or adjacent to TVL priority areas;
- Supporting an increase in the provision of family housing in priority areas;
- Contributing to the affordable housing requirements of residents;
- Creating opportunities to address the housing needs of vulnerable groups; and
- Supporting joint procurement and commissioning across the five Local Authorities.

3.2.12 The strategy is due to be updated in 2009.

Tees Valley Living HMR Strategy

3.2.13 TVL was established in 2003, achieving HMR pathfinder status in April 2008. The Tees Valley Housing Market Renewal Strategy 'Building Sustainable Communities in the Tees Valley: Better homes for a brighter future' sets out four key aims:

- To create sustainable neighbourhoods in areas of current market failure;

Chapter 3: Strategically Enabled Growth

- To promote mixed communities in the designated HMR area;
- To ensure HMR activities support the economic renaissance of the region; and
- To retain and improve existing neighbourhoods in the HMR area.

3.2.14 Critical to the success of the overall housing market in Tees Valley is the ability for the growth point programme to complement the HMR programme. By having Tees Valley Living coordinating both programmes we have a robust governance mechanism to ensure that progress under one heading is not prejudicial to the other.

Green Infrastructure Strategy

3.2.15 The Tees Valley Local Authorities, in partnership with the Environment Agency, Natural England, North East Community Forest, and CABE Space, prepared a Green Infrastructure Strategy for the Tees Valley sub-region. The Strategy, which has been approved by all the partners, seeks to develop a network of multi-functional green corridors and green spaces that:

- Enhances the quality of place for existing and future communities and potential investors

- Provides an enhanced environmental context for new development, regeneration projects and housing market renewal which will produce high quality design and developments
- Creates and extends opportunities for access, regeneration, and enhancement of biodiversity
- Provides a buffer against the effects of climate change
- Promotes better public health and a sense of well-being through increased opportunities for sport, leisure and recreation
- The Green Infrastructure Strategy will play a key role in helping to create attractive places and an environment that provides a quality of life that attracts new investment and encourages people to live in the Tees Valley. The Strategy will also provide new opportunities to tackle a legacy of derelict and vacant land and raise environmental quality within the core urban areas.

3.2.16 As part of the development of the PoD each Local Authority has identified site specific green infrastructure investment needs. These are detailed in Appendix I.

City Region Transport Strategy

3.2.17 “Connecting the Tees Valley” includes a comprehensive review of the demographic (including travel to work patterns), socio-economic, growth and service influences on the City Region’s future travel patterns and identifies a series of issues to be addressed. It was developed with full regard to the Eddington and Stern Reviews, and aligned with the emerging “Towards a Sustainable Transport System” agenda.

3.2.18 A series of measures have been developed to ensure our transport infrastructure is fit for purpose to deliver economic and housing growth for the City Region. Our PoD’s transport response is developed in Section 4, Chapter 8 to ensure the implications of growth on transport infrastructure investment are fully taken into account.

Core Strategies

3.2.19 Across the Tees Valley the timescales for the development of the Local Development Frameworks varies; Redcar and Cleveland and Middlesbrough now both have adopted Core Strategies.

3.2.20 The section below provides a short summary of the emerging spatial strategies at a Local Authority level which will help guide the principles for future development of our growth programme.

Darlington

- Darlington’s Core Strategy ‘Issues and Options’ was published for consultation at the beginning of 2008. The Strategic Objectives which are outlined include a reference to ensuring that there is the provision of decent housing in sustainable locations, with a good mix of market and affordable homes. These objectives are applied in the PoD.
- The issues and options paper identifies the desire for Darlington to secure a higher housing

Hartlepool

- An affordable Housing DPD is currently being developed to specifically address the growing issue of affordable housing and provide appropriate policy guidance as quickly as possible. The DPD is currently at the Preferred Options stage and is expected to be adopted in 2009
- In the interim until these issues have been consulted and decisions made, Hartlepool’s Local Plan (which was adopted in 2006) provides the planning basis for development, which is

focused on supporting the regeneration of housing market restructuring areas and creating mixed and balanced communities.

Middlesbrough

- Middlesbrough's Local Development Framework Core Strategy was adopted in February 2008. Two of the key overarching spatial objectives highlight the importance of the creation of sustainable communities and developing a balanced housing stock that meets needs now and in the future.
- In terms of the location of future development, Greater Middlehaven, Greater Hemlington, Inner Middlesbrough (HMR areas) and Erimus investment sites have been highlighted as priorities. These sites are recognised in the PoD with Greater Hemlington as one of the prioritised sites for growth.
- The Regeneration Development Plan Document, identifying the allocations to meet the development priorities contained in the Core Strategy was submitted to the Secretary of State in January 2008. It will be the subject of a public examination in November 2008 and adoption is anticipated in Spring 2009.

Redcar and Cleveland

- Redcar and Cleveland's Core Strategy was adopted in July 2007. Policy CS1 sets out in the Core Strategy 'Securing A Better Quality of Life' the importance of delivering housing which meets needs and aspirations of existing and future communities.
- The locational strategy adopted by the Core Strategy focuses the majority (70%) of new development within the conurbations of Redcar and Cleveland complemented by additional focus on the regeneration priorities of Greater Eston area and Redcar. Greater Eston is a Growth Point priority site.

Stockton-on-Tees

- Stockton's Core Strategy Preferred Options Report (September 2007), identifies one of the drivers for change in Stockton as delivering a choice of quality housing, together with providing homes which suit all needs and incomes.
- The Preferred Option identifies a housing requirement 20% above the RSS Proposed Changes (May 2007). This is around 1,500 units higher than the Further Proposed Changes (February 2008). Spatially growth is focused on development within the urban area and this is supported in the PoD.

- In relation to affordable housing, a minimum requirement of 15% affordable housing on sites over 15 dwellings is identified, with higher expected in urban areas. Further guidance is then outlined on the type of affordable housing which is required, based on the most up-to-date Local Housing Assessment.

3.3 Growth to meet identified housing need and sustainable mix of housing

3.3.1 We have recently completed our Tees Valley Strategic Housing Market Assessment that supported a detailed analysis of the sub-regional housing market has enabled a comprehensive picture of housing supply-demand dynamics to be determined⁶.

3.3.2 The Tees Valley Strategic Housing Market Assessment (SHMA) confirms that a new supply of diversified housing is critical if Tees Valley's economic ambitions are to be realised⁷.

⁶ Key research includes:

- Tees Valley Strategic Housing Market Assessment , 2008
- Local Authority Strategic Housing Land Availability Assessments

⁷ Tees Valley 2008 Local Housing Assessment and Strategic Housing Market Report 2008

3.3.3 This supports the approach taken by the Programme of Development to ensure additional housing growth is targeted to meet identified need and add value to the overall attractiveness and prosperity to the sub region.

3.3.4 Previous research⁴ and the SHMA have identified a number of specific gaps in our housing offer including:

- A lack of suitable **retirement/downsizing properties** offering purpose built accommodation suited to this growing segment of our population (including concepts such as retirement villages such as those underdevelopment by Hartlepool and being considered by Middlesbrough);
- **Executive housing** providing spacious, high quality, high specification homes typically occupied by higher income households employed in the higher order professions. The SHMA identifies this is a significant barrier to economic growth and in-migration with Travel to Work patterns reinforcing the lack of this type of property in Tees Valley;
- **Intermediate Market** properties offering low cost home ownership products for households lacking sufficient finance to purchase a property through open sale; and,

- Good quality private rented properties suited to the lifestyle and affordability requirements of young professionals and graduates. We need to position the sub region to increase graduate retention rates with suitable housing being one component.
- The SHMA also suggests that the demand for private renting is likely to continue from households unable to access owner occupation and could be further compounded by households looking for alternative accommodation post repossession.

3.3.5 The following table considers these supply-demand dynamics within the context of a 'housing ladder', identifying the availability of property across different market segments. Segments featuring limited property availability are identified and these can be conceptualised as 'gaps' in the housing ladder.

Chapter 3: Strategically Enabled Growth

Tees Valley Housing Ladder – Availability of Property Types

| Type of housing | Availability | Issues |
|--|--------------|--|
| RETIREMENT/DOWNSIZING | LOW | Very little purpose built accommodation. |
| EXECUTIVE HOUSING | LOW | Some availability in a few discrete locations, such as Wynyard, but very little in the urban core. Few locations of aspiration. |
| FAMILY HOMES (3/4 BED) | MEDIUM | Limited locations. Tees Valley has a large stock of 3 bed semi detached houses. Few locations which are aspirational and affordable, putting pressure on high supply areas such as Ingleby Barwick. |
| FAMILY HOMES (2/3 BED) | MEDIUM/HIGH | Limited locations, poorer quality and choice: mainly terraced stock in inner areas. Apartments and starter type homes coming on line through major regeneration projects. |
| FIRST TIME BUYERS | MEDIUM | Availability but quality and choice are limited often to ex Local Authority and terraced stock. Specific first time buyer units to be developed through major regeneration projects, although numbers are limited. |
| PRIVATE RENTED (young professionals and graduates etc) | LOW | Limited locations, quality and choice. More should come available through investment purchases on major schemes such as Middlehaven Victoria Harbour etc. |
| INTERMEDIATE MARKET | LOW | May be a growing market for those moving from Social/Private Renting not able to access full home ownership. Some provision through planned regeneration projects. |
| PRIVATE RENTED (Low end and Housing Benefit) | HIGH | Often older terraced housing in high density areas in the urban core. Some intervention through HMR. |
| SOCIAL RENTED | HIGH | Often poorer quality. Concentrated in the urban core. Tadded in part through DHS and HMR but few new opportunities in mixed income/tenure. |

3.4 Affordable Housing

3.4.1 Each of the Local Authorities are developing specific responses to increase the supply of affordable housing with these applied where appropriate to our key priority sites:

- **Darlington BC's** affordable housing policy applies to developments of 15 or more dwellings, or residential developments of 0.2 hectares or more and outside the main urban area the policy applies to developments of 5 or more dwellings / 0.2 hectares or more. The quantum of affordable housing required differs across the borough according to the level of affordable housing 'need' with 40% required on eligible sites for 'acute' areas, 30% on eligible sites in 'high' areas and 15% required on eligible sites in 'moderate' areas. For required affordable housing the Local Authority requires a split of 70% social rented and 30% intermediate housing.
- **Hartlepool BC's** affordable Housing DPD is currently being developed to specifically address the growing issue of affordable housing and provide appropriate policy guidance as quickly as possible. The DPD is currently at the Preferred Options stage and is expected to be adopted in 2009.
- **Middlesbrough BC's** affordable housing policy applies to housing developments of 25 dwellings or 1 hectare. The target for quantum

of affordable housing required on a site varies across the borough according to affordable housing need and supply although the general target is between 10% and 15% for new build schemes.

- **Redcar and Cleveland BC's** affordable housing policy applies to developments of 25 dwellings or more or on sites of 1 hectare or more. On eligible sites typically the target is for 15% of dwellings to be affordable housing.
- **Stockton-on-Tees BC's** states that for all new housing developments 15% of dwellings should be affordable. The Local Authority encourages developers to provide a range of affordable housing types including shared equity, shared ownership and high quality social housing.

3.4.2 For each site the PoD identifies the likely affordable housing provision. These are detailed in the site schedules included in Appendix B. Overall the average percentage of affordable housing across our entire programme is **16%**.

3.5 Further Testing of the PoD to ensure Strategic Alignment

3.6

3.6.1 Through Tees Valley Vision, Tees Valley City Region Business Case and Investment Plan, Tees Valley Unlimited and the Tees Valley Multi Area Agreement, all five Local Authorities have signed up to a robust structure as well as developed a successful track record in strategically aligned partnership working to translate the Regional and National strategies into delivery.

3.6.2 In addition we have undertaken a significant amount of consultation on our PoD through workshops, one to one consultations and sharing drafts for review to ensure that our growth programme is strategically aligned to stakeholder investment and delivery plans.

3.6.3 Those consulted are listed as follows:

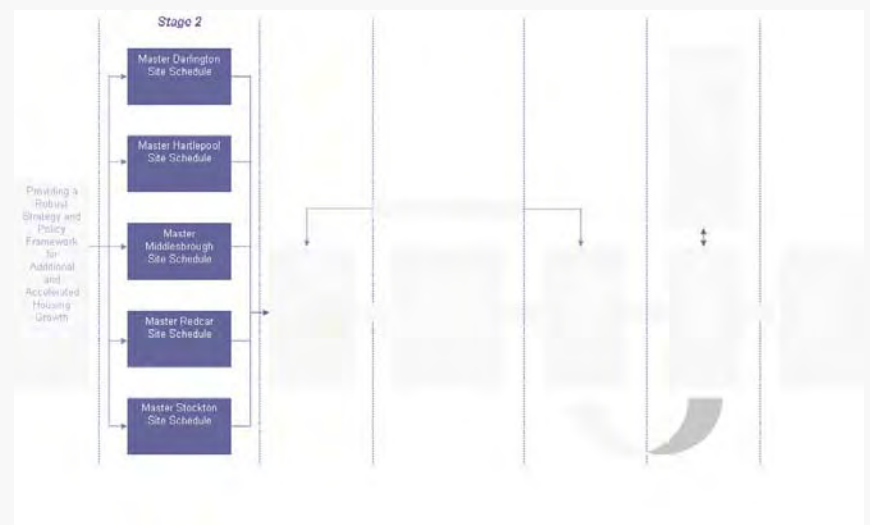
| Public Sector Stakeholders | Registered Social Landlords |
|---|-------------------------------|
| Darlington BC | Fabrick |
| Hartlepool BC | Housing Hartlepool |
| Middlesbrough BC | Anchor Trust |
| Redcar and Cleveland BC | Erimus Housing |
| Stockton on Tees BC | Hanover |
| Tees Valley Regeneration Environment Agency | Coast and Country Housing Ltd |
| Natural England | Nomad Homes |
| Housing Corporation | William Sutton HA |
| GONE | Home Group Ltd |
| Arts Council | Riverside NE |
| Museums, Libraries and Archives | Darlington Housing |
| Highways Agency | Railway Housing |
| | Three Rivers Housing |
| | Housing 21 |
| | Guinness Trust |
| | Accent North East |
| | Places for People |
| | Endeavour |
| | Habinteg |
| Private Sector Stakeholders | |
| Lovell Partnerships Ltd | |
| Persimmon Homes | |
| Barratt Homes | |
| Yuill Homes | |
| Taylor Wimpey | |
| Bellway Homes | |
| Keepmoat | |

An architectural rendering of a waterfront development in Hartlepool. The scene shows a large marina filled with numerous white sailboats docked at wooden piers. In the foreground, there are modern, multi-story buildings with glass facades and balconies. A central water feature with several fountains is surrounded by a paved plaza with people walking. The background shows a wide expanse of water and a distant shoreline under a clear sky.

Stages 2 and 3: Developing our Initial Housing Trajectory

4.0 Stages 2 and 3: Developing Our Initial Housing Trajectory

Having tested the robustness of the strategic framework for growth in Stage 1, we wanted to establish whether each Local Authority could identify sites within the planning frameworks and core strategies that would support both additional and accelerated growth to 2016 and beyond.



Specifically **Stage 2** tests each Local Authority's past performance on a number of key delivery criteria including:

- Promotes a level of growth that has been confirmed through the statutory planning process and included in the RSS and LDF (Annex C of H Cleary Letter dated 23rd July 2008)
- The level of demolitions that have been supported alongside each Local Authority's development programme.
- Average delivery of net additions over the past five years (Criteria 13, Annex A);
- The average number of major planning decisions taken (Criteria 12, Annex A);
- % of ready to develop housing sites as measured against the requirement for 5 year supply within PPS3 and identified through each Local Authority's recent Strategic Housing Land Availability Assessments (Criteria 14, Annex A);

Stage 2 also tests each Local Authority's site supply to build our knowledge of the overall programme.

4.1 Stage 2: The Tees Valley Programme of Housing Sites

4.1.1 Within the strategically defined framework for growth detailed in Stage 1, each Local Authority developed a schedule of sites that would feed into the Housing Trajectory Baseline. These schedules are included in Appendix A.

4.1.2 Specifically we have considered: the RSS baseline position; past performance (net additions and demolitions and the number of major planning decisions taken); and the supply of ready to develop sites.

RSS baseline position

4.1.3 We have taken the baseline position of 2,224 housing units per annum as our baseline. This is the figure used in the Report of the Panel on the North East RSS as is calculated as follows:

- Total in the 'Report of the Panel' for the Tees Valley to be delivered between 2004/05 and 2020/21 is 37,808.
- 37,808 annualised over 17 years equals 2,224 per annum.

Past Performance

4.1.4 In developing our PoD it was important to recognise that we have been supporting one of the UK's largest programmes of demolition to address the over supply of poor quality, pre-1919 terraced housing. Since 2002, the HMR programme and complementary projects have recorded 2,500 demolitions. Our net additions figure therefore masks our overall capacity for growth. In addition the average number of major planning decisions taken across the Tees Valley over the last 5 years is 213.

Supply of Ready to Develop Sites

4.1.5 The overall supply of sites is not considered a barrier to housing growth in Tees Valley. Using the results of the Strategic Housing Land Availability Assessments the percentage of ready to develop housing sites as measured against the requirement for 5 year supply with PPS3 is as follows:

- Darlington – 97%
- Hartlepool - 171%
- Middlesbrough – 100%
- Redcar and Cleveland – 113%
- Stockton – on – Tees – 156%

4.2 Stage 3: Pre Credit Crunch Housing Trajectory Baseline

Stage 3 takes the master schedules prepared by each local authority to develop a pre credit crunch housing baseline trajectory.



4.2.1 The pre credit crunch baseline trajectory is included over the page. The key issues it highlights are:

- That Tees Valley has the site capacity to deliver at least 2,670 units per annum;
- It includes sites that have already been tested through the RSS and each Local Authority's core strategies;
- That it takes proper account of our past performance;
- It includes and recognises our significant planned demolition of 5,000 further units through the HMR programme; and that,
- It has not been reality tested against current market conditions.

4.2.2 The baseline trajectory has also been tested against the sites included in the original EOI. These have not materially changed, although further refinement has been undertaken on timing, quantum of numbers by each site and to feed in the results of the Strategic Housing Market Assessments.

4.2.3 The Baseline Trajectory has been prepared in accordance with Annex B of the Guidance for PoD preparation and states our net position.

