

Stockton-on-Tees Publication Draft Local Plan Regulation 19 Consultation - September 2017

Preface

This document is the Publication version of the Stockton on Tees Borough Local Plan, which should be read in conjunction with the following documents which are also a part of the Local Plan:

- The Local Plan Policies Map which provides a visual representation of the Local Plan policies; and,
- The Local Plan Annex, which includes the appendices to the Local Plan including, a Policies Schedule, Implementation & Monitoring Framework, Evidence Base List and other information

The Local Plan and its supporting documents were made available to the public on the 25th September 2017 for a 6 week consultation ending on 6th November 2017. Following this consultation the Local plan will be:

- Submitted to the Secretary of State
- Subject to an Examination in Public
- Adopted by the Council

This preface does not form part of the Local Plan and is not part of the consultation. In the adopted version of the Local Plan this preface will be replaced by an introductory foreword which will be added when the content of the document is finalised and professionally redesigned.

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Introduction





Located in the centre of the Tees Valley in the North East of England, Stockton-on-Tees is a Borough of contrasts with a mixture of busy town centres, urban residential areas, rural villages and environmental assets. The population of the Borough is expected to grow from 194,000 people to 213,600 people by 2032 creating significant needs for housing and community facilities. In order to support the local economy, it is also important that the needs of the key businesses are met up to 2032 and beyond.

The Local Plan sets out the Council's policies and proposals to guide planning decisions and establishes the framework for the sustainable growth and development of the Borough up to 2032. It covers a range of matters including the number of new homes that are needed and where they should be located; the amount and proposed location of new employment land; protection and enhancement of the natural and historic environment; provision of new infrastructure and improvement of town centres and community facilities in the Borough.

1 Introduction

Purpose of this Local Plan

- 1.1 The Local Plan sets out the Council's policies and proposals to guide planning decisions and establishes the framework for the sustainable economic growth and development of the Borough up to 2032. This document is the written statement of the Local Plan and should be read alongside:
 - The Local Plan Policies Map which provides a visual representation of the Local Plan policies; and,
 - The Local Plan Annex, which includes the appendices to the Local Plan including, a Policies Schedule, Implementation & Monitoring Framework, Evidence Base List and other information.
- 1.2 The Local Plan covers a range of matters including the number of new homes that are needed and where they should be located; the amount and proposed location of new employment land; protection and enhancement of the natural and historic environment; provision of new infrastructure and improvement of town centres and community facilities in the Borough.

Why Prepare a Local Plan?

- 1.3 Stockton-on-Tees Borough Council as a Local Planning Authority has a responsibility to produce documents for its area that set out its policies for the development and use of land. The Local Plan, also known as a development plan, is the most important of these, including allocations of land for development and general planning policies.
- 1.4 The Local Plan process enables the Council to engage with local residents and businesses to shape development across the Borough. The Local Plan is the starting point for the consideration of planning applications for the development and use of land.

The Local Plan and National Planning Policy

- 1.5 The key aims for planning in England that the Local Plan will be required to conform with are set out within the National Planning Policy Framework 2012 (NPPF). The NPPF sets out the principles and objectives that are required to underpin approaches to plan-making and development management.
- 1.6 Central to this, within the NPPF is the "presumption in favour of sustainable development" that establishes in general terms that:
 - Local Plans should positively seek to meet the development needs of their area and meet objectively assessed needs unless the harm of doing so would demonstrably conflict with the NPPF itself; and
 - Decision-taking should see that proposals that accord with development plans are approved without delay, and where plans are silent or out-of-date on an issue, permission should be granted for development.
- 1.7 The key strategic priorities that Local Plans are intended to address are set out within the NPPF and include:
 - The homes and jobs needed in the Borough.
 - Retail, leisure and other commercial development.
 - Infrastructure provision for transport, telecommunications, waste management, water, flood risk, coastal change, minerals and energy.

- Provision of health facilities, community and cultural infrastructure and other local facilities.
- Climate change mitigation and adaptation.
- Conservation and enhancement of the natural, built and historic environment.

The duty to cooperate

- 1.8 Section 33A of the Planning and Compulsory Purchase Act 2004 (as amended by the Localism Act 2011) introduces a new "duty to cooperate" in preparing Local Plans that ensures that Local Authorities have regard to cross-boundary issues in co-operation with their neighbouring authorities and other key organisations such as Historic England and Natural England. This approach is also advocated in the NPPF.
- 1.9 The Council has worked with neighbouring authorities and other partners in the preparation of the Local Plan and will continue to do so on strategic cross boundary issues identified in the table below.

Figure 1 – Strategic Cross Boundary Issues