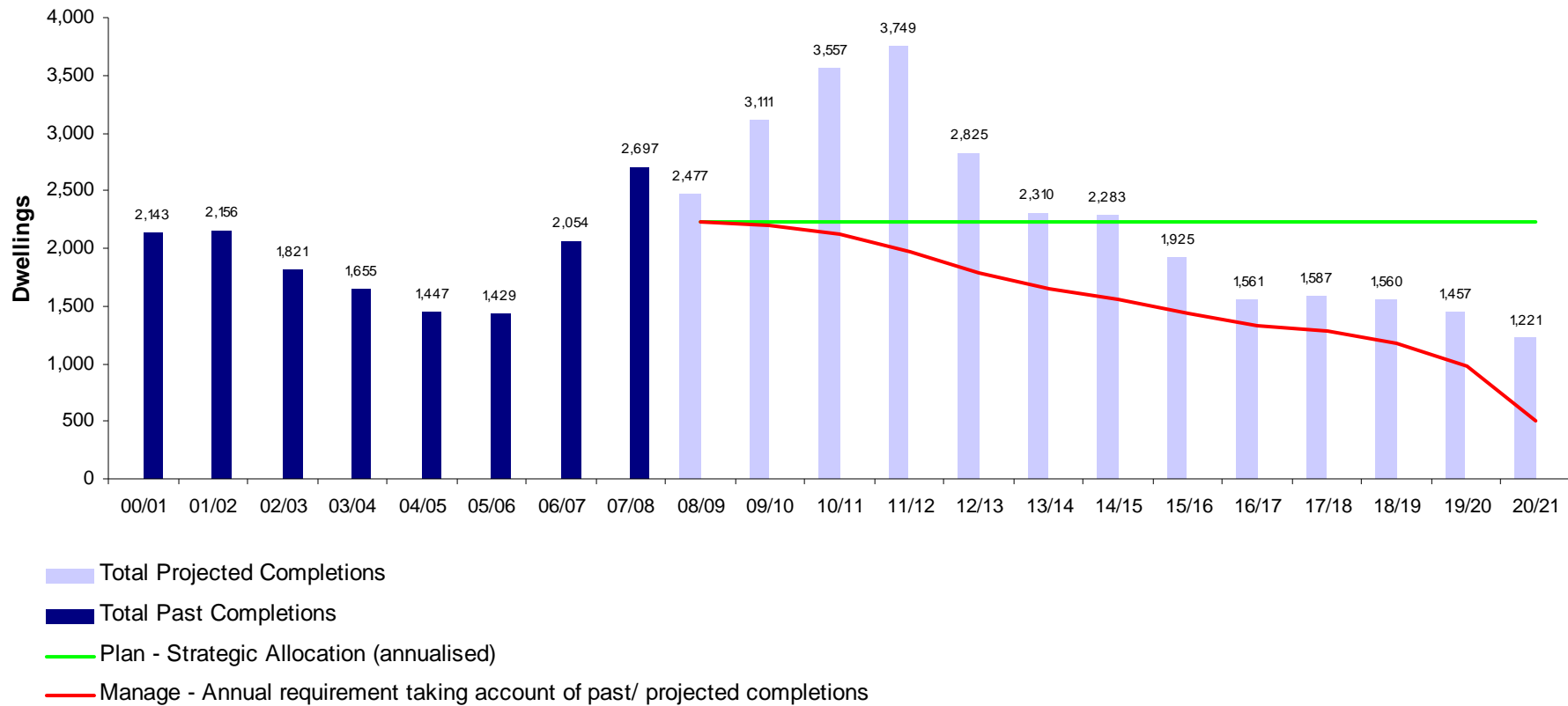
Chapter 4: Developing our Initial Housing Trajectory

Pre-Credit Crunch Housing Trajectory

| TVL Housing Trajectory | | | | | | | | | | | | | | | | | | | | | |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Completions/proj | 00/01 | 01/02 | 02/03 | 03/04 | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 |
| Darlington | 476 | 362 | 271 | 502 | 431 | 516 | 517 | 551 | 351 | 391 | 605 | 931 | 717 | 513 | 662 | 453 | 371 | 362 | 254 | 205 | 180 |
| Hartlepool | 494 | 396 | 395 | 360 | 238 | 246 | 267 | 40 | 390 | 390 | 390 | 400 | 400 | 400 | 400 | 400 | 400 | 400 | 400 | 400 | 400 |
| Middlesbrough | 139 | 39 | -182 | -10 | 118 | 96 | 397 | 275 | 316 | 1014 | 1075 | 763 | 488 | 518 | 592 | 528 | 293 | 293 | 309 | 340 | 325 |
| Redcar & Cleveland | 251 | 357 | 469 | 357 | 315 | 184 | 309 | 690 | 488 | 621 | 675 | 476 | 366 | 181 | 181 | 182 | 247 | 282 | 422 | 361 | 292 |
| Stockton - on - Tees | 783 | 1002 | 868 | 446 | 345 | 387 | 564 | 1141 | 932 | 695 | 812 | 1179 | 854 | 698 | 448 | 362 | 250 | 250 | 175 | 151 | 24 |

| | 00/01 | 01/02 | 02/03 | 03/04 | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Total Past Completions | 2143 | 2156 | 1821 | 1655 | 1447 | 1429 | 2054 | 2697 | | | | | | | | | | | | | |
| Total Projected Completions | | | | | | | | | 2477 | 3111 | 3557 | 3749 | 2825 | 2310 | 2283 | 1925 | 1561 | 1587 | 1560 | 1457 | 1221 |
| Cumulative Completions | | | | | | | | | 2477 | 5588 | 9145 | 12894 | 15719 | 18029 | 20312 | 22237 | 23798 | 25385 | 26945 | 28402 | 29623 |
| Cumulative allocation | | | | | | | | | 2224 | 4448 | 6672 | 8896 | 11120 | 13344 | 15568 | 17792 | 20016 | 22240 | 24464 | 26688 | 28912 |
| PLAN - Strategic Allocations (annualised) | | | | | | | | | 2224 | 2224 | 2224 | 2224 | 2224 | 2224 | 2224 | 2224 | 2224 | 2224 | 2224 | 2224 | 2224 |
| MONITOR - No. dwellings above or below cumulative allocation | | | | | | | | | 253 | 1140 | 2473 | 3998 | 4599 | 4685 | 4744 | 4445 | 3782 | 3145 | 2481 | 1714 | 711 |
| MANAGE - Annual requirement taking account of past/projected completions | | | | | | | | | 2224 | 2203 | 2120 | 1977 | 1780 | 1649 | 1555 | 1433 | 1335 | 1279 | 1176 | 984 | 510 |

Monitor and Manage



Stages 4 and 5: Refining the Housing Trajectory against Current Market Conditions

Artist's impression of Middlehaven, Middlesbrough



5.0 Stages 4 and 5: Refining the Housing Trajectory against Current Market Conditions

5.1 Stage 4: Our Response to the Current Market

Stage 4 recognises that to shy away from considering the impact of the credit crunch on our overall programme would be both unrealistic and irresponsible. We have therefore taken our initial housing trajectory baseline and tested this against the findings of the Tees Valley Credit Crunch Task Force.

This has resulted in both an evidence base to develop optimism bias factors to development over the next three years. It has also identified specific measures that we can support to mitigate the depth of impact of the credit crunch and to also to position the City Region to accelerate development for when the market does return.

5.2 Tees Valley Impacts

- 5.2.1 Having committed to the promotion of housing growth, Tees Valley Stakeholders are determined that the current global liquidity crisis does not de-rail the intended acceleration in the housing programme.
- 5.2.2 As elsewhere in the country, the rate of house building in Tees Valley has slowed considerably in the last 12 months. Difficulties in accessing credit and falling sales due to tighter mortgage lending have caused house builders to pull back on the amount of building being carried out and to lay off construction workers.
- 5.2.3 Not only has the pace of house building fallen away, but the traditional route to providing homes seems to have almost completely broken down. House builders are no longer in the market to buy land as a matter of routine, nor do they appear keen to commit to development on the scale previously realised.
- 5.2.4 Housing provision in the sub-region will be influenced in the near future by the following headline statistics:
- residential land values in Tees Valley are currently at approximately 50% of the level recorded in 2007;

- according to house builders operating locally, the rate of house completions is at only 30% of level achieved at the equivalent period in 2007/08;
- data from Communities and Local Government indicate that compared to Quarter 2 in 2007, completions in Quarter 2 in 2008 had fallen by 94% in Middlesbrough, 74% in Stockton-on Tees and 60% in Darlington;
- the volume of sales recorded in Quarter 2 in 2008 is down by 44.6% compared to Quarter 2 in 2007;
- between June 2008 and September 2008, average house prices in Tees Valley fell by almost 8%;
- in July 2008, in Tees Valley, the average completion price of sales was only 88.9% of the original asking price;
- National mortgage lending at levels of only between 2% and 5% of the same level in August 2007.
- Some developers in the North East reducing their capacity by up to 95%
- Reports that many mainstream residential developers placing an embargo on construction work and moratoriums on land acquisition activities.

5.3 Implications for Tees Valley City Region

- 5.3.1 We have addressed head on the impacts of the credit crunch on our current ability to realise the 2,670 net dwellings per annum development target.
- 5.3.2 Promoting such numbers in this market would be both unrealistic and irresponsible. Firstly, they would not be achieved and secondly they would undermine the wider Programme of Development for when the market does return.
- 5.3.3 It should be restated that the credit crunch began primarily as a liquidity/ funding issue and not a housing need or house building crisis. That is, the fundamentals for long term demand for housing in the Tees Valley remain strong.
- 5.3.4 These impacts will be felt in a number of ways. With reduced sales values per unit the ability to capture value in Development Agreements or S106 Agreements will be more constrained. This could impact on our aspirations for achieving the highest level of design standards, the most amount of affordable housing or the maximum sums for contribution to infrastructure investment.

5.4 A Proactive and Positive Response

5.4.1 The overall approach supported by the PoD is to position Tees Valley to firstly prioritise sites and develop capacity that helps to lessen the impact of the credit crunch. This will support targeted investment in site preparation works, developing the capacity of our construction sector, and applying the recommendations emerging from the credit crunch task force.

5.4.2 The second strand of our approach is to identify projects and sites that invested in now will accelerate our recovery and in turn promote additional and accelerated housing development.

5.5 Four Key Strands to our Response

5.5.1 Specifically our response to the current economic climate has focussed on four elements to mitigate these impacts and best position the sub region for when the market does return:

1. To remain focussed on our strategically agreed areas of development as promoted in the Tees Valley City Region Business Plan and Multi Area Agreement;
2. To direct our investment to priority and key sites for development as identified at the end of Section 1, Chapter 1.

3. For these sites to identify the specific infrastructure and site investment requirements to enable these to be taken forward in an accelerated form; and,
4. To identify immediate responses to stimulating demand and supply in the Tees Valley housing market.

5.5.2 Taking each in turn:

Strategically Deliverable

5.5.3 Tees Valley and its partners have already worked hard to identify its strategically important areas of development, namely Darlington Gateway, the Stockton Middlesbrough Initiative and the Coastal Arc. These areas are already embedded in the RSS, each Local Authority's respective Local Development Frameworks and the MAA. In addition many of the sites within these areas have also been tested through the RSS Examination in Public.

Prioritised Sites

5.5.4 We recognise that not all sites can be taken forward as quickly as possible in this market. Our response has been to initially prioritise the following sites which will be further tested and validated through our decision making structure:

Chapter 5: Refining our Initial Housing Trajectory

- For Darlington this is Central Park, Former School Sites, Lingfield Area, and Central Darlington.
- For Hartlepool this is Golden Flatts, Central Hartlepool HMR, North Hartlepool, and East Central Area.
- For Middlesbrough this is Greater Hemlington, Cargo Fleet, Prissick and College Sites, Inner Middlesbrough and North Ormesby.
- For Redcar this is Greater Eston
- For Stockton-on-Tees this is Northern Gateway (1a, 1b, and 2), Bowesfield Riverside.
- In addition Middlesbrough and Stockton are jointly promoting the Green Blue Heart.

Targeted Investment

- 5.5.5 For the prioritised sites identified we have identified a focussed approach to infrastructure investment to accelerate housing development.
- 5.5.6 This is also an opportunity to set out ideas such as recyclable funds i.e. investing now in infrastructure but supporting claw back from developers as schemes are taken to the market. This is similar to the Government's scheme of funding the banks now with

a view of gaining back public sector investment when market conditions improve, albeit on a much smaller scale. This is also a similar model to that currently being promoted by English Partnerships.

Our Credit Crunch Response

- 5.5.7 Despite the current market conditions, there remains a need in Tees Valley to maintain the momentum of house building because of the encouraging prospects for growth in the local economy. Hence, the City Region's willingness to join with the Government's Growth Point initiative and accelerate the rate of provision of new housing up to 2016/17.
- 5.5.8 A working group (the 'Tees Valley Housing Recovery Programme Task Force'), has been set up to assess the impact and future implications of the credit crunch. The group includes representatives of the Home Builders Federation; the five Tees Valley Councils; Registered Social Landlords operating in the City Region; the Housing Corporation; English Partnerships; Tees Valley Regeneration; Tees Valley Living; and the Tees Valley Joint Strategy Unit.

Chapter 5: Refining our Initial Housing Trajectory

5.5.9 The Task Force has been asked to:

- Focus on the forces constraining the delivery of housing in Tees Valley across all sectors;
- Assess the scale of the impact on the amount of house building taking place and the likelihood of new development coming forward under current conditions;
- Determine the shortfall in the number of houses constructed as compared with the level of delivery anticipated in the City Region's development plan and the Regional Spatial Strategy;
- Develop strategies to assist developers to maintain a level of momentum in housing delivery;
- Explore the potential of Registered Social Landlords to act as a catalyst in stimulating new housing development in partnership with the private sector; and
- Prepare a programme of intervention to support the Homes and Communities Agency in delivering the Government's agenda on housing growth in the short and medium term.

5.5.10 A number of principles have underpinned the work of the Task Force:

- Alignment with the Growth Point Programme of Development and housing provisions in the Tees Valley Multi Area Agreement;
- Monitoring and adequate tracking of key drivers to enable timely adjustments to the programme;
- Registered Social Landlords prepared to commit resources, collectively or individually, to new development;
- Provision to claw back or re-cycle public funding is employed;
- Scale of intervention must be sufficient to make a difference;
- Social housing to be provided so as to achieve balanced, mixed tenure housing development.

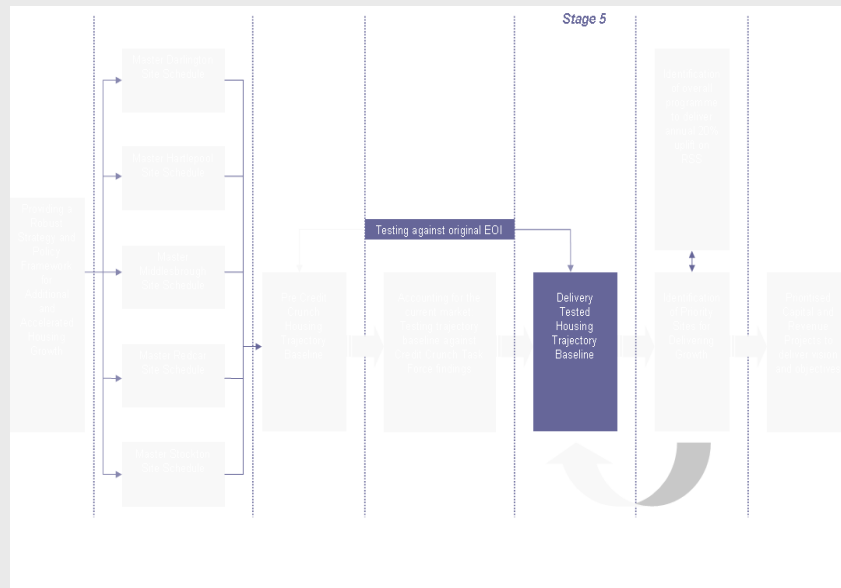
5.5.11 In developing its proposals, the Task Force has called on the expertise of the various partners to ensure both that initiatives are grounded in the best and most up-to-date intelligence and that proposals are genuinely capable of fulfilling their purpose.

5.5.12 A summary of the key proposals and packages currently under consideration is included in Appendix H.

Chapter 5: Refining our Initial Housing Trajectory

5.6 Stage 5: A Delivery Tested Housing Baseline Trajectory

Taking the pre credit crunch baseline developed in Stage 3 and applying the Tees Valley Credit Crunch Task Force findings has supported a Housing Trajectory Baseline that we have confidence can accelerate housing development in the short term but one that also protects our overall programme.



5.6.1 Stage 5 of our approach to develop a robust housing trajectory has been to apply the optimism bias factors across the whole programme to the pre credit crunch baseline and then to produce a more reality tested position for Tees Valley and each of the Local Authorities.

5.6.2 The factors we have applied are as follows and reflect the latest views on how long the current liquidity and now housing market crisis will last, as well as recognising the impact of our demolition programme on net output:

- For 2008/09 we anticipate net additions will be 20% of the baseline trajectory
- For 2009/10 we anticipate net additions will be 10% of the baseline trajectory
- For 2010/11 we are anticipating a further decline in net additional dwellings (5% of the baseline trajectory) due to limited completions and continuing demolition programme. This is the modelled low point in the development market.
- For 2011/12 we anticipate net additions will be 30% of the baseline trajectory
- For 2012/13 we anticipate net additions will be 50% of the baseline trajectory

Chapter 5: Refining our Initial Housing Trajectory

- For 2013/14 we anticipate net additions will be 70% of the baseline trajectory
- For 2014/15 we anticipate net additions will be 80% of the baseline trajectory
- For 2015/16 we anticipate to be back delivering the baseline trajectory
- For 2016/17 we anticipate delivering above the baseline trajectory due to improved market conditions and availability of deliverable land
- For 2017/18 onwards we would anticipate to be able to deliver at capacity for the sub-region i.e. 2,670 units per annum

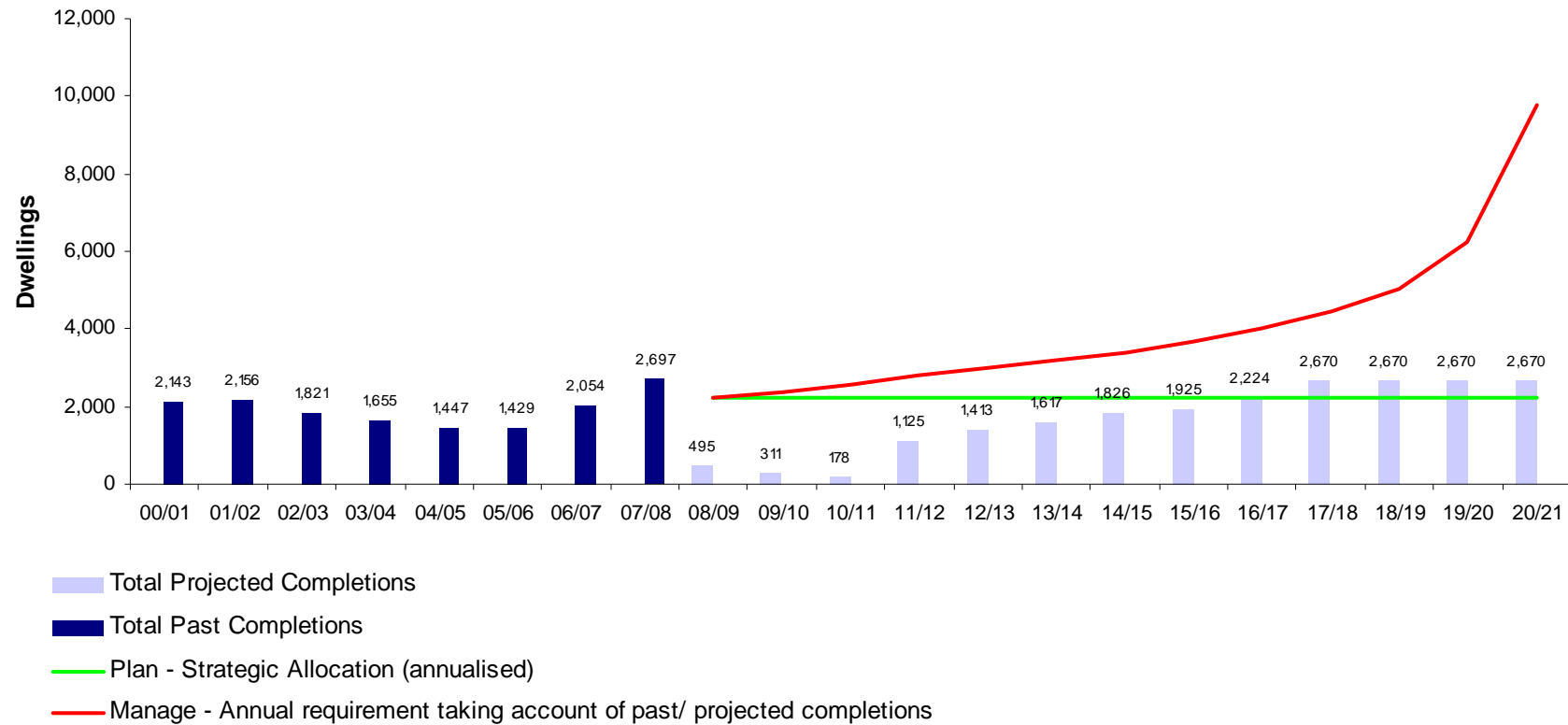
5.6.3 The resulting tested Tees Valley Baseline Trajectory is detailed over the page:

Chapter 5: Refining our Initial Housing Trajectory

5.6.4 Tees Valley tested baseline trajectory

| | 00/01 | 01/02 | 02/03 | 03/04 | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Total Past Completions | 2143 | 2156 | 1821 | 1655 | 1447 | 1429 | 2054 | 2697 | | | | | | | | | | | | | |
| Total Projected Completions | | | | | | | | | 495 | 311 | 178 | 1125 | 1413 | 1617 | 1826 | 1925 | 2224 | 2670 | 2670 | 2670 | 2670 |
| Cumulative Completions | | | | | | | | | 495 | 807 | 984 | 2109 | 3522 | 5139 | 6965 | 8890 | 11114 | 13784 | 16454 | 19124 | 21794 |
| Cumulative allocation | | | | | | | | | 2224 | 4448 | 6672 | 8896 | 11120 | 13344 | 15568 | 17792 | 20016 | 22240 | 24464 | 26688 | 28912 |
| PLAN - Strategic Allocations (annualised) | | | | | | | | | 2224 | 2224 | 2224 | 2224 | 2224 | 2224 | 2224 | 2224 | 2224 | 2224 | 2224 | 2224 | 2224 |
| MONITOR - No. dwellings above or below cumulative allocation | | | | | | | | | -1729 | -3642 | -5688 | -6787 | -7598 | -8205 | -8603 | -8902 | -8902 | -8456 | -8010 | -7564 | -7118 |
| MANAGE - Annual requirement taking account of past/projected completions | | | | | | | | | 2224 | 2368 | 2555 | 2793 | 2978 | 3174 | 3396 | 3658 | 4004 | 4450 | 5043 | 6229 | 9788 |

Monitor and Manage



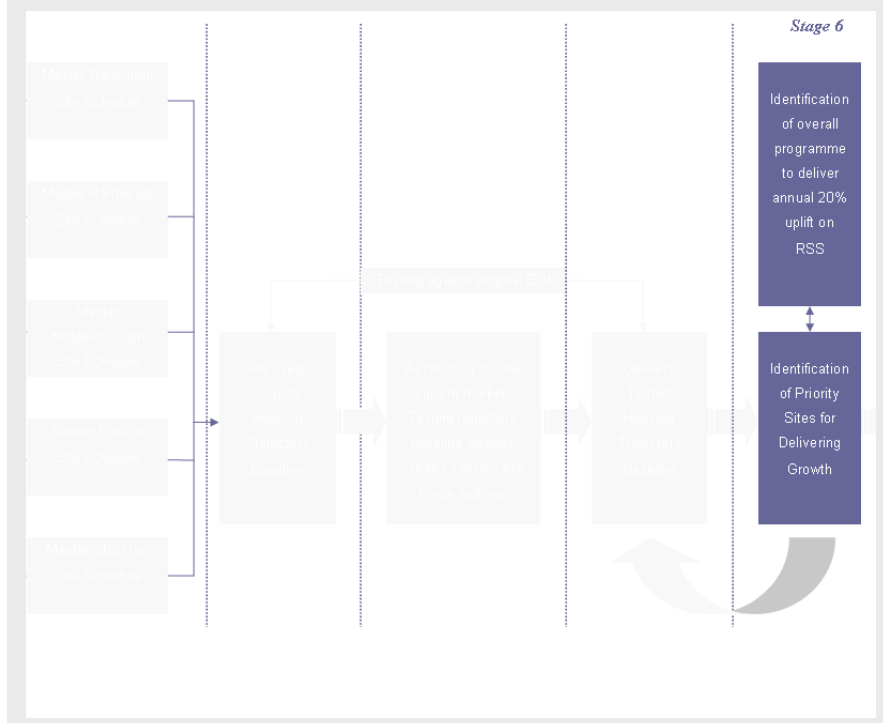
Stages 6 and 7: Identifying Prioritised Sites for Growth and Associated Funding Requirements

Sustainable, modern family homes at Central Park, Darlington



6.0 Stages 6 and 7: Identifying Prioritised Sites for Growth and their Associated Funding Requirements

Reflecting the current market conditions Stage 6 of our PoD sought to identify the prioritised sites and projects which we felt made a material impact on the overall programme and which could be delivered as quickly as possible.



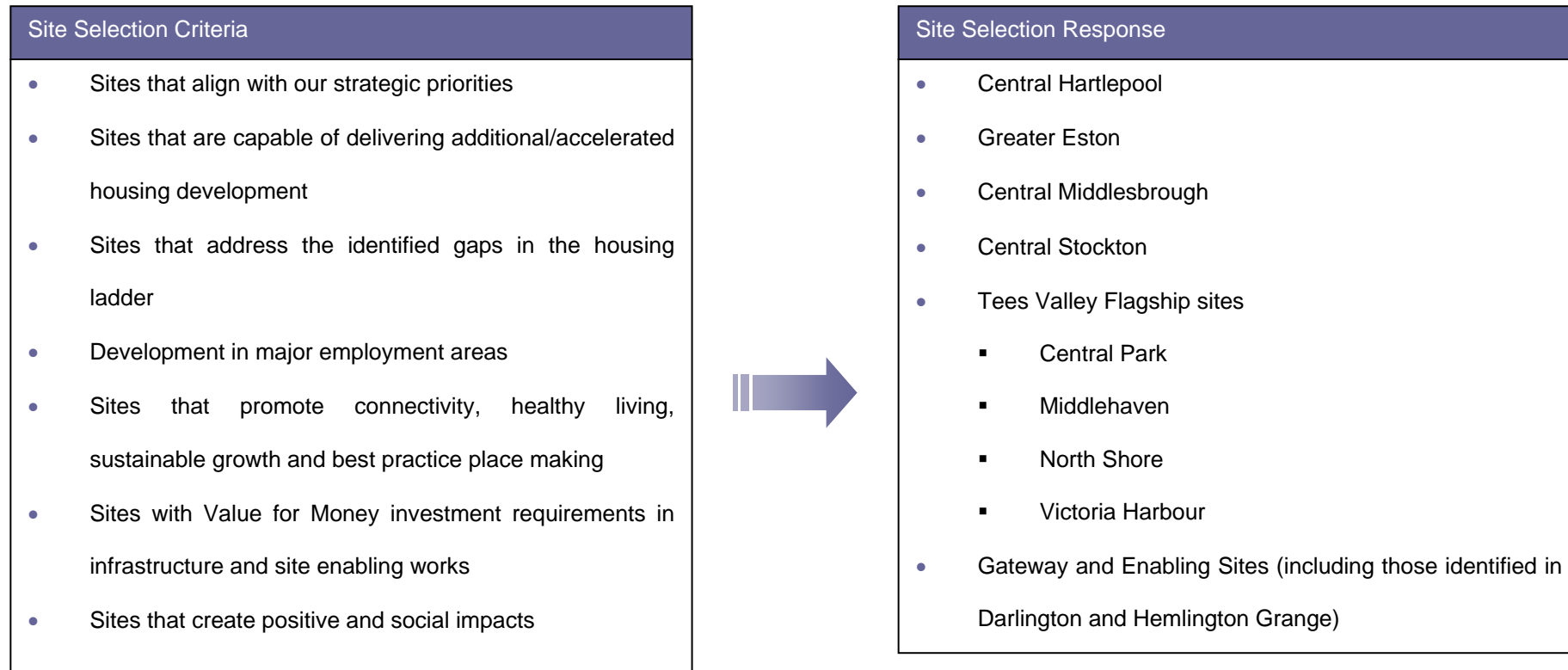
This section identifies:

- The overall prioritised areas for growth across each local authority and Tees Valley City Region;
- Summary details for the prioritised sites that we are seeking CLG capital and revenue funding for; and,
- Evidence that we have been selective and focused on sites that promote both deliverability but also sustainable placemaking.

6.1 The priority area selection criteria to support our PoD are:

sites close to these industrial areas will not promote sustainable housing development.

Figure 4.1: Area and Site Selection Criteria



6.1.1 The identified areas also recognise that due to the nature of our employment base (petro-chemicals, manufacturing and distribution)

6.2 Prioritised Growth Areas for each Local Authority

Darlington

Central Park, Darlington

6.2.1 Darlington's growth point focus is to capitalise on its position as a strategically important hub on the mainline to London and its proximity to the A1(M). The sites identified therefore are those positioned on key gateways strategically located for the town and employment centres. Principally these include Central Park and to develop other flagship growth sites.



Hartlepool

6.2.2 To capitalise on the investment already made in its town centre the focus for growth point sites in Hartlepool is to connect and develop the harbour together with creating a better mix of housing that meets market need and demand. It therefore promotes a small number of key

sites that will achieve a quantum increase in housing numbers including Victoria Harbour and sites that complement the HMR programme.



Executive Homes in West Park, Hartlepool

Middlesbrough

6.2.3 Middlesbrough has currently focused on capitalising on its asset and site ownerships to leverage both additional housing growth as well as progressing key regeneration areas such as Inner Middlesbrough.



BoHo Live Work Units, Central Middlesbrough

The key strategic sites therefore include a blended mix to support addressing the gaps in the housing ladder, accelerated deliverability, and sustainability. These sites include Middlehaven and Hemlington Grange.

Redcar and Cleveland

6.2.4 The primary focus for Redcar is to deliver housing on its key strategic site at Greater Eston. This is an ambitious long-term regeneration and growth programme covering housing, health, education, retail and the environment. The site will make a meaningful and material impact on Redcar's identified housing need requirements.

Greater Eston Masterplan



Stockton-on- Tees

6.2.5 Stockton's growth focus builds on its major assets through development of the river corridor, town centre and older housing areas within its urban core.



Stockton Riverside

The pivotal role of place shaping is recognised to deliver economic development and address the gaps in the housing offer. The key strategic sites complement HMR activity and create opportunities for local residents.

6.3 Prioritised Sites

6.3.1 Within the overall programme each local authority has identified its initial priority sites that taken together demonstrate:

- Sites close to employment and in our urban core;
- Sites that we have prioritised to position ourselves powerfully for the market recovery;
- Sites that promote a housing mix that directly addresses our housing need identified in Stage 1;
- Sites that are supported by our core strategies.

6.3.2 In developing this site list two workshops were held with the Local Authorities Directors of Regeneration to test prioritisation and deliverability against the criteria listed above.

6.3.3 Our initial priority sites and the impacts they achieve are summarised in more detail in 1.12, however for reference they include:

- Darlington – Central Park, Former School Sites, Lingfield Area, and Central Darlington.
- Hartlepool – Golden Flatts, Central Hartlepool HMR, North Hartlepool, and East Central

Stages 6 and 7: Identifying Prioritised Sites for Growth and Associated Funding Requirements

- Middlesbrough – Greater Hemlington, Inner Middlesbrough/ North Ormesby, Cargo Fleet, Prissick and College Sites
- Redcar and Cleveland – Greater Eston
- Stockton-on-Tees – Northern Gateway (1a, 1b, 2), and Bowesfield Riverside
- Green Blue Heart is promoted as a joint initiative between Middlesbrough and Stockton-on-Tees.

Stages 6 and 7: Identifying Prioritised Sites for Growth and Associated Funding Requirements

6.4 Stage 7: Prioritised Capital and Revenue Projects

To deliver the prioritised sites we have identified specific capital and revenue projects that focus on site assembly, capacity building and infrastructure enabling works.



6.4.1 These are detailed more fully in Section 5 and are summarised below:

- Water cycle and surface water study

- ‘Delivering growth in a low carbon economy’ – a pilot scheme to promote environmental sustainability
- Updating the flood risk assessment
- Smarter Choices – promoting sustainable transport and addressing the impact of housing growth on the transport system.
- Green Infrastructure projects to implement the sub-regional green infrastructure Strategy
- Measures to build design capacity across the sub-region
- Cultural strategy for Tees Valley
- Waste Heat CHP Pilot – investigating the potential to use waste heat from the chemical industry to generate energy
- Acquisition and site assembly
- Feasibility work on our priority sites
- Off site highway works across a number of priority sites
- New pedestrian footbridge to bring forward Central Park
- Subsidised bus service to unlock the Lingfield Area of Darlington
- Environmental improvements at Greater Eston
- Ameliorating sound and vibration disturbance to enable development on Golden Flatts
- Implementation of a green infrastructure strategy to bring forward Phase 1a of Northern Gateway.
- Programme and Project Management resources
- Baseline data analysis and monitoring

6.5 Funding that makes a material impact

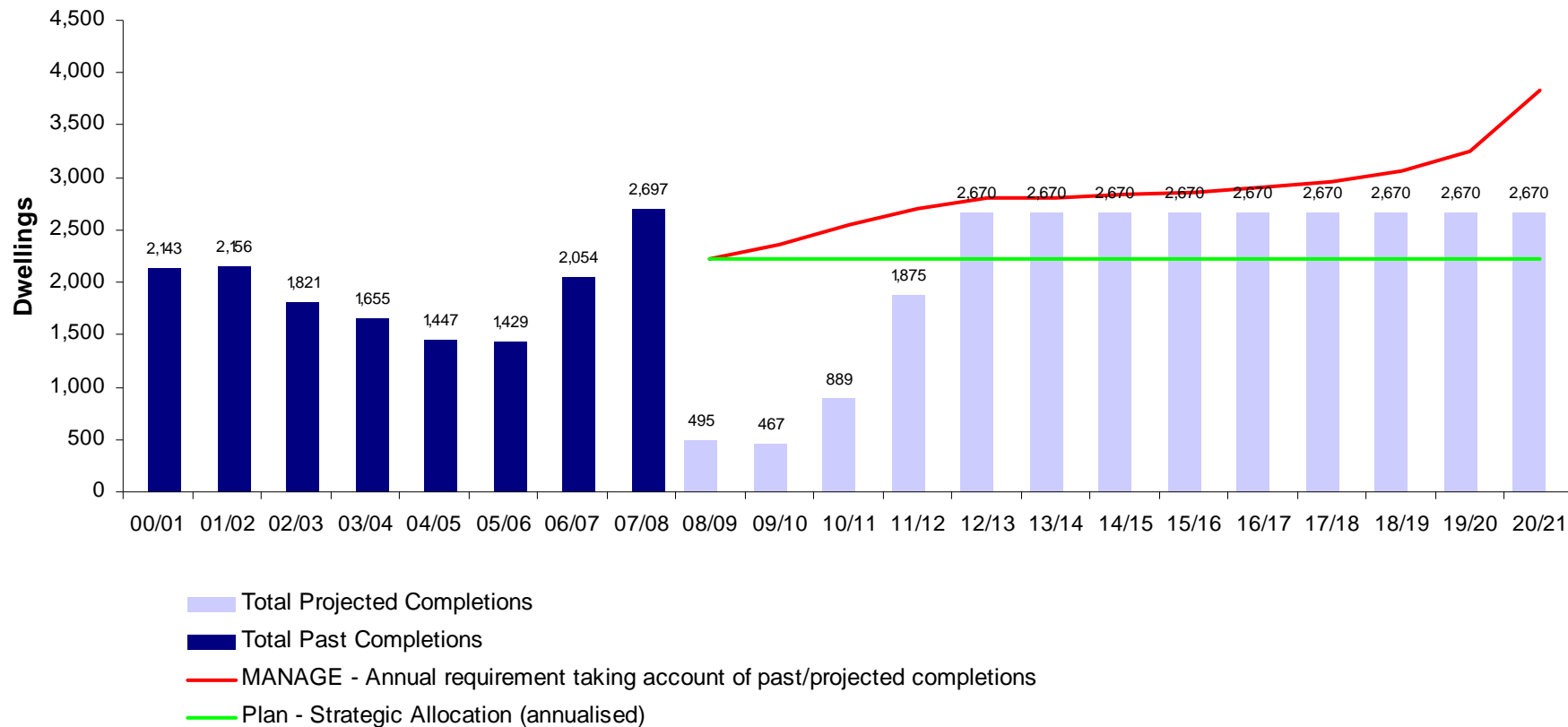
- 6.5.1 To test the impact of delivering these sites with growth point funding we ran the housing trajectory model to assume that CLG funding was in place.
- 6.5.2 This demonstrates that growth point funding does support a programme that promotes both accelerated and additional housing.
- 6.5.3 These results are illustrated in the revised trajectory graph over the page. When compared to the tested baseline trajectory in 5.6.4, this shows that up to 2010/11 the direct impact of CLG investment on our priority sites is 867 net additional units. By 2020/21 and the successful delivery of our PoD we expect to achieve an additional 5,962 units.
- 6.5.4 Sections 3 and 4 set out how we will deliver this growth to create sustainable places.

Stages 6 and 7: Identifying Prioritised Sites for Growth and Associated Funding Requirements

6.5.5 The impact of CLG funding on the Housing Trajectory

| | 00/01 | 01/02 | 02/03 | 03/04 | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Total Past Completions | 2143 | 2156 | 1821 | 1655 | 1447 | 1429 | 2054 | 2697 | | | | | | | | | | | | |
| Total Projected Completions | | | | | | | | | 495 | 467 | 889 | 1875 | 2670 | 2670 | 2670 | 2670 | 2670 | 2670 | 2670 | 2670 |
| Cumulative Completions | | | | | | | | | 495 | 962 | 1851 | 3726 | 6396 | 9066 | 11736 | 14406 | 17076 | 19746 | 22416 | 25086 |
| Cumulative allocation | | | | | | | | | 2224 | 4448 | 6672 | 8896 | 11120 | 13344 | 15568 | 17792 | 20016 | 22240 | 24464 | 26688 |
| PLAN - Strategic Allocations (annualised) | | | | | | | | | 2224 | 2224 | 2224 | 2224 | 2224 | 2224 | 2224 | 2224 | 2224 | 2224 | 2224 | 2224 |
| MONITOR - No. dwellings above or below cumulative allocation | | | | | | | | | -1729 | -3486 | -4821 | -5170 | -4724 | -4278 | -3832 | -3386 | -2940 | -2494 | -2048 | -1602 |
| MANAGE - Annual requirement taking account of past/projected completions | | | | | | | | | 2224 | 2368 | 2541 | 2706 | 2798 | 2815 | 2835 | 2863 | 2901 | 2959 | 3055 | 3248 |

Monitor and Manage



Critical Success Factors for Delivering the Programme



Artist's impression of Lingfield Point

Critical Success Factors to Enable Growth

To deliver the Housing Trajectory numbers successfully we have identified five Critical Success Factors (CSFs). These fall into two categories as follows:

Critical Success Factors to Delivery

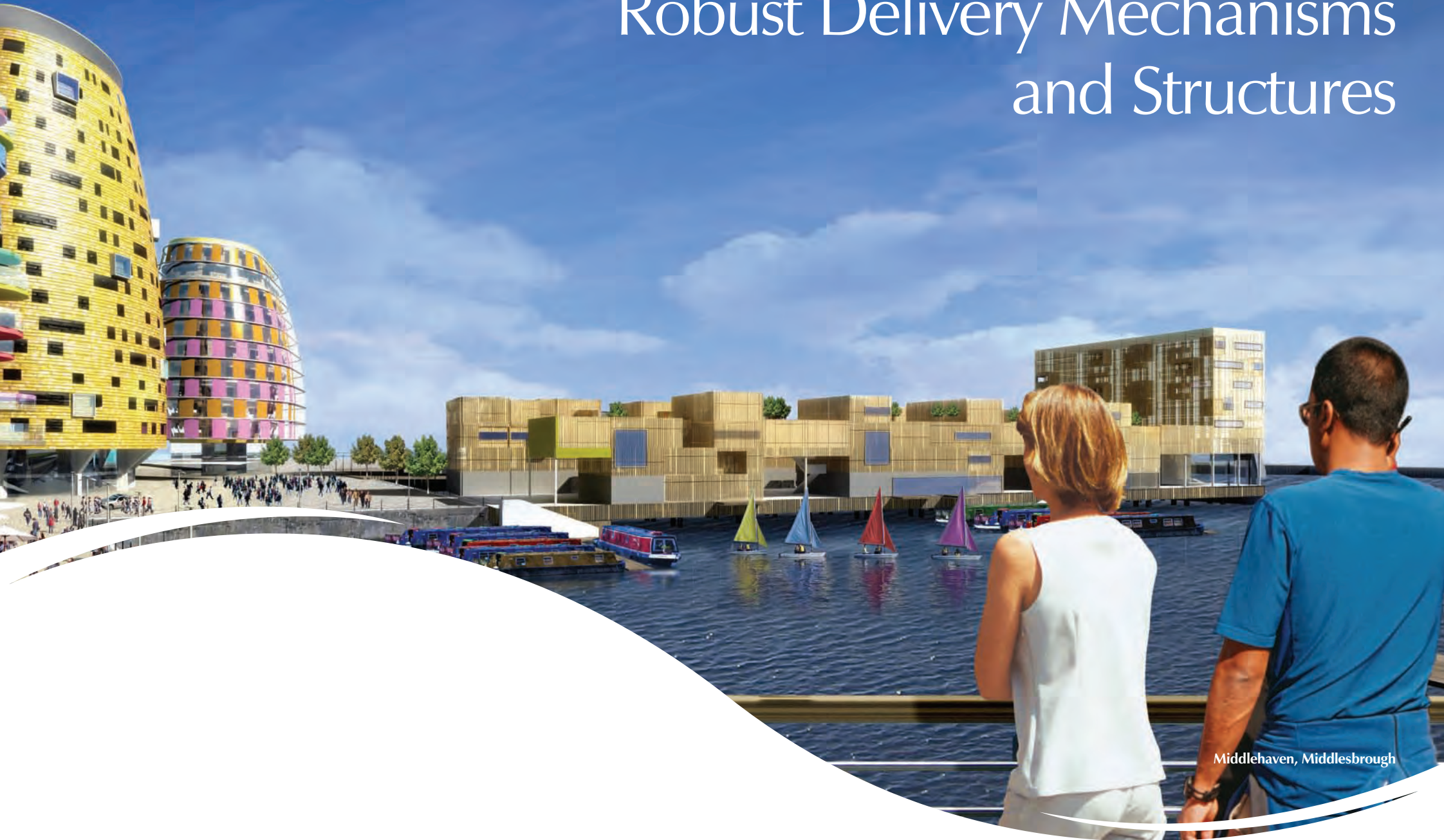
- CSF 1: Robust delivery mechanisms and structures

Critical Success Factors to Effective Placemaking

- CSF 2: Well connected to both transport infrastructure
- CSF 3: Development that is environmentally sensitive and sustainable
- CSF 4: Well designed and built schemes
- CSF 5: Well served by employment, retail, education, health and leisure amenities



Robust Delivery Mechanisms and Structures



Middlehaven, Middlesbrough

7.0 Robust Delivery Mechanisms and Structures

This section sets out the Tees Valley governance and management structure to deliver the programme. Our structures promote:

- A track record of successful decision making and delivery to date;
- Evidence of high level engagement to support the delivery of the programme;
- Robust financial accounting and management procedures;
- Our approach to prioritising resources and funding;
- Effective risk identification, monitoring and management; and
- Programme and project monitoring and evaluation

However, we have identified gaps in our capacity and knowledge if we are to successfully deliver the programme. These gaps include developing a better understanding of how we will maximise the impact of our public sector resources, leverage available private sector funding and work in partnership with investors and developers to deliver the programme in this current market.

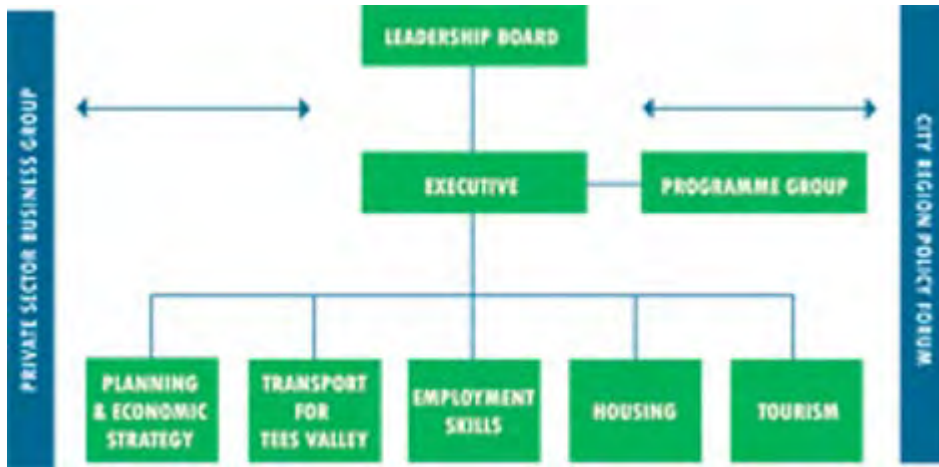
7.1 Making it Happen

7.1.1 Our approach to delivery is based on a proven approach already tested through the Housing Market Renewal programme. In essence:

- Tees Valley Unlimited (TVU) will be responsible for the overall MAA under which the growth point (and HMR) programmes sit;
- Tees Valley Living (TVL) will be responsible for strategic direction, lobbying government and key stakeholders, allocating funding and monitoring the programme;
- Each Local Authority will be responsible for delivering its respective components of the programme; and,
- Stockton-on-Tees BC will act as the accountable body.

7.1.2 The TVU governance structure has been operating in shadow form since May 2007 and was formalised in July 2008. TVL's governance structure has been in place since May 2003. A diagrammatic representation of the hierarchy and structure is included below in 7.1 and 7.2:

Tees Valley Governance Structure



Leadership Board

- 7.1.3 The board comprises of the Tees Valley Local Authority Leaders and Mayors with representatives from the private sector, with a private sector chair (currently Hugh Lang, Group Airports Director, Peel Airports Group).

The Executive

- 7.1.4 The membership will include the Tees Valley Local Authority Chief Executives and other key public and private sector stakeholders.

Tees Valley Living

- 7.1.5 Tees Valley Living (TVL) is a sub board of TVU, reporting directly into it. It is a mature partnership, established since 2003. It was initially set up to coordinate HMR activity within the Tees Valley and more recently it has been expanded in remit to cover the delivery of the Sub Regional Housing Strategy and Growth Point programme, including the coordination of the delivery of the key infrastructure interventions of the PoD.

- 7.1.6 The TVL Board works closely with the other TVU Sub Boards to draw on appropriate expertise and to ensure a coordinated approach.

- 7.1.7 The membership of TVL includes Local Authority Leaders / relevant Cabinet portfolio holders, the Housing Corporation, Government Office North East, RSL's and the private sector. The key role of Local Authorities in the TVL programme ensures local political and community support for projects easing the way for delivery on the ground.

- 7.1.8 The TVU structure also supports the inclusion of the wide ranging list of stakeholders required to deliver the overall programme through membership of the sub boards detailed above.

7.2 Defining Roles and Responsibilities

Who

Membership

Responsibilities

Tees Valley Unlimited

The board comprises of the Tees Valley Local Authority Leaders and Mayors with representatives from the private sector. The Executive membership includes the Tees Valley Local Authority Chief Executives and other key public and private sector stakeholders.

Tees Valley Unlimited the **Leadership Board** will agree the broad strategy and will monitor the delivery of the MAA and the impacts of the PoD. This will include ensuring that the delivery plans remain aligned to regional, pan regional and National Policies. The **Executive** will ensure the delivery of MAA, the Business Case and the Programme of Development, reporting the progress of the programme to the Leadership Board.

Tees Valley Living

Tees Valley Living's board comprises the Tees Valley Local Authority portfolio holders of regeneration and housing, One NorthEast, TV JSU, GONE, English Partnerships, and HCA

Tees Valley Living will be responsible for the monitoring the overall programme to test progress against milestones. It will coordinate the procurement of cross regional studies or programmes using Stockton as the Accountable Body. It will approve activity within the capital programmes, including changes to existing schemes.

Each Local Authority

PoD sign off from Chief Executives, Leaders of the Councils and Mayors. Implementation falls within the overall responsibility of:

- Darlington's Department of Regeneration, Programmes and Partnerships
- Hartlepool's Regen and Planning Department
- Middlesbrough's Department of Planning, Regeneration and Housing
- Redcar's Department of Regeneration Services
- Stockton's Dev. and Neighbourhood Services

Each Local Authority will be responsible for delivering their own elements of the programme. They will also be responsible for identifying new sites and sequentially testing these before inclusion in the programme. Any associated funding requirements will require a submission to be presented to TVL for approval.

Robust Delivery Mechanisms and Structures

7.2.1 Within the structure illustrated above, TVU has agreed the following decision making levels and delegations, particularly in relation to the consideration of funding programmes.

| TASKS | RESPONSIBLE GROUP |
|--|---|
| Agreement of TVU Business Plan | TVU Board |
| Agreement of TVU Investment Plans such as ONE Single Programme | TVU Board |
| Approval of activity within capital programmes, including changes to existing schemes: <ul style="list-style-type: none"> • HMR programme • Transport funds • Growth Fund programme | Tees Valley Living Transport for Tees Valley TVU Programme Group (without housing / transport reps) |
| Consideration of programme performance and potential options for reprofiling within and between programmes | TVU Programme Group |

| | |
|---|--|
| Decision making on reprofiling within programmes <ul style="list-style-type: none"> • HMR programme • Transport funds • Single Programme | TVU Programme Group |
| Consideration and decision making re reprofiling between capital programmes | TVU Executive to be delegated decision making responsibility for reprofiling up to £10m in consultation with TVU Chair. Reprofiling above £10m would go to Board for approval. |

7.3 The advantages of this structure

7.3.1 The advantages of this governance structure include:

- It is evolutionary and has evolved from 10 years of successful decision making and delivery to date;
- It promotes high level engagement to support the programme;
- It promotes the effective engagement of all regional partners together with direct private sector representation;
- It has a defined link to the MAA to promote an investment planning approach to spend;

- It defines an agreed mechanism and approach to prioritising resources and funding;and,
- It uses tried and tested financial accounting and management procedures, including continuing to use Stockton-on-Tees Borough Council as the accountable body.

7.4 The Framework Delivery Mechanism: Our Multi Area Agreement

7.4.1 The mechanism by which the place-making elements of the City Region Business Case are implemented is the **Multi Area Agreement** (MAA). The MAA includes housing, regeneration and transport, as these are critical to economic development. The key objective for our MAA has been agreed as follows:

“To deliver the agreed investment priorities earlier than would otherwise have been the case, and more cost effectively, through the interaction of physical and fiscal resources and a strong and accountable governance structure within a defined performance monitoring framework”

7.4.2 It therefore provides a structure for delivering our Growth Point aspirations and one that has already been tested with Government to set out robust and accountable proposals for our:

1. Priorities;
2. Resources;
3. Governance; and,
4. Monitoring.

The advantages of using the MAA

7.4.3 The Tees Valley City Region MAA is one of the first of its kind in the country with a unique ability to join together the main capital funding streams that will support the transformational projects in terms of regeneration (place), housing and transport. Using the MAA provides a number of benefits:

- It will help deliver Government Departments’ Public Service Agreement (PSA) targets;
- The MAA can link directly to the Departmental Strategic Objectives (DSOs) of Communities and Local Government (CLG), the Department of Transport (DfT), and the Department of Business, Enterprise and Regulatory Reform (BERR) as well as supporting a major contribution towards Regional Performance Indicators;
- The MAA is a key tool in the implementation of the Review of Sub National Economic Development and Regeneration (SNR). It is a means by which the commitment to appropriate delegation and

support for the local delivery at both a National and Regional level;

- The MAA helps to put the theory of the SNR into practice by providing a means of working in true partnership with ONE and other Governmental Departments and Agencies; and,
- Associated with the MAA are financial freedoms to support more flexibility around housing, regeneration and transport funding streams, as well as other funding streams that are being used to deliver our key priorities.

7.4.4 The **investment planning approach** ensures there is a strong link from these projects to both the Regional Economic and Spatial Strategies, in addition to the proposed regional growth objective and the Regional Economic Performance PSA 7, as well as PSAs 5 and 20 directly, and PSAs 8 and 27 indirectly. It also supports coordination of PCT and LEA strategy and funding.

7.5 Accountable Body

7.5.1 The legal agreements developed to support the governance of Tees Valley Unlimited and the accountable body arrangements include the Joint Agreement between the five Boroughs for the establishment and governance of Tees Valley Unlimited.

7.5.2 For the past seven years Stockton-on-Tees Borough Council has performed this function for the management of Tees Valley Partnership's £24m annual Single Programme investment and is also the accountable body for the £35 million Housing Market Renewal Fund.

7.6 Managing the Housing Development Programme

7.6.1 To robustly manage our programme:

1. Every month each local authority will update their master schedule identified in Stage 2;
2. These will then be sent to Tees Valley Living to update the housing trajectory baseline;
3. The trajectory and the consolidated master schedules that feed into it therefore act as our programme management tool to track our progress against the 2,670 units per annum target; and'
4. Progress against the programme will then be reported by TVL to TVU every quarter.

7.6.2 For additions to the programme:

Robust Delivery Mechanisms and Structures

1. Any new sites will need to be sequentially tested through each local authorities planning frameworks before inclusion on the master programme;
 2. For new sites key information will be collected by each local authority, including the percentage of affordable housing the site promotes, the timeframe for planning approvals, the mix and type of housing and how this specifically meets the gaps in our housing ladder;
 3. TVL will test strategic fit for growth point inclusion (as detailed in Section 2); and,
 4. It will be the responsibility of Tees Valley Living to update the housing trajectory and report/monitor material movements.
- 7.6.3 Set out in this PoD is a clear rationale for additional funding growth in our urban core areas, close to employment centres, utilising a high percentage of Brownfield land and investing in infrastructure to achieve our socio-economic aspirations.
- 7.6.4 Any new additions to the programme need to conform to this growth rationale. To do so each local authority, working with TVL, will undertake an iterative process to:
- Leverage existing land or asset holdings
 - Use the MAA and core strategies to frame accelerated and additional housing growth
 - Work with the findings of the credit crunch task force on ways of making the planning approval process more efficient
 - Promote site specific soft market testing to better understand deliverability of key sites in the current market
 - Focus on identifying prioritised funding packages
 - Promote public and private partnership delivery mechanisms, including Local Housing Companies or Local Asset Backed Vehicles.
- 7.6.5 Within the planning and site enabled element a consistent theme emerging across the local authorities is more investment in masterplans for key sites. Alternatively, where masterplans have already been prepared, investment in feasibility studies to define the procurement routes, development briefs, timetables, costs and risks.
- 7.6.6 This process is shown below and highlights how each site needs to consider the components of planning through to delivery not only on a site by site basis but for the programme as a whole if the target of 2,670 units per annum is to be delivered:

7.7 Maximising the impact from available public and private sector funding sources

7.7.1 For our major schemes each local authority has seen success in bringing in major private sector developers and investors as demonstrated in our original Expression of Interest.

7.7.2 Tees Valley has traditionally not secured high levels of S106 contributions due to relatively low land values. However each LA has made significant progress as illustrated by two examples from Redcar and Cleveland and Stockton-on-Tees:



Examples of S106 use in Redcar and Cleveland:

- Coatham Enclosure – Development Agreement covering affordable housing, offsite highway improvements, delivery of £29m of public sector assets, public realm and open space improvements.
- Mickledales – Section 106 Agreement to deliver 60 RSL affordable housing units as part of larger circa 600 unit development. In addition the Section 106 also included the provision of open spaces, play areas and landscaping.
- Churchill at Skelton, there is off-site permission for 30 affordable dwellings through a Section 106 agreement. These properties are awaiting development. The scheme also includes play areas, open space and replacement cricket club.

| SUMMARY of S106 Use on Allens West Development, Stockton. | | |
|--|---|---|
| Service | Costs | Comments |
| Education | £950,000 | |
| Affordable Housing | Costs not yet known | 15% of the residential |
| Sustainable Transport | £985,000 | |
| <i>Highways Improvements</i> | To be calculated | If not Commuted lump sum will enter in Section 278 |
| <i>Future Maintenance</i> | To be Calculated | For public open space, trees, street furniture and soft landscaping |
| <i>Public Art</i> | To be calculated | Commuted Lump sum or 1% of total construction costs |
| Sports Provision | £300,000 | |
| Listed Building | Cost not yet known | |
| TOTAL | £2,235,000 + other costs to be confirmed | |

7.7.3 The PoD recognises the challenge of promoting accelerated and additional development whilst at the same time leveraging the private sector to fund some of the sustainable place making critical success factors. A number of ideas are currently being considered:

- More use of Local Asset Backed Vehicle solutions (Middlesbrough Council has started to consider the feasibility and benefits of this);
- Related to the above, mechanisms which will best leverage each local authority's land assets;
- Developing a consistent approach to S106 across all Local Authorities;
- Using the Competitive Dialogue procurement route to 'hard wire' the defined benefits and contributions;
- Using public sector funding to enable site development with funds recycled through overage agreements or other mechanisms;
- Applying funding to the buyer (or the local authority as the owner) to increase demand certainty and development and S106 contribution certainty.

7.8 Managing the Spending Programme

7.8.1 The PoD currently identifies a number of capital and revenue projects to enable both the overall development capacity of Tees Valley as well as site specific development. To ensure that this money is making an impact:

Robust Delivery Mechanisms and Structures

1. Each Local Authority will need to develop a funding business case with defined accelerated and additional housing benefits as well as promoting sustainable place making.
2. These proposals will be reviewed by TVL for prioritisation and approval.
3. Every quarter TVL will present a progress report to TVU to monitor and evaluate progress on both spend profile and KPIs.

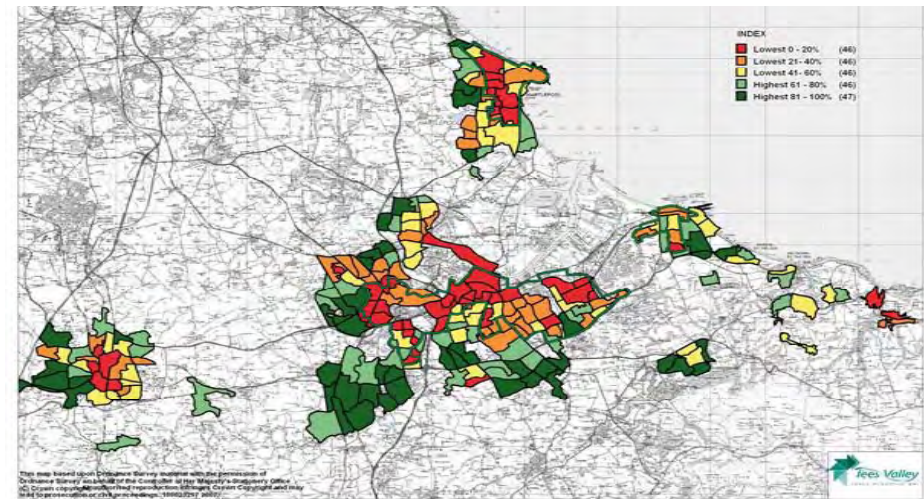
7.9 Performance Monitoring

7.9.1 The MAA has already identified three types of indicators we want to consider for the PoD:

- Headline Indicators
- Contributory Indicators
- Contextualising Indicators

7.9.2 Further work is required to develop specific KPIs especially for the headline and contributory factors. We do however have a base of contextualising indicators to build from with our Community Vitality Index shown below as an illustration. Specific contextualising indicators are also emerging from evidence being generated through the Tees Valley Credit Crunch Task Force.

Community Vitality Index, 2007



7.9.3 The 'causal chain' for accelerated and additional development will therefore require further development to ensure that there are clearly identified links between the interventions, their outputs, the associated outcomes and the ultimate impact. As many of possible of these elements will be monitored so that the connection is identified and made between each intervention and impact.

7.9.4 TVL will monitor these indicators on a monthly basis, and reconsider and adjust TVU's actions on a quarterly basis. Progress on each of the indicators will be reported through the new governance structure, to

individual funding partners (including CLG and DoT), and in an annual “State of the Tees Valley” report.

- Feasibility study package (including masterplanning) (identified through Site Specific Project 3A to 3N).

7.10 Funding required to deliver strong governance and management

7.10.2 The individual project funding proformas are included in Appendix C.

7.10.1 This section of the PoD identifies that many of the components of strong governance and management are in place. However, to deliver the additional and accelerated growth we recognise that additional investment is needed:

- For updated baseline analysis and ongoing tracking (Project Ref 4B);
- To increase the capacity of TVL with programme management and housing expertise (Project Ref 4A);
- Investment in researching the development of the right KPIs (through the Tees Valley Joint Strategy Unit);
- Further research on developing the most appropriate procurement and Local Asset Backed solutions to leverage public and private sector resources.
- Acquisition and site assembly funding package (proposals and interventions being developed through the Credit Crunch Task Force);

Promoting Effective Placemaking



Middlehaven at night Middlesbrough

An Integrated Transport Infrastructure Response



8.0 An Integrated Transport Infrastructure Response

This section builds on the significant work that Tees Valley has already undertaken in developing both a sub-regional response to transport. The purpose of this section is to set out how the aims and objectives embedded within the strategies that have been developed will be applied to growth point sites. It provides a vision and sets objectives for promoting sustainable transport and healthy living.

8.1 Strategic Transport Context

8.1.1 Transport was identified as one of the key constraints to growth in the Tees Valley in the City Region Business Case. All five Authorities accept that strategic transport needs and movements do not respect administrative boundaries and that such transport is better considered at a City Region level. In addition to the road and public transport networks, the City Region is also home to two of the major economic and transport assets in the region, namely; Teesport and Durham and Tees Valley Airport. However, it is also important to respect how strategic transport interventions dovetail with local priorities, not only to support specific sites, but also to ensure a continued focus on the promotion of sustainable travel modes.

8.1.2 From the latter part of 2006, the Authorities and a range of organisations involved in planning and delivering transport have been working together to develop a coherent strategy to deal with the growth plans of the Tees Valley, covering both public and private transport. In July 2007, the new City Region Transport Board, Transport for Tees Valley, was established, to take ownership of the transport needs relating to economic growth.

8.1.3 Members of Transport for Tees Valley include the Local Authorities, the Highways Agency, Network Rail, principal public transport operators, PD Ports, Durham Tees Valley Airport, One NorthEast and the Chamber of Commerce. This Board, which meets on a quarterly basis, acts as the co-ordinating body for the City Region Transport Strategy, "Connecting the Tees Valley".

8.1.4 The transport strategy is clearly defined within Tees Valley Unlimited's governance structure, with explicit links made within the strategy to sustainable transport, employment growth and healthy living. Members of Transport for Tees Valley include the Local Authorities, the Highways Agency, Network Rail, principal public transport operators, PD Ports, Durham Tees Valley Airport, One NorthEast and the Chamber of Commerce. Members of the Partnership meet quarterly to monitor progress on delivery.

An Integrated Transport Infrastructure Response

- 8.1.5 “Connecting the Tees Valley” includes a comprehensive review of the demographic (including travel to work patterns), socio-economic, growth and service influences on the City Region’s future travel patterns and identifies a series of issues to be addressed. It was developed with full regard to the Eddington and Stern Reviews, and aligned with the emerging “Towards a Sustainable Transport System” agenda.
- 8.1.6 The strategy develops the Local Transport Plans (LTPs) of each of the five Authorities further, and sets out clearly how national, regional, sub-regional and local strategies can be aligned to support economic growth.
- 8.1.7 The aim of the City Region’s Transport Strategy is to provide a transport network that:
- Supports, rather than inhibits, economic growth, and delivers agglomeration benefits;
 - Facilitates sustainable development and contributes to reducing CO2 emissions;
 - Meets the movement needs of our residents, workers and visitors;
 - Operates across all modes and boundaries;
 - Recognises the assets that we have and allows us to use these assets in the most efficient manner possible; and
- Has a clear and accountable structure for the delivery of services.
- 8.1.8 In other words, to develop a City Region transport network that is “fit for purpose” and that will help deliver the overall aim of economic regeneration for the City Region.
- 8.1.9 Therefore, developing a sustainable transport system that accommodates growth and which involves close partnership working with all relevant agencies and organisations has been a fundamental part of the preparatory work that underpins this PoD with our **CIF funding bid** integral to this (see Appendix D).
- 8.1.10 The information and projects contained within this PoD have been developed, reviewed and assessed over a considerable period of time, and the proposals cover all modes of travel, and the whole City Region, in an attempt to provide a coherent way forward for transport in the wider context. This work has been undertaken with all of the key organisations listed previously, irrespective of ownership or responsibility for the network.
- 8.1.11 In particular, the Tees Valley Authorities and the Highways Agency have been involved in a 15 month study to develop a comprehensive Area Action Plan for the City Region. The Area Action Plan is founded on the principal need to provide high quality access to regeneration sites from the existing network, promoting public transport and non-

An Integrated Transport Infrastructure Response

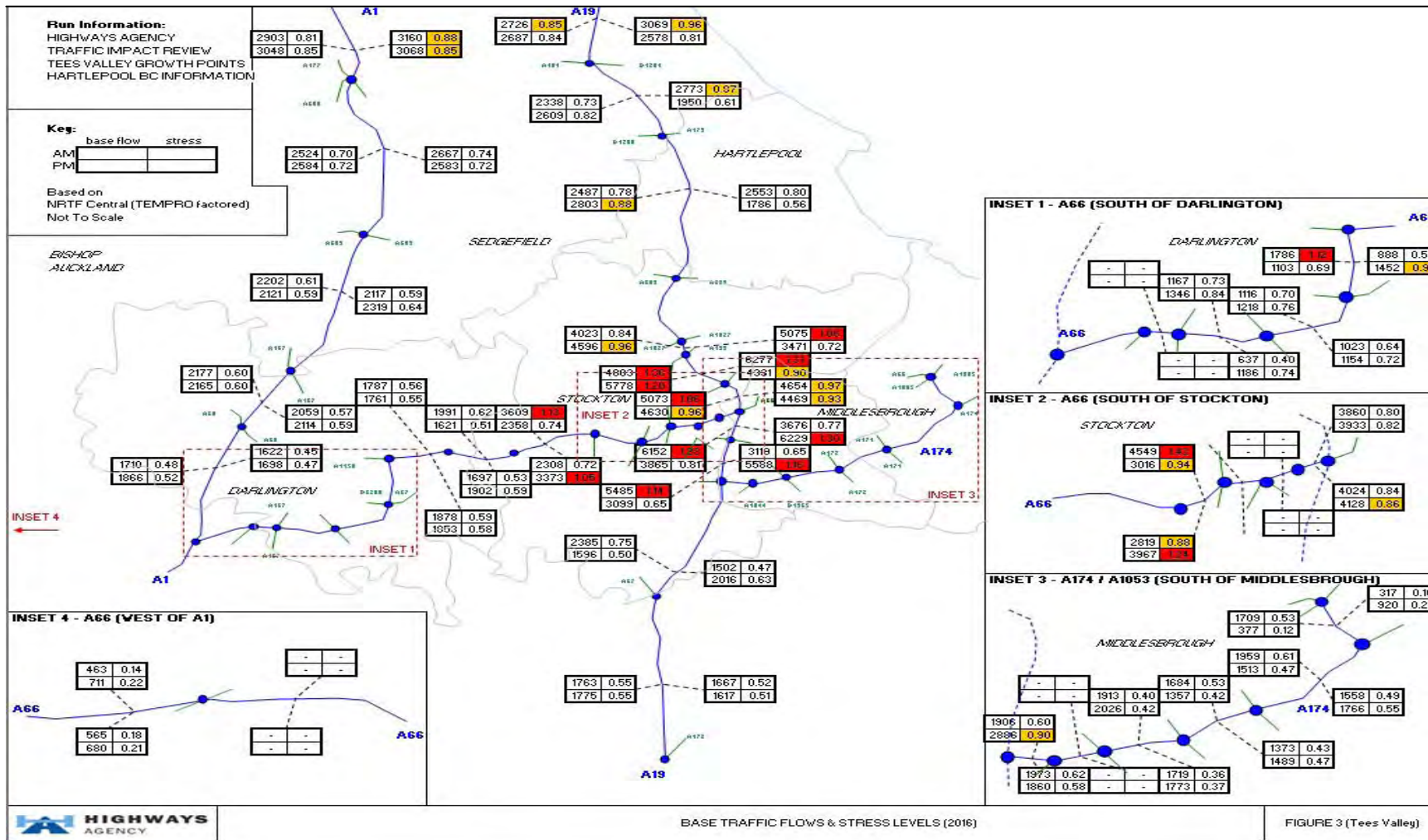
motorised alternatives for local trip making, and maintaining the integrity of the trunk road network.

8.1.12 During the work, the transport impact of all potential future development across the Tees Valley (including housing growth sites) have been tested at five yearly intervals (originally designed to align with LTP periods), and a series of co-ordinated improvements developed to mitigate the forecast impact of the developments.



An Integrated Transport Infrastructure Response

8.1.13 The results of this work has informed the modelling of potential stress points on the trunk road network, which has in turn identified the need for a co-ordinated approach between the Highways Agency and Tees Valley Authorities to manage access to the trunk road network. This has been reflected in our CIF2 bid, which includes an initial phase of access management measures for the trunk road network, to be supported by public transport and traffic management measures on the secondary road network.



8.2 Strategic Transport Improvements

8.2.1 The improvements that are being developed through the Area Action Plan are not restricted solely to infrastructure improvements on the trunk road network. Some involve major public transport improvements, designed to provide better and more frequent links between existing and planned areas of housing and employment, as well as the key local centres. The public transport improvements build on the existing networks to promote our urban centres and complement the proposals for housing growth.

8.2.2 The Bus Network Improvements is a major scheme that supports around 20 radial bus corridors, many linking growth point sites, whilst the Tees Valley Metro project enhances rail links between the main centres, as well as offering a real public transport alternative for larger development sites.

8.2.3 The forward strategy also involves the roll out of “smarter choices” measures, building on the great success of the Sustainable Towns Demonstration Project in Darlington (showing reductions in peak hour traffic of up to 9% close to the town centre as a result of increased cycling and walking), and the development of Urban Traffic Management and Control across the Tees Valley to make much more effective use of the entire City Region transport network, across all modes.

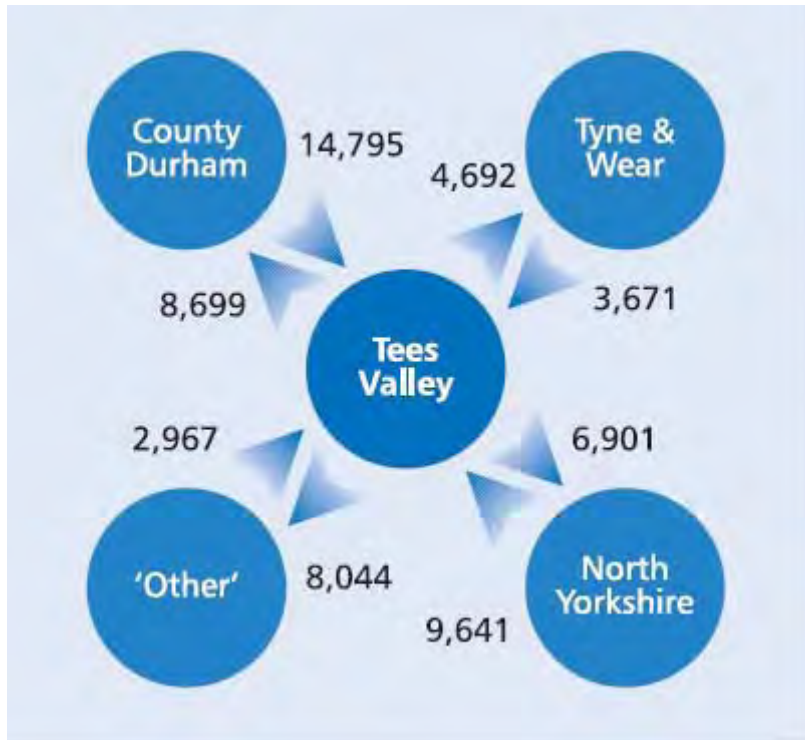
8.2.4 The overall strategy has also been based on a locational review of planned developments across the Tees Valley, with the aim of reducing the need to travel as much as possible. However, the polycentric nature of the City Region means that intra-City Region trips will still be required, and are, in fact, essential to support the growth aspirations.

8.2.5 In summary, the work done to date to inform this Programme of Delivery confirms the following:

- Significant work has already been undertaken to develop an integrated and sustainable transport strategy for the City Region entitled “Connecting the Tees Valley, 2005”;
- Travel to work modelling clearly demonstrates that Tees Valley’s housing market is not capitalising on its employment and economic base;
- Our housing trajectory has been modelled which supports a need to invest in further transport infrastructure if housing growth is to be achieved;
- Tees Valley has clearly identified requirements across public transport, heavy rail, trunk roads and identified local congestion hot spots;
- In addition, Durham Tees Valley Airport remains a strategic priority site with the potential to demonstrate new employment growth.

An Integrated Transport Infrastructure Response

- We have also clearly identified site specific requirements that meet CLG and Department of Transport investment criteria, and,
- To enable the development of our sub-regional strategy we have in place a strong partnership working with the Highways Agency and Network Rail, as well as the range of private sector transport operators.



Above: Tees Valley TTW patterns (Source 2001 census data)

8.3 Considering the effect of transport on the PoD

8.3.1 We recognise that delivering up to 2,670 new units per annum will have a significant impact on the Tees Valley transport system. We have set out the following objectives to strategically manage the impact of the growth sites on the transport system and to promote sustainable transport options:

1. Efficiently and effectively implement the “Connecting Tees Valley” integrated transport strategy
2. Ensure new developments’ transport infrastructure investment requirements are properly considered and funded
3. Support infrastructure investment that makes a positive impact on Tees Valley’s healthy living agenda

8.4 How we will deliver an integrated transport system

- Implement “Connecting Tees Valley” through the MAA to support an Investment Planning approach to integrate housing, regeneration and transport funding streams to deliver the agreed Growth Point and wider policy objectives.
- Maintain and up date accurate baseline data and refresh models regularly to inform future funding allocations.

An Integrated Transport Infrastructure Response

- Tees Valley Bus Network Improvements to start on site in April 2009.
- Submit full MSBC for the Tees Valley Metro to DfT in early 2009.
- Define rail freight gauge enhancement requirements for the Tees Valley (being led by Northern Way).
- Prioritise trunk road infrastructure investment for Tees Valley following the bid for RFA2 funds for schemes up to 2016 (to be made in late 2008/early 2009).

8.4.1 Currently the Programme of development does not specifically seek additional funds from CLG over and above those identified in the CIF 2 bid and from major scheme allocation from DfT with the exception of Smarter Choices Project Funding (Ref 2A) to promote healthy Living choices.

8.4.2 However, if the these applications are unsuccessful then we will need to consider bids to CLG to make up any shortfalls where these act as significant barriers to taking forward scheme specific development. A copy of the bid is included in Appendix D. A summary of our key infrastructure projects is provided in Appendix E.

Environmentally Sensitive Development



Boho, Middlesbrough

9.0 Environmentally Sensitive Development

This section details how we have carefully considered, and will plan for, the environmental impact of building 2,670 new homes per annum.

In some areas we are already performing well with over 80% of all development being on Brownfield land. Our key strategic developments also support some of the highest levels of environmental efficiency for new homes.

Nevertheless this section identifies that we need to:

1. Support more investment on flood risk assessments, ground investigations, water cycle studies and EIAs;
2. Research how we can deliver CSH Levels 3 and above in the face of falling land and sales values.

A number of specific capital and revenue projects have been identified to start to address these gaps.

Specifically this chapter addresses how our growth programme:

- Is embedded within environmental strategy and supported by existing or proposed environmental studies.
- Has been developed in consultation with the Environment Agency and Natural England.
- Considers the requirement for an update of the flood risk assessment, sustainable drainage systems, water cycle studies, surface water management plans and their links with the Green Infrastructure Strategy.
- Protects sensitive environments and habitats
- Considers the implications of waste management and waste sites
- Sets clearly our eco-ambitions
- Supports the implementation of our Green Infrastructure Strategy.

(Q17, 18 and 19 of Annex A PoD Appraisal Criteria)

(Annex C of H Cleary Letter dated 23rd July 2008)

9.1 Environmental Development Successes to Date

9.1.1 Tees Valley is witnessing an environmental renaissance. Overturning the Brownfield and poor quality industrial landscape of the past each local authority is promoting high quality design and public realm improvements that is making the sub region a vibrant and dynamic place for current and future generations.

9.1.2 Significant successes have been achieved in the recycling of Brownfield land by all of the authorities. In summary:

- 81% of Darlington's new build programme (2002-07) is on Brownfield land. There are also major commitments at Central Park. Further sites in the town centre and town centre fringe and redundant industrial premises elsewhere in the urban area are also planned for development on Brownfield sites.
- In Hartlepool the reclamation of the former Steetly site at Hartlepool Headland involves the construction of a conservation sensitive offshore sea defence infrastructure, opening the site for major housing development, the provision of a strategic green space and the protection and enhancement of an international quality habitat.

- In Middlesbrough, taking account of completions, commitments and other housing allocations, projected previously developed land recycling levels are forecast to be 83% between 2004-11, 88% between 20011-16 and 84% between 2016-21. Key sites include Middlesbrough College sites; Greater Middlehaven; Green Blue Heart; HMR sites (Gresham and Grove Hill); and various redundant and vacant sites/buildings with the Town Centre.
- In Redcar & Cleveland, a target of 35% of new housing being on previously developed land has been exceeded with 46% of new housing in 2005-06 being on previously developed land.
- In Stockton on Tees, the major redevelopment at North Shore involves the reclamation of 56 acres of derelict land, which formerly housed steel works and marshalling yards. These have been reclaimed in partnership with English Partnerships and Tees Valley Regeneration.

9.1.3 All of the local authorities are embracing design quality, sustainable construction and energy efficiency in their Core Strategies and Supplementary Planning Documents. These will provide a robust policy base for consideration of the aesthetic quality and 'eco-friendly' design of new developments.

■ Environmentally Sensitive Development

9.1.4 Further approaches being employed across the sub region to inform and control high design quality and sustainability include Development Briefs, Design Codes and the use of specialist and external framework partner input.

9.1.5 As an example of control through policy, a comprehensive suite of policies being brought forward in Darlington's emerging Local Development Framework (most immediately through the emerging Core Strategy DPD and Design of New Development SPD) will also address; building to high BREEAM and Code for Sustainable Homes ratings; higher standards of energy efficiency/use of renewable energy; more use of local, natural and recycled materials; space for storage of recyclables; sustainable urban drainage systems; efficient water usage; and building sizes and formats that enable places to adapt over time.

9.1.6 Darlington Council are also working in partnership with Community Energy Solutions to identify means of reducing the carbon footprint of existing, remodelled, and new dwellings through the use of renewable energy sources, expansion of the existing gas pipeline infrastructure to support "off gas" supply in rural settlements, and are undertaking energy cost benefit appraisals for existing heating replacement programmes. This follows the successful Tees Valley sub-regional energy efficiency scheme supported through Single Housing Investment Programme funding in 2006-08, delivered through Tees and

Durham Energy Advice Centre (TADEA) targeted at the fuel poor and those vulnerable to fuel poverty.

9.1.7 New developments in the Tees Valley are now acting as best practice in terms of sustainability. At Middlehaven in Middlesbrough, Tees Valley Regeneration in partnership with BioRegional Quintain is proposing to construct the UK's largest zero carbon mixed use development. Specifically the zero carbon energy strategy seeks to reduce all energy demands through thermally efficient building fabric and energy efficient lights and appliances and the supply of energy from renewable resources. For example:

- All thermal demands (space heating and hot water) will be provided through on site communal biomass (woodchip) boilers
- All electricity demands will be supplied through the use of off site renewable energy generation technologies
- An Energy Services Company (ESCO) – set up by the developer specifically to the scheme will operate and manage energy generation equipment on site and bulk purchase certified new capacity renewable energy. The ESCO will provide affordable sustainable energy to the community and undertake energy/carbon monitoring.

■ Environmentally Sensitive Development

9.2 Future Standards

9.2.1 In order to ensure alignment with national and regional policy on sustainable development, we will review all of the new and accelerated schemes in the light of the new Code for Sustainable Homes and BREEAM standards for buildings. However, we do recognise that the delivery of best practice sustainability measures in the Tees Valley may not be achievable on all sites as the cost has a significant impact on scheme viability particularly where land costs are low. At the moment the cost of BRE Ecohomes to Code Level 6 is £40,000 above the normal building cost. We are therefore seeking to investigate potential cost reduction measures in the development of zero carbon homes (Project 1B in Appendix C).

9.2.2 We will also encourage the design and layout of new development to promote walking, cycling and public transport use. The focus of growth will be on urban areas, which will encourage minimal car use to access amenities and facilities. Indeed, Darlington is a Sustainable Travel Town and one of three national demonstration towns. As part of this they will be providing advice on best practice residential travel planning for the sub region and beyond.

9.3 Environmental Constraints

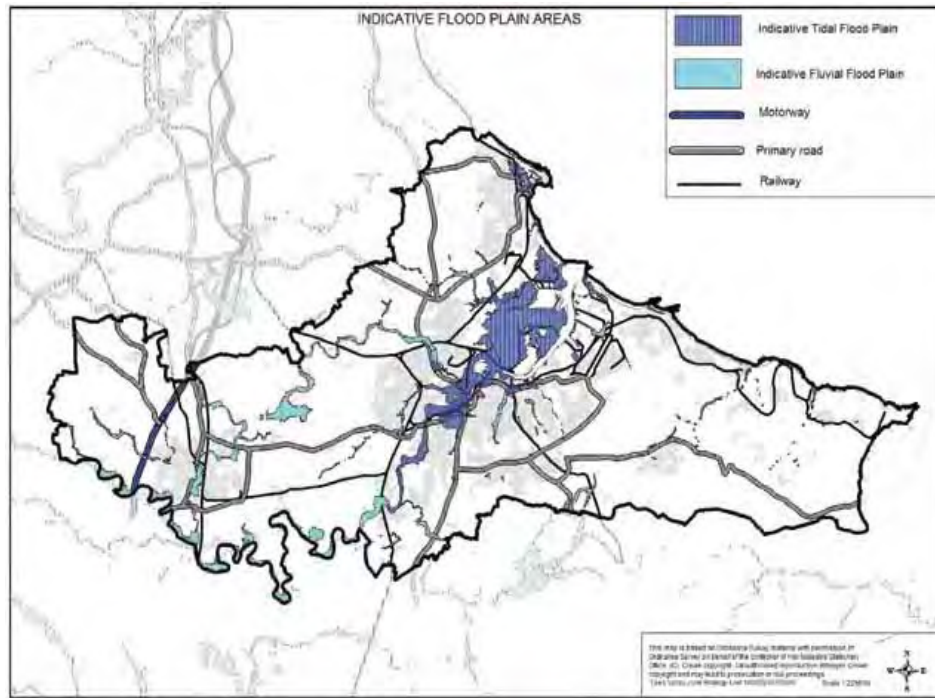
9.3.1 This section highlights that, overall, the sub region is well served by our existing environmental infrastructure. We recognise that further due diligence is required in areas such as flood risk, treatment of contaminated land, and habitat protection and we will continue to work with and consult both the Environment Agency and Natural England as further detailed site development takes place.

Flood Risk

9.3.2 A Flood Risk Assessment for Tees Valley has been undertaken. This identified relatively few areas at risk of flooding and is shown in the map below.

9.3.3 However, we do recognise that some of our growth sites require further flood investigation. Consultation with the Environment Agency suggested a small number of the sites have a 5% (1 in 20 year) probability of flood risk. These sites will be discussed further with the EA, recognising the need to avoid more vulnerable residential development in these areas.

Environmentally Sensitive Development



Source: Tees Valley JSU

9.3.4 We are committed to undertaking an update of the Tees Valley Strategic Flood Risk Assessment (Project Ref 1C) to assess the impact of our growth proposals. If any of our growth sites are at risk, with reference to PPS25, we would do a sequential test looking at alternative sites and only if there are none available, and confirmed by meeting the exception test criteria, would we put forward appropriate mitigation measures.

Sustainable Drainage and Surface Water Management

9.3.5 The Strategic Flood Risk Assessment specifically identified that, for most of the urban areas, the dominant flood producing mechanisms were the backing up of drains or from surface water being unable to discharge, particularly in storms.

9.3.6 For many of the sites considered as part of the PoD, this type of flood risk could be mitigated and overcome through good design and the inclusion of sustainable drainage systems. Therefore we intend to produce a Surface Water Management plan (Project Ref 1A) that incorporates measures for adopting, enhancing and maintaining sustainable drainage systems.

9.3.7 The Tees Valley Green Infrastructure Strategy has been prepared with reference to developing green infrastructure projects that can ameliorate flood risk.

Water Cycle Assessment

9.3.8 One area where there is spare capacity is in our water supply network. In addition to our existing reservoirs, we are also supported by Kielder Water. This serves the households and businesses in the North East, including Tees Valley. It is owned by Northumbrian Water, and holds

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200 billion litres, making it the largest reservoir in the United Kingdom by capacity. The net yield from Kielder Water approaches 900,000m³ a day, above the estimated deficiencies for 2001. Built to accommodate an industrial structure that no longer exists, the reservoir provides adequate water supplies and is in a position to enable the attraction of water-consuming industries and homes to the region.

9.3.9 Within the Hartlepool area, Hartlepool Water supplies around 90,000 people from local sources, including 18 underground boreholes in the limestone rock. About 35 million litres are supplied each day to domestic and industrial users.

9.3.10 However, we do recognise that the proposed additional and accelerated growth proposed in this PoD will have an impact upon the both clean water and waste water network infrastructure. As a result, we have included the need for a Water Cycle Study (Project Ref 1A) to consider these implications. This is an initiative which we are looking to jointly fund with SE Durham. Consideration of the impact to the limestone aquifer is included in Project Ref 1A.

Habitat Protection

9.3.11 Environmental Impact Assessments have been undertaken (details in Appendix B) on a number of our growth sites and will be a planning condition (where appropriate) for future development coming forward.

The EIAs will show the potential impacts and associated environmental infrastructure needs.

9.3.12 Consultation with Natural England (NE) as part of the development of this PoD suggests that due to the coastal character of part of the sub region any housing development in these areas will need to be sensitive to their specific coastal and nature protection issues, particularly those nearby SPA and Ramsar sites.

9.3.13 We will continue to work with NE to both preserve sensitive habitats and ecosystems and enhance areas of poor environmental quality.

Waste Management and Treatment

9.3.14 The five Authorities are working together to produce joint Minerals and Waste Development Plan Documents (DPDs) for the Tees Valley for the period up to 2021. These will set out up-to-date planning policies and proposals for development involving waste management, including the identification of sites for waste disposal. The growth proposals will help shape the content of the DPDs as they emerge.

9.3.15 All of the authorities have implemented recycling and composting initiatives to meet current European and National targets, including kerb side collection schemes for recyclate material and, in some areas, green waste. Alongside this, there have been numerous improvements

Environmentally Sensitive Development

and expansions to increase the number of bank sites, which currently number 125 in Tees Valley.

9.3.16 The sites encourage residents to recycle items in addition to household kerb side collections. Middlesbrough and Stockton residents share a Household Waste Recycling Centre (HWRC) at Haverton Hill, Hartlepool residents utilise Burn Road HWRC, Redcar and Cleveland have two facilities, Warrenby and Dundsdales, and Darlington has a recently expanded and improved HWRC at Drinkfield.

9.3.17 The additional municipal waste that will be generated by short and medium term projected increasing numbers of households in the Tees Valley will easily be accommodated through the existing arrangement based on the Cleveland Energy from Waste Plant (for Hartlepool, Middlesbrough, Redcar & Cleveland and Stockton-on-Tees).

9.3.18 Progress all of these local authorities have made in the last 3 years at increasing recycling and composting has enabled additional “head room” to be created below the capacity of the EfW Plant to handle waste that would allow for around a 10-20% increase in waste generation before the proportion having to be sent to landfill would considerably increase owing to the capacity of the Plant being exceeded. Against a background of continuing improvements in recycling performance, this does not cause concern.

9.3.19 Earlier in 2008, Darlington signed a separate contract for waste treatment and disposal using a facility that is projected to be built by 2009/10. Therefore there will not be any difficulty in accommodating additional waste from new housing in Darlington, avoiding the need for landfill.

9.3.20 The location of growth sites in proximity to current and historic waste treatment sites will be further assessed to ensure they are located a safe distance from them. Our initial research suggests that this is unlikely to be a significant issue with reference to our prioritised sites.

Contaminated Sites

9.3.21 The industrial legacy of the Tees Valley has left us with a significant number of contaminated sites. As referenced earlier, we have made considerable progress to both remediate these and bring forward new development on Brownfield land.

9.3.22 As shown in the site by site analysis (Appendix B), many of our growth sites have undertaken site specific investigation works to understand the potential risk of contamination. In addition we have proposed a further funding project to provide support to additional feasibility and site investigation work where required.

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9.3.23 One interesting quirk of the credit crunch is the potential alternative approach to land remediation. Whilst there is a potential lag in bringing sites to the market, longer bio-remediation measures can be adopted that perhaps could not have been implemented when shorter development times were necessary.

9.3.24 A large part of the Tees Valley region is fed by the highly sensitive limestone aquifer which needs to be protected from contamination. Following any site investigation work we will consider the impact on the aquifer and where possible take the necessary mitigation steps.

Air Quality

9.3.25 There are no current air quality management areas within the Tees Valley, and in general air quality is good. Yearly reviews of air quality are provided to the Government as a joint Tees Valley submission, and all have been accepted.

9.3.26 Any significant new development, whether housing, commercial, industrial or a combination, have to be included in air quality reviews to the Government. Therefore we will ask developers for an air quality assessment to be carried out as part of any planning application.

9.3.27 A key emphasis for residential development will be on road traffic implications. Developments located close to the large chemical / steel

complexes along the Tees Estuary may require closer air quality examination.

Power Capacity

9.3.28 We understand that the sub region has sufficient capacity in its power supply to meet current and future demand. This will require further due diligence as sites are brought forward, as there may be areas that require more sub stations for the amount of additional housing proposed.

9.3.29 As part of the Government's ongoing review of energy policy the expansion of generating facilities at the Hartlepool Nuclear Power Station may need to be considered, particularly with regard to a second power station.

9.3.30 However, the Tees Valley area is also embracing complementary sources of renewable energy generation. For example EDF is currently developing Teesside Offshore Wind Farm which has now been given the green light by the Department of Business, Enterprise, and Regulatory Reform. The project's proposed location is 1.5km from the coast between the mouth of the River Tees and the town of Redcar. The wind farm will be made up of 30 turbines and be able to generate green electricity for approximately 60,000 homes.

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9.3.31 A major growth factor in the Tees Valley economy is the growth of the low carbon economy/renewable energy sector. In the field of biofuels Europe's largest bioethanol plant is under construction at Wilton to supplement two further biofuel plants already operating in the Tees Valley. A new biomass power station provides the Wilton International Petrochemicals Complex with cheap sustainable energy and a second biomass power station has been announced at Teesport.

9.3.32 Two major proposals are Progressive Energy/Centrica 800mw coal gasification plant with carbon capture and storage under the North Sea which can then be used to extract oil reserves through a new refinery run by a company called Sonhoe. In addition there is a proposal for an energy from waste plant at South Bank. Technical support for these projects and to develop the low carbon economy is provided by the Centre for Excellence for the Process Industries at Wilton. These new developments are programmed for development over the next 3 years.

9.4 Tees Valley: Pioneering a low carbon economy

Planned Eco-Park to create 500 new jobs

By SANDY MCKENZIE

UP to 500 jobs could be created on Teesside's first Eco-Park, predicts Councillor George Dunning, leader of Redcar and Cleveland Council.

Around 20 companies could be based on a 53-hectare former steelworks site in South Bank to be branded as the South Tees Eco-Park. The first planning application for development is expected later this month.

Work on site is expected to begin by next March in a phased development spanning several years. Redcar and Cleveland Council is involved in negotiations for £2.5m in funding to construct access and highway improvements at the site. Renew Tees Valley - which promotes the development of renewable energy and recycling industries - the regional development agency One North East and Corus are also involved in the project.

North-east company, Graphite Resources, is expected to deliver its plans for the site's anchor development which is earmarked for almost half the site.

The company will be hosting public consultation sessions at the South Tees Business Centre in Puddlers Road, South Bank, today until 7pm and on Saturday from 9am-noon.

Councillor Dunning said: "We anticipate the Eco Park could create between 300 and 500 jobs when it is completely operational."

The Council's Cabinet member for Economic Development, Councillor Mark Hanson, said: "We are starting to see the end results of years of work to create these marvellous opportunities."

Graphite Resources is planning to install its Proteus system where normal non-hazardous household and commercial waste is processed in a series of steam and pressure vessels. The process sterilises the material and either breaks it down or separates it into different types for recycling and re-use.

This waste is currently taken to landfill and incineration locally with little or none being recycled.

A civic amenities site is also being considered along with a building materials recycling facility. Graphite Resources is also talking to other potential tenants who can benefit from the Proteus system or make use of the materials recovered.

Chris Hayward, technical manager for waste and recycling with Renew Tees Valley, said: "This development will be Teesside's first dedicated Eco-Park and it will have a hugely positive impact on the way waste is managed in the Tees Valley."

"It can serve as a waste management model that demonstrates economically viable solutions to some of the major problems of extracting valuable resources from the most difficult to manage waste streams."

Graphite Resources's managing director, Michael Thompson, said: "Renew Tees Valley has supported us every step of the way."

9.4.1 There is a unique opportunity in the Tees Valley to harness the expertise of these companies and the CPI to translate the low carbon economy technology and expertise in the Tees Valley into a new electricity distribution system based on combined heat and power, and an energy supply company for the Tees Valley. We need, however, to translate the technology into a practical economic model which can then be used by builders/developers to provide low carbon

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energy/renewable energy into our new housing areas. For this reason we would want to set up a pilot project funded by the growth fund.

9.4.2 In addition to CHP, in the South Bank/Eston area waste heat is produced by Sembcorp at Wilton and from the proposed Progressive Energy plant at South Bank. This waste heat in the form of steam could be piped into new developments at Low Grange in South Bank.

9.4.3 Finally, at Coatham Enclosure, Redcar and Cleveland Borough Council are working with Persimmon Homes to provide a combined heat and power plant to provide electricity from sustainable sources to a development of houses in Redcar.

9.5 Green Infrastructure Investment

9.5.1 The Tees Valley City Region Development Programme sets out a strategy for accelerating economic growth and improving the urban competitiveness and liveability of the sub-region. This requires, among a series of measures, upgrading the physical infrastructure of the Tees Valley to create attractive, high quality environments for living, working and visiting.

9.5.2 To go some way towards addressing this, the Tees Valley local authorities, in partnership with the Environment Agency, Natural England, North East Community Forest, and CABE Space, prepared a

Green Infrastructure Strategy (2008) for the Tees Valley sub-region. The Strategy seeks to develop a network of multi-functional green corridors and green spaces that:

- Enhances the quality of place for existing and future communities and potential investors
- Provides an enhanced environmental context for new development, regeneration projects and housing market renewal which will produce high quality design and developments
- Creates and extends opportunities for access, regeneration, and enhancement of biodiversity
- Provides a buffer against the effects of climate change
- Promotes better public health and a sense of well-being through increased opportunities for sport, leisure and recreation
- The Green Infrastructure Strategy will play a key role in helping to create attractive places and an environment that provides a quality of life that attracts new investment and encourages people to live in the Tees Valley. The Strategy will also provide new opportunities to tackle a legacy of derelict and vacant land and raise environmental quality within the core urban areas.

9.5.3 The City Region Investment Plan proposed £1m a year for 10 years of Single Programme funding for green infrastructure. A submission to ONE of a Project Initiation and Planning form proposing £1m per year over 5 years was subsequently accepted by ONE as a basis for further

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development. A detailed Business Case is now being prepared to demonstrate the economic benefits of investing in green infrastructure. Work is also underway in association with Natural Economy North West to show how investment in green infrastructure by a range of public and private sector organisations can provide economic and social, as well as environmental, benefits.

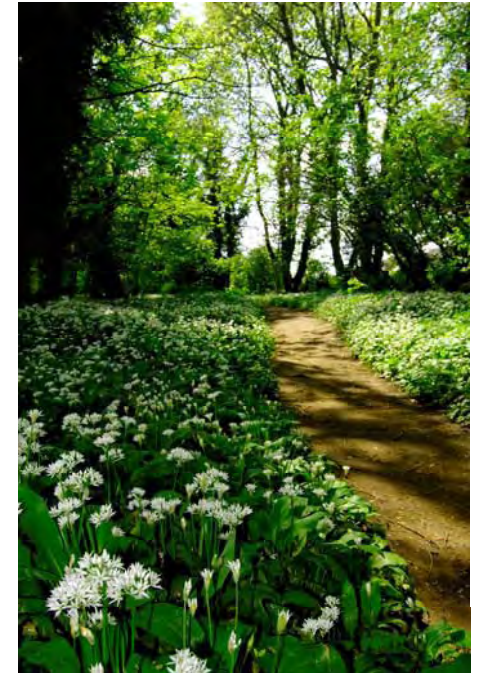
9.5.4 The projects that are being developed as a result of the strategy are still at an early stage of development, however commitment has been shown by Partners, with the support of funding such as Growth Point, to progress this as a high priority.



9.5.5 Specific exemplar green infrastructure projects associated with our initial priority growth points sites include:

- Lingfield Area, Darlington
- Greater Hemlington, Middlesbrough
- Greater Eston, Redcar and Cleveland
- Northern Gateway (1a), Stockton-on-Tees

9.5.6 We have included a project (2B) to fund the implementation of the Green Infrastructure Strategy. In the development of the PoD we have consulted with SE Durham to look at means of jointly implementing some of the key green infrastructure projects and this will be explored further.



Above: Low Conniscliffe, Darlington

9.6 Our Environmental Aspirations

9.6.1 Our vision is to be at the forefront of developing environmentally friendly technologies of tomorrow that when applied to new developments will enhance and preserve the environment of the sub-region for future generations.

9.6.2 To achieve this goal in the context of our existing environment we have set ourselves the following objectives:

1. To understand our current base position and embed our Tees Valley wide response into core strategies.
2. Consistent application of environmental standards to new development
3. Ensuring that the appropriate environmental infrastructure is in place
4. Ensure planned development maximises the potential for green infrastructure investment

9.7 How we will deliver out Environmental Aspirations

- Continue to promote Code for Sustainable Homes Level 3+ on our prioritised sites and in the overall programme. The progress of this will need to be balanced against scheme viability to ensure deliverability;
- Continued engagement with the Environment Agency and Natural England to ensure development both protects and where possible enhances the environment;
- Undertake an update of the Tees Valley Flood Risk Assessment and prepare a Surface Water Management plan;
- Complete a Water Supply study to address any potential impact on water supply capacity Project Ref 1A);
- Implement the Tees Valley Green Infrastructure Strategy;
- Undertake pilot sustainability schemes to identify methods of low cost zero carbon development (Project Refs 1B and 2E);
- Explore the potential of utilising waste heat from industry in the production of renewable energy for new developments.

Well Designed and Well Built



Central Park

10.0 Well Designed and Well Built

This section looks at how growth will be enabled through the development of well designed and well built neighbourhoods. In developing additional and accelerated housing we understand the need to create, support and maintain communities and places where people will choose to live. These communities will need to be well designed architecturally and socially, environmentally sustainable, and ensure a balanced and complete housing market in the long term. The focus is on quality, not just quantity.

From Hartlepool's renovated Quayside to Middlesbrough's mima, the quality of the built environment and open space is creating contemporary attractions alongside the renovation of existing assets. This is just the beginning. Redcar's Town Centre, Stockton Middlesbrough Initiative's Green Blue Heart, and Darlington's town wide design coding are all ensuring that design excellence is at the forefront of the wider place making agenda

Specifically this chapter addresses how our growth programme:

- Is promoting best practice in urban design and placemaking through the use of design briefs and development agreements.
- Build and develop design skills to meet the challenges of developing distinctive new housing developments on a large scale.
- Promotes Tees Valley's cultural, historic and industrial heritage
- Will engage with CABE, Arts Council, Sports England and other design champions to promote and share best practice

(Q20 of Annex A PoD Appraisal Criteria)

Well Designed and Well Built

10.1 Evidence of Achievement to Date

10.1.1 Tees Valley is demonstrating an increasing recognition of the importance and value of better design and build quality in new developments. A significant amount of new standards and best practice guidance is now in place and available including CLG and CABA core documents⁸.

10.1.2 Whilst historically the Tees Valley has not been at the forefront of high quality design and build quality a step change has been made with key strategic sites all now promoting the highest levels of design and quality utilising world recognised architects and developers, such as architect Will Alsop and Bio Regional Quintain at Middlehaven in Middlesbrough or Urban Splash at North Shore in Stockton.

10.1.3 In addition, Tees Valley has already started to establish the design principles and standards it wants to apply to its developments including recent work by Gillespies – The Tees Valley: Heritage Assessment and Development Guidance for Housing Market Renewal, approved in 2004.

10.1.4 This provides a practical toolkit for analysing the quality of the environment for proposed development. This toolkit, together with the best practice guidance noted above, will act as a strong base from which to deliver our design aspirations.



10.1.5 Modern Methods of Construction (MMC) have also already been embraced by local RSLs. For example Endeavour Housing uses timber frames on all its developments. They are introducing Structural Insulated Panels and renewable energy from solar panels at their development currently on site at Haughton Road, Darlington. There is a willingness amongst all partners to develop policy to understand how MMC could be applied more widely in Tees Valley.

⁸ CABA: Actions for Housing Growth – Creating a Legacy of Great Places
CLG: Transforming places; changing lives - A framework for regeneration

Well Designed and Well Built

10.1.6 As enablers/developers/promoters, the Tees Valley Authorities will ensure the delivery of quality new homes through robust procurement and tendering processes which focus on quality, value for money, design, reduced energy consumption and wastage and, particularly in the case of social housing, engage proactively with customers to inform decisions. New homes are also assessed on “secured by design” criteria and, in terms of accessibility and mobility, on lifetime homes standards for the elderly and disabled.

10.1.7 Developers of new affordable homes are already required to utilise quality local materials to reduce the impact of new development and reduce the carbon footprint of the supply chain and we will look to expand this across all new builds. For example, in Darlington the design of a New Development Supplementary Planning Document will set out detailed design guidance on the location, form and type of new development in the Borough. Once adopted, it will be used to help assess the quality of design in all planning applications. The public consultation for this document is expected to start in Spring 2009. A masterplan brief has been prepared for the Hemlington Grange site in Middlesbrough to create an exemplar mixed use development scheme built to the highest standards of environmental sustainability.

10.1.8 In Redcar and Cleveland, Supplementary Design Guidance has been adopted and more explicit Design Guidance is produced in

Supplementary Planning Documents for specific sites such as the Low Grange Farm Scheme in Greater Eston. Where the Council owns land, design standards will be written into development briefs, land will be passed to the developer under licence and the freehold only transferred on completion so long as the design and specification of the scheme is satisfactory.

Mandale Linear Park – The Mandale estate historically was part of the Thornaby aerodrome during the Second World War. At Mandale we consulted with the local primary and secondary schools for them to design the cycle way barriers and plaques within the new linear park, the children’s designs were based on aviation.



10.1.9 Two examples of the way in which the local Councils are embracing the challenge of urban design include Redcar and Cleveland and Stockton Borough Councils.

Stockton BC Technical Services have a coordinated approach to design for both internal physical developments and in the determination of planning applications. This involves the Urban Design Manager bringing together various disciplines to provide designs that are functional, attractive & sustainable in the environment. This approach ensures that full consideration is given to all disciplines in the Built and Natural Environment and if necessary any weighting in design influence is fully considered. Designers involved in this process include the following disciplines: Urban Design, Highways (including adoption process), Transportation, Landscape Architecture, Architecture and Environment (sustainability).

Redcar and Cleveland has had a Conservation and Design team in place for many years - Urban Designer, Landscape architect / ecologist and heritage conservation officers - and have been applying a coordinated approach to reviewing major development proposals. They have active Member and Officer Conservation and Design Champions and have aspirational and sustainable design policies in their LDF (CS20 and DP3). They adopted an Urban Design SPD in 2005, Low Grange Farm SPD in 2008 (this sets out design standards for this key development). In addition they are:

- Currently preparing Design Codes for Low Grange Farm with support from CABE.
- Promoting a biennial Design Awards scheme - now in its 4th round
- Supporting a RIBA design competition for the Redcar Seawall and Esplanade.
- Working with English Heritage to prepare a conservation led masterplan for Kirkleatham estate.

10.2 How we will Deliver our Design Aspirations

CABE “Building for Life” (BfL) Accredited Assessors

10.2.1 CABE is currently considering a programme of engagement and training to support the emerging role of BfL as a pre-planning quality check. They aim to engage with Local Authorities over the next 3 years to embed BfL into Planning Frameworks and Development Control and to train accredited BfL Assessors. They aim to engage with 40 LAs in 2008/09 and train 100 Assessors; engage with 120 LAs in 2009/10 and train 250 Assessors and engage with the majority of LAs and train 500 Assessors.

10.2.2 In 2008/09 CABE is particularly interested in engaging with Growth Points. The Tees Valley Local Authorities aim to take full advantage of this opportunity and will express an interest in taking part in the programme during 2008/09.

10.2.3 Through these new in-house assessors we will have significantly developed our capacity to review developments and test masterplans and development briefs to support some or all of the components of the BfL Gold Standard. BfL principles have already been included within Design Briefs for sites being promoted by the public sector e.g. Darlington Back Lane, Stockton.

A strong proactive relationship with CABE

10.2.4 CABE has given special attention to design in Tees Valley in recent years with this supporting a number of initiatives including:

- CABE design review group conference in Middlesbrough
- TVLs involvement in the CABE pathfinder design group
- Members of the Pathfinder ‘Value of Good Design’ Steering Group
- The TVL Director acting as the regional representative of CABE
- Attendance at the CABE summer schools run in the region.

10.2.5 We have also developed a strong relationship with IGNITE (the Regional Centre of Excellence for Sustainable Communities in North East England). IGNITEs’ aim is to raise standards of practice in sustainable regeneration by developing the skills and capacity of professionals and practitioners to work in partnership with communities to create, deliver and maintain great places. In Tees Valley we have jointly held workshops and shared and promoted best practice.

10.2.6 TVL will act as the facilitator to capture and disseminate best practice on design for the Local Authorities to apply each of their developments identified in the PoD.

Design Codes/ Design Review Panel/ Regional Design Group

10.2.7 There are no Design Review Panels in the North East currently. The five North East Growth Points could however explore the possibility of collaborative working with each other and CABE, Northern Architecture and IGNITE to pursue a mechanism which provides design engagement on strategic schemes at an earlier stage.

10.2.8 Each Local Authority will be responsible for the application of design standards in the delivery of their programme, for example Darlington has an emerging design of new development form based code called 'Distinctively Darlington' that will be adopted by the Council in 2009 and which builds on the already established design code for Central Park.

Secured by Design

10.2.9 Layouts and buildings will be Secured by Design which will help to discourage crime and anti social behaviour; and alongside HMR interventions, areas which currently have issues with high crime levels will be redeveloped to provide less dense housing and more mixed income communities.

Sharing Best Practice

10.2.10 In future Tees Valley will consider a number of initiatives which identify and promote best practice in terms of urban design. These may include:

- Getting involved in regional design awards to showcase best practice.
- The promotion of the use of a standardised approach to the use of design briefs on key sites above a specified threshold size (e.g. more than 100 units).
- The use of Planning Performance Agreements (PPAs) for major developments will also be encouraged where appropriate.

10.2.11 A RIBA backed competition for the new Infinity Bridge at North Shore as already been completed.

Commitment to support Building for Life Gold Standards and Code for Sustainable Homes

10.2.12 BfL Gold Standards are seen as an appropriate target for new developments. We will work together with the private sector to achieve gold standard across our growth sites where possible and when viable to do so.

Well Designed and Well Built

10.2.13 CSH Level 3 will be the minimum threshold applied across all programme developments unless there is a clear rationale for why this would not be the case. There are already examples of how developments are meeting the standard and details can be provided on request.

10.2.14 CSH Levels 4 and above will be considered when circumstances permit.

Promoting Community and Stakeholder engagement

10.2.15 We will encourage neighbourhood masterplans to be developed that respond to the needs of the local community, integrate into the existing built and natural environment, and create social cohesion. We will also promote the design and mix of the neighbourhood to respond to specific gaps in our housing ladder.

Promoting and Preserving our Cultural Heritage

10.2.16 We will support design that responds to the unique and diverse cultural heritage of the region so that new developments are both distinctive and preserve the built and natural environment for current and future generations.



Live/ Work units Central Park Darlington

Well Served by Wider Community Infrastructure



11.0 Well Served by Wider Community Infrastructure

First and foremost Tees Valley's growth point bid is based on employment led growth to serve the recognised opportunities being created in the logistics, petrochemical, advanced engineering and new energy technologies sectors. The key sites identified for housing growth are well connected to these employment areas. In addition, it is recognised that they also need to be well served by retail, leisure, health and education facilities. This section demonstrates that:

- We have coherent strategies in place to provide wider community infrastructure.
- We are working with our strategic partners to plan and implement our proposals.
- We are considering the needs of existing and new residents

Considered effect on wider community infrastructure (Q21 of Annex A PoD Appraisal Criteria)

11.1 Our Current Community Infrastructure Provision

11.1.1 In order to create, support and maintain communities and places where people will choose to live, we appreciate that, in developing the new homes required for Growth, we need to ensure that the housing proposed is well served in terms of community infrastructure, such as:

- Shops and local services
- Top performing schools, colleges and universities
- Health Centres, surgeries and hospitals
- Cultural and Sporting venues and opportunities

Social Inclusion

11.1.2 The national Index of Multiple Deprivation shows that Tees Valley contains some of the most deprived communities in the Country. The breakdown of the traditional employment base over the last 30 years has fragmented many communities leading to depopulation, social exclusion and a cycle of decline resulting in poor standards of health and education, and rising crime and unemployment. Investment programmed through the Housing Market Renewal initiative, and regeneration programmes such as New Deal for Communities, Single Regeneration Budget and Neighbourhood Renewal, have seen this trend reversed over the last 5 years, with schemes such as Central Park in Darlington pioneering truly sustainable placemaking.

Partnership Working

11.1.3 Development on the scale proposed in our housing growth programme requires a partnership approach. The structure and governance of the MAA ensures a cross regional approach to the planning and

development of new community infrastructure to support our growth programme. In addition, through the development of this PoD and the MAA we have been careful to include Local Strategic Partnerships, Local Education Authorities, Community Safety Partnerships, and Regional Health Trusts, Museums Libraries and Archives Council, Sport England and Arts Council in the debate over the type of housing needed and in which key locations.

11.1.4 The TVU structure also makes specific provision for key partners including LEAs and PCTs with the MAA supported an integrated investment planning approach to delivery.

Embedded Strategy

11.1.5 Each LA has its own adopted Community Strategy that sets out the targets to be achieved through effective partnership working between public and private sector organisations, voluntary and community sector groups, local businesses and the residents of the Borough.

11.1.6 The strategies focus on the environment; community safety; health; regeneration; education and lifelong learning; and arts and culture. To tackle these, ambitious and challenging programmes have been drawn up, with clear targets to measure our success. By working together, these targets can be achieved and significant improvements made to the lives of local people and businesses.

Education, Training and Skills

11.1.7 Access to facilities that provide high quality education, skills and learning underpins the rationale for growth in the Tees Valley. Without improvements to the education and skills capacity, the City Region will be less well equipped to attract, retain and benefit from the projected economic growth opportunities. Equally, the provision of good, well performing schools, colleges and universities are a very important factor in the perception of the desirability of residential neighbourhoods.

11.1.8 The current Building Schools for the Future (BSF) programme will provide new and improved education facilities in the heart of residential areas. Across Tees Valley, funding for the initiative currently breaks down as the follows:

- Hartlepool: £80 million to £90 million
- Stockton-on-Tees: £150 million
- Middlesbrough: £100 million
- Redcar and Cleveland: In addition to a number of projects already completed Wave 6 could see a further £100 million invested.
- Darlington: To be determined as this Authority is in Wave 8 of the funding.

11.1.9 The University of Teesside continues to be a major driver of the sub region's economy, with student numbers having risen from 11,500 in 1995/96 to over 22,000 in 2005/06. The impact of university tuition fees

is encouraging more students to choose local universities and is unwittingly leading to higher graduate retention rates for the Region's five universities. Retaining talented individuals has been a challenge for decades, with this recent trend boding well for the future economy of the City Region. To complement this trend, we must provide the quality needed to match the aspirations of graduates and young professionals to encourage them to remain in this area.

11.1.10 Investment in the City Region's skills and education agenda includes:

- The recently-completed £68 million new Middlesbrough College at Middlehaven.
- Stockton Riverside College opened in a new building in September 2006 providing exceptional conference facilities, classrooms and social space and has already been classified as a "world-class building for world class skills" by the Royal Institute of British Architects. The college has also been awarded Learning and Skills Beacon status by the DfES.
- In Hartlepool, the Sixth Form College and the College of Further Education are planning the remodelling of their respective facilities in a combined investment exceeding £70 million.
- In Darlington's Central Park, a new £35 million college is supporting a new learning centre promoting one of the most innovative college designs in the country.
- In Redcar a new £26 million college is under construction and due for completion in 2008.

11.1.11 In addition, the following will all have a role in developing the City Region's skills base:

- Digital City provides education and fellowships, including funding, resources and mentoring across the digital fields;
- Tees Valley Unlimited has a specific sub board to cover employment skills; and,
- The Construction Industry Integrator - an agreement to ensure that training is provided as part of regeneration projects.
- Building Futures, a collaborative initiative between the five Tees Valley local authorities and key partners including Construction Skills (formerly CITB), Tees Valley Learning and Skills Council, Jobcentre Plus, the Further Education Colleges, in conjunction with FE Plus to develop employment initiatives to tackle unemployment and address the Intermediate Labour Market in the City Region and region. Although not exclusively, the project has a particular focus on the construction skills sector.

11.1.12 Projects such as these are essential to ensure that there is an immediate economic benefit from the investment made across the Growth Point sites. It also helps us to build and retain skills capacity within the construction sector so we are able to respond quickly once the market returns, and ultimately to deliver homes above our RSS target.

Neighbourhood Centres

11.1.13 Good quality neighbourhood centres that provide access to local shops, community facilities, libraries and other services are an important component of our growth strategy. The following examples are typical of the manner by which delivery is being managed by LAs through development agreements and Section 106 contributions.

11.1.14 In Redcar & Cleveland, a £1.3 million library and community hub will help rejuvenate South Bank. It will provide a fit-for-purpose combined library and Council One Stop Shop within the new Greater Eston Health Village being developed by Redcar and Cleveland Primary Care Trust. The new centre will provide training and volunteering opportunities for residents and a Citizens Advice Bureau will be added to assist with Benefits and debt issues.

11.1.15 An innovative approach is being taken to the delivery of community infrastructure in Seaton Carew Park linked to the development of Growth Point sites. Two potential development sites at Seaton Carew owned by Hartlepool Borough Council will be sold for housing development, the terms of sale requiring the developer to provide a range of new facilities, including a library and sports and community facilities within Seaton Carew Park to replace existing outmoded facilities. It is intended that this will be complemented by new health facilities within the overall development.

11.1.16 For the new developments promoted in the PoD we will seek to build on the recent report from English Partnerships on best practice neighbourhood centres.

Health

11.1.17 Economic growth, matched by new housing to attract and retain the economically active, has made a significant positive impact in our local communities. From 2004 to 2006 almost 3,000 fewer people were claiming Benefits in the Tees Valley. Numbers on Incapacity Benefit had fallen by 1,800 and Income Support claimants by 1,000.

11.1.18 Healthy living is a key component of our growth programme, particularly in relation to the design of new homes and neighbourhoods, transport and green infrastructure provision. These aspects are addressed in more detail in section 9.5.

11.1.19 The Tees Valley has an ambitious programme of investment in existing and new health facilities.

11.1.20 At a City Regional level this includes proposals for a new £416m hospital to replace the University Hospital of North Tees and the University Hospital of Hartlepool.

11.1.21 At a local level, the Tees Valley is promoting new and improved community based health facilities within residential areas, many of which are included within our growth sites at such as:

- Greater Eston
- Coatham Enclosure,
- RedcarWestfield, Loftus
- Central Park, Darlington

A community led masterplan in North Ormesby led to a development agreement between Middlesbrough Council, a private developer and a social housing group to build over 40 social housing units and over 100 houses for sale. Public realm works, funded by £1m of capital receipt and provided for in the Development Agreement, will involve the renewal of the Market Square as a focal point to the new development, the provision of a market amenity block and works to James Street and Kings Road.

The Scheme is part of the ongoing regeneration of the neighbourhood, which has so far seen the opening of the Trinity Community Centre, a new A66 road junction, an extra care-housing scheme, a £10 million state-of-the-art health village opened in mid-2006, with PCT clinics also under construction. The health village, believed to be the largest single investment in primary care premises in Tees Valley, will provide an expanded range of health services for 21,000 patients.

11.1.22 Tees Valley has seen significant investment in our cultural offer and public realm, creating award winning installations, such as the Middlesbrough Institute of Modern Art (mima), and promoting other cultural, leisure and heritage attractions such as:

- The Victorian heritage coast around Saltburn;
- Walking and biking on the North York Moors and Cleveland Way.
- Water sport activities at Tees Barrage. Plans are in place to enhance to make it the best in the UK and place it in the Top 5 in Europe. It will become the only fully sustainable, pumped course in the world;
- Stockton International Riverside Festival was voted the best cultural event in the North East;
- Saltholme International Nature Reserve with its new iconic visitor centre;
- Northern Cross, a multi-purpose visitor centre to introduce and signpost the key visitor attractions in the region;
- Investment in industrial heritage at Darlington Railway Centre and Museum; and,
- Hartlepool Marina and the Maritime Experience, to be further enhanced by the Trincomalee Wharf mixed use redevelopment and, looking further ahead, the major regeneration project at Victoria Harbour.



11.2 Community Infrastructure Required to Complement the PoD

11.2.1 Our vision is to provide access to high quality facilities, amenities and services that both retain existing and attract new households residents.

11.2.2 To guide us in achieving this goal, we identify a number of objectives, in the context of both our current community infrastructure provision and the planned, additional and accelerated housing growth:

1. Increased provision of high class education, skills and learning
2. Good quality neighbourhood and urban centres
3. New and improved health facilities and services and housing design that encourage healthy living
4. Safe and inclusive communities
5. Enhanced sport, leisure and cultural offer

11.2.3 How we will deliver improved Community Infrastructure Provision.

- Embed within Tees Valley Unlimited joint working with key stakeholders, such as the LEA, PCTs, Police, and Fire Authorities to ensure the PoD is aligned to their delivery plans;
- Ensure that new development incorporates healthy living measures as an intrinsic element, so that as a minimum, such as housing

layouts will encourage walking and cycling being well connected to local networks and especially to the national cycle network;

- Use the Community Vitality and Viability Index to measure, monitor and evaluate the impact of Community Infrastructure schemes;
- Promote a critical mass of housing that will allow and attract investment in current and new health care and education facilities;
- Consult and engage with existing communities and new residents to ensure schemes promote community cohesion, integration and explore the potential for joint and shared services;
- Use Section 106 Obligations and Community Infrastructure Levy to fund strategic community infrastructure that will unlock growth sites.
- Explore innovative funding mechanisms that will support the funding of improved community infrastructure where land values are depressed;
- Deliver site specific community infrastructure improvements to support the delivery of the overall programme (details listed in Appendix C (green forms),
- Promote and support the following key community infrastructure projects to enable the priority sites to be developed by 2010/11:
 - -Work with Partners to bring forward skills initiatives that will help ensure that the investment made in housing growth delivers economic benefits, and there is the capacity to meet the demands of the construction industry when the market returns, so that complementary community infrastructure can be provided in a timely manner.

Outputs and Outcomes



Master Programme of Projects



12.0 Master Programme of Projects

The following two set out the projects in summary form, together with a master timetable.. Full project tables are attached on the Appendices.

| Funding Ref | Project Name | Description | Capital Cost | CLG Capital Funding Sought | Revenue Cost | CLG Revenue Funding Sought |
|-------------|---|---|-------------------|----------------------------|------------------|----------------------------|
| | Theme 1: Capacity Investigation | | | | | |
| 1A | Water Cycle Study and Surface Water Management Plan | A Water Cycle Study will consider existing and planned water supply, ways to promote the efficient and effective use of water, the re-cycling of dirty water, and the disposal of foul water. The Surface Water Management Plan will develop from the Strategic Flood Risk Assessment, to form the basis of a sustainable urban drainage system. The Surface Water Management Plan will emphasise the protection of the sensitive limestone aquifer. It is intended that these studies will be considered jointly with SE Durham in order to ensure complementary initiatives are developed. | | | 100,000 | 65,000 |
| 1B | Delivering Growth in a low carbon economy | To develop and implement practical solutions to key carbon reduction and climate change issues | | | 500,000 | 275,000 |
| 1C | Update of the Strategic Flood Risk Assessment | Update the Tees Valley Strategic Flood Risk Assessment to ensure that it complies with PPS25, considers surface water management and all sources of flooding to inform LDDs, assists in the sequential approach, ensures flood risk has been considered fully when deciding on the precise locations of growth | | | 100,000 | 100,000 |
| | Theme 2: Cross Programme Enablers | | | | | |
| 2A | Smarter Choices Measures | Strategies to ensure the more effective and efficient use of the whole City Region transport network, across all modes | | | 2,500,000 | 2,000,000 |
| 2B | Green infrastructure projects | A sub-regional Green Infrastructure Strategy is in place. This project recognises that further work is required to investigate and develop detailed plans for key green infrastructure projects. | 1,000,000 | 1,000,000 | 100,000 | 100,000 |
| 2C | Design Quality | Design quality underpins all our new development aspirations and is recognised as a critical component in the development of sustainable communities. Working with partners such as CABE, we aim to develop design capacity and skills throughout the region | | | 300,000 | 280,000 |
| 2D | Sub Regional Cultural Strategy | Currently, there is a varied response to the cultural offer as part of sustainable placemaking. It is proposed to develop a sub regional cultural strategy to ensure that development relates well to cultural amenities for both current and future residents. | | | 40,000 | 40,000 |
| 2E | South Bank/ Eston Area Waste Heat CHP Pilot | A pilot project to explore the potential of developing an energy supply network for the whole of Tees Valley, concentrating initially on major regeneration and new housing sites. In order to accelerate and add sites to our growth programme it is essential that certain strategic sites are brought into public ownership so that the sites are brought to the market at the appropriate time and the nature of the development proposals meet our wider programme objectives. | 600,000 | 80,000 | 275,000 | 250,000 |
| 2F | Acquisition and Site Assembly Package | Cross programme feasibility work including detailed site investigation work, environmental impact assessments, transport assessments, site specific flood risk assessments, masterplanning, and work to further identify gaps in the housing ladder. | 8,250,000 | 4,250,000 | 1,400,000 | 1,300,000 |
| 2G | Feasibility Study Package | | | | | |
| | Theme 3: Site Specific Priorities | | | | | |
| | Darlington | | | | | |
| 3A | Central Park | Major mixed-use development on predominately brownfield site incorporating housing, HE and FE colleges including a university campus, community infrastructure, public art, hotel and office employment space. The site is a flagship TVR managed project. A footbridge is proposed to improve pedestrian links to town centre and local amenities | 450,000 | 450,000 | | |
| 3B | Former School Sites | A cluster of 5 former school sites offer an opportunity to provide a mix of affordable and market homes in an existing residential areas. Three sites are ready for immediate development. A fourth will be available in 2010. By 2011 three of the sites will have commenced delivery of houses, while the remainder will have been cleared, pending development. | 450,000 | 450,000 | | |
| 3C | Lingfield Area | A Major mixed use proposal on a predominately brownfield site. The project will involve creating a sustainable mixed use development building on existing private-sector-led regeneration scheme. | 350,000 | 350,000 | | |
| 3D | Central Darlington | This is a strategic site on the edge of Darlington town centre identified in the Regional Economic Strategy as one of three sub-regional spatial priorities. | 6,000,000 | 1,450,000 | | |
| | Hartlepool | | | | | |
| 3E | Golden Flatts | This site is undeveloped industrial land (2ha) and is not within the current RSS allocation. Development of this site will provide an additional 100 residential units. These units will be mainly 2-, 3- and 4-bedroom houses, with a suggested 30% affordable element. | 6,800,000 | 750,000 | | |
| 3F | Central Hartlepool HMR | A strategic housing market renewal programme has been established for Central Hartlepool as part of a sub-regional programme aimed at balancing housing supply and demand and replacing obsolete stock. Hartlepool's programme priorities have identified a swathe of properties to the north, west and south of the town centre either under stress or in need of replacement and the Council and its partners have embarked on a phased programme of redevelopment. | 12,000,000 | 1,500,000 | | |
| 3G | North Hartlepool | To the north of the town centre is a range of sites that comprise a combination of underused or derelict industrial land, potential surplus Health Authority land and land previously used for educational purposes. This combination of sites has the capacity to accommodate up to 850 units not previously considered in Regional Spatial Strategy calculations. | 4,000,000 | 1,250,000 | | |
| | Middlesbrough | | | | | |
| 3H | Greater Hemlington | Hemlington Grange is a site of 57 hectares, allocated in the Council's Local Development Framework as a minor urban extension. | 2,000,000 | 1,140,000 | 120,000 | 120,000 |
| 3J | Cargo Fleet | Cargo Fleet is located in East Middlesbrough and is one of the most deprived areas nationally. Provision of public realm works and highway access and cycleway/footpath links to accelerate development of 350 dwellings in the middle, intermediate and affordable sectors on sites at Roworth Road and adjacent to Middlesbrough Teaching and Learning Centre. | 2,000,000 | 1,000,000 | | |
| 3K | LDF Support | Increased capacity of the Urban Policy Team to deal with additional workload associated with delivering step change in housing provision. There is a need to bring forward new sites to respond to the growth agenda. | | | 90,000 | 90,000 |
| 3L | Prissick and College Sites | A development brief has already been prepared and planning permission granted for the former Middlesbrough College site at Marion Campus, setting out design standards and s106 contributions. It is proposed to support early clearance of redundant education buildings on the site to reduce risk and accelerate development once market conditions improve. | 2,250,000 | 750,000 | | |
| | Redcar and Cleveland | | | | | |
| 3M | Greater Eston - Southbank, Grangetown, and Low Grange - Environmental Works | Public realm improvements to St Georges Park, Normanby Rd Boulevard, Normanby Rd Shop Frontages, Normanby Rd Gateway, Utility Services, Highways, Lighting and Landscaping to facilitate development at South Bank Queens Street. This package of environmental works is associated with raising the quality of the surrounding South Bank area, to create confidence in the Private Sector to invest in the area. | 3,520,000 | 3,520,000 | 230,000 | 230,000 |
| | Stockton-on-Tees | | | | | |
| 3N | Northern Gateway Phase 1a | Brownfield housing development in key gateway site within the Northern Gateway of Stockton Town Centre. The site has detailed planning consent for Barratt to build 564 well-designed family homes for first time buyers and middle-income families. The Northern Gateway Masterplan could include a new academy, new health facilities, parkland area and a football academy. Start on site for housing development planned for June 2009. | 1,400,000 | 1,400,000 | | |
| | Theme 4: Effective Governance and Project Management | | | | | |
| 4A | Enhancement of programme management capacity | For effective programme monitoring, management and evaluation, resources are required to supplement Tees Valley Unlimited and the Local Authorities' resource capacity. | | | 371,000 | 371,000 |
| 4B | Baseline data analysis and ongoing tracking | To understand the impact, and provide a Value for Money assessment, of public and private sector funding, an agreed baseline needs to be established, KPIs identified and consistent data review undertaken at each milestone. | 0 | 0 | 80,000 | 50,000 |
| | Totals | | 51,070,000 | 19,340,000 | 6,206,000 | 5,271,000 |

Master Programme of Projects

| Funding Ref | Project Name | Total Capital Cost | CLG Capital Funding Sought 2009-11 | | | | | | | | CLG Capital Funding Sought | Total Revenue Cost | CLG Revenue Funding Sought 2009-11 | | | | | | | | CLG Revenue Funding Sought |
|---|---|--------------------|--|------------------|------------------|------------------|------------------|------------------|------------------|------------------|----------------------------|--------------------|------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------------------|
| | | | Q1 09-10 | Q2 09-10 | Q3 09-10 | Q4 09-10 | Q1 10-11 | Q2 10-11 | Q3 10-11 | Q4 10-11 | | | Q1 09-10 | Q2 09-10 | Q3 09-10 | Q4 09-10 | Q1 10-11 | Q2 10-11 | Q3 10-11 | Q4 10-11 | |
| | | | Theme 1: Capacity Investigation | | | | | | | | | | | | | | | | | | |
| 1A | Water Cycle Study and Surface Water Management Plan | | | | | | | | | | | 100,000 | 15,000 | 25,000 | 15,000 | 10,000 | | | | | 65,000 |
| 1B | Delivering Growth in a low carbon economy | | | | | | | | | | | 500,000 | 15,000 | 30,000 | 30,000 | 50,000 | 50,000 | 25,000 | 25,000 | 275,000 | |
| 1C | Update of the Strategic Flood Risk Assessment | | | | | | | | | | | 100,000 | 15,000 | 25,000 | 30,000 | 30,000 | | | | | 100,000 |
| Theme 2: Cross Programme Enablers | | | | | | | | | | | | | | | | | | | | | |
| 2A | Smarter Choices Measures & ITS/UTC upgrades | | | | | | | | | | | 2,500,000 | 50,000 | 150,000 | 150,000 | 150,000 | 400,000 | 400,000 | 350,000 | 2,000,000 | |
| 2B | Green infrastructure projects | 1,000,000 | | | | | 250,000 | 500,000 | 250,000 | | 1,000,000 | 100,000 | 25,000 | 35,000 | 40,000 | | | | | 100,000 | |
| 2C | Design Quality | | | | | | | | | | | 340,000 | 10,000 | 50,000 | 70,000 | 70,000 | 80,000 | | | | 280,000 |
| 2D | Sub Regional Cultural Strategy | | | | | | | | | | | 40,000 | 10,000 | 10,000 | 20,000 | | | | | | 40,000 |
| 2E | South Bank/ Eston Area Waste Heat CHP Pilot | 900,000 | | | | 80,000 | | | | | 80,000 | 375,000 | | | | | | | | | |
| 2F | Acquisition and Site Assembly Package | 8,700,000 | 300,000 | 400,000 | 500,000 | 500,000 | 600,000 | 700,000 | 700,000 | 550,000 | 4,250,000 | | | | | | | | | | |
| 2G | Feasibility Study Package | | | | | | | | | | | 1,400,000 | 60,000 | 250,000 | 250,000 | 250,000 | 250,000 | 120,000 | 120,000 | 1,300,000 | |
| Theme 3: Site Specific Priorities | | | | | | | | | | | | | | | | | | | | | |
| Darlington | | | | | | | | | | | | | | | | | | | | | |
| 3A | Central Park | 450,000 | | | | | 200,000 | 250,000 | | | 450,000 | | | | | | | | | | |
| 3B | Former School Sites | 450,000 | | 100,000 | | 100,000 | 100,000 | 150,000 | | | 450,000 | | | | | | | | | | |
| 3C | Lingfield Area | 350,000 | | | | | 150,000 | 100,000 | 100,000 | | 350,000 | | | | | | | | | | |
| 3D | Central Darlington | 6,000,000 | 50,000 | 50,000 | 100,000 | 100,000 | 200,000 | 300,000 | 350,000 | 300,000 | 1,450,000 | | | | | | | | | | |
| Hartlepool | | | | | | | | | | | | | | | | | | | | | |
| 3E | Golden Flatts | 6,800,000 | | 60,000 | 60,000 | 80,000 | 200,000 | 350,000 | | | 750,000 | | | | | | | | | | |
| 3F | Central Hartlepool HMR | 12,000,000 | 150,000 | 150,000 | 100,000 | 150,000 | 200,000 | 250,000 | 300,000 | 200,000 | 1,500,000 | | | | | | | | | | |
| 3G | North Hartlepool | 4,000,000 | | | 100,000 | 150,000 | 250,000 | 250,000 | 250,000 | 250,000 | 1,250,000 | | | | | | | | | | |
| Middlesbrough | | | | | | | | | | | | | | | | | | | | | |
| 3H | Greater Hemlington | 2,000,000 | | | | | 250,000 | 250,000 | 340,000 | 300,000 | 1,140,000 | 120,000 | 15,000 | 25,000 | 40,000 | 40,000 | | | | | 120,000 |
| 3J | Cargo Fleet | 2,000,000 | | | 250,000 | 250,000 | 250,000 | 250,000 | | | 1,000,000 | | | | | | | | | | |
| 3K | LDF Support | | | | | | | | | | | 90,000 | 10,000 | 10,000 | 10,000 | 15,000 | 10,000 | 10,000 | 10,000 | 15,000 | 90,000 |
| 3L | Prissick and College Sites | 2,250,000 | | 100,000 | 200,000 | 200,000 | 250,000 | | | | 750,000 | | | | | | | | | | |
| Redcar and Cleveland | | | | | | | | | | | | | | | | | | | | | |
| 3M | Greater Eston - Southbank, Grangetown, and Low Grange - Environmental Works | 3,520,000 | | | | | 520,000 | 1,000,000 | 1,000,000 | 1,000,000 | 3,520,000 | 230,000 | | | | | 50,000 | 60,000 | 60,000 | 60,000 | 230,000 |
| Stockton-on-Tees | | | | | | | | | | | | | | | | | | | | | |
| 3N | Northern Gateway Phase 1a | 200,000 | 150,000 | 200,000 | 200,000 | 200,000 | 200,000 | 150,000 | 150,000 | 150,000 | 1,400,000 | | | | | | | | | | |
| Theme 4: Effective Governance and Project Management | | | | | | | | | | | | | | | | | | | | | |
| 4A | Enhancement of programme management capacity | | | | | | | | | | | 370,900 | 45,875 | 45,875 | 45,875 | 45,875 | 46,875 | 46,875 | 46,875 | 46,875 | 371,000 |
| 4B | Baseline data analysis and ongoing tracking | 0 | | | | | | | | | 0 | 80,000 | 7,500 | 7,500 | 7,500 | 7,500 | 5,000 | 5,000 | 5,000 | 5,000 | 50,000 |
| Totals | | 50,620,000 | 650,000 | 1,060,000 | 1,510,000 | 1,810,000 | 3,620,000 | 4,500,000 | 3,440,000 | 2,750,000 | 19,340,000 | 6,345,900 | 278,375 | 663,375 | 708,375 | 668,375 | 891,875 | 691,875 | 616,875 | 501,875 | 5,021,000 |

Risk Management Plan




13.0 Risk Management Plan

The risk management plan identifies the potential risks that may impact upon the successful delivery of the PoD.

| No. | Risk | Likelihood | Impact of risk | Score | Mitigation Measures |
|-----|--|------------|---|-------|--|
| 1 | Economic downturn is longer than predicted. | High | The target net additions within the PoD would not be achieved. | | Through the credit crunch task force we have identified a number of mechanisms to mitigate against the effect of the credit crunch. We are undertaking enabling works in the short term in order to provide 'ready to deliver' sites when the market returns. We have a strong economic outlook for Tees Valley that is anticipated to give the region a comparatively stronger economic base. |
| 2 | Not securing other sources of public funding, such as CIF2 | Medium | Limit the amount of public sector investment that can be used to help deliver growth | | A significant amount of funding has already been secured through TVR and the HMR programme. LAs are willing to look at using innovative funding models such as LABVs to provide match funding. |
| 3 | Not sufficient capacity within the construction sector | Low | Unable to deliver the level of growth predicted | | The TVU structure will support the coordination of key bodies and schemes to ensure the skills capacity is well developed. Tees Valley has a strong track record of being able to deliver. Strong partnership working with the private sector. |
| 4 | Not able to stop outward migration from the Region i.e. not attractive place for buyers/ investors | Medium | Housing demand within Tees Valley remains low. Unable to diversify type, tenure mix, income profile etc | | Strong emphasis on design and place making, and ensuring the area is well served in order to attract buyers/ investors. Working with Partners to change the image and perception of Tees Valley. |
| 5 | Not building the right type of | Low | The need for certain types | | Design and development briefs prepared for major developments. |

Risk Management Plan

| | | | | | |
|----|--|--------|---|--|--|
| | housing to address the gaps in the housing ladder | | of housing remains unmet | | Funding conditions introduced to ensure schemes provide the right requirements to meet the housing ladder. |
| 6 | Reliance on 3 rd Party stakeholder | Low | 3 rd party stakeholders block growth proposals | | Proactive engagement to date suggests that the key stakeholders such as HA, EA, and Natural England back the proposals being put forward. |
| 7 | Community support for the schemes | Low | Delays/ blocks to bring forward growth sites | | The sites being put forward have been developed in partnership with the local communities to ensure it meets local needs. |
| 8 | Insufficient capacity within the local community infrastructure – schools, health care etc | Low | Planning refusals | | In general, there is sufficient capacity at present within local services. However, in addition new infrastructure through the BSF and LIFT programmes will ensure that the whole region has both sufficient capacity and is suitable for 21 st Century welfare and services. |
| 9 | Insufficient capacity within the highways network | Medium | Planning refusals resulting in delays/ blocks to bring forward growth sites | | Consultation with the HA suggest that apart from at key junctions at peak times the region's highway network runs relatively well. Identified improvements brought forward in partnership with the HA will help alleviate potential future problems. |
| 10 | Partnership does not work | Low | Unable to manage and deliver the PoD | | The partnership has been formalised through the MAA. The region already works well together in the delivery of the HMR programme amongst others. |
| 11 | Building in flood risk areas | Medium | Planning refusals resulting in delays/ blocks to bring forward growth sites | | The majority of growth sites do not lie in flood risk areas. A review of the flood risk assessment for the region is planned to understand the risk more fully. |



This bid is sponsored by all local authority partners, TVL, TV JSU and TVR.
For further information please contact Jim Johnstone, Director of Tees Valley Living on 01642 264903
or jim.johnstone@teesvalley-jsu.gov.uk

This bid was prepared by E C Harris and produced with the support of fuse8:

EC HARRIS For further information please contact Duncan Melville or Nick Kealey on 0113 243 0624 or duncan.melville@echarris.com
E C Harris, 1 Park Lane, Leeds LS3 1EP T 0113 243 0624 F 0113 243 2431 W www.echarris.com

fuse8 integrated marketing solutions. 3370 Century Way, Thorpe Park, Colton, Leeds, LS15 8ZB, United Kingdom. T +44 (0) 113 260 4600 F +44 (0) 113 260 4611 E info@fuse8.com W www.fuse8.com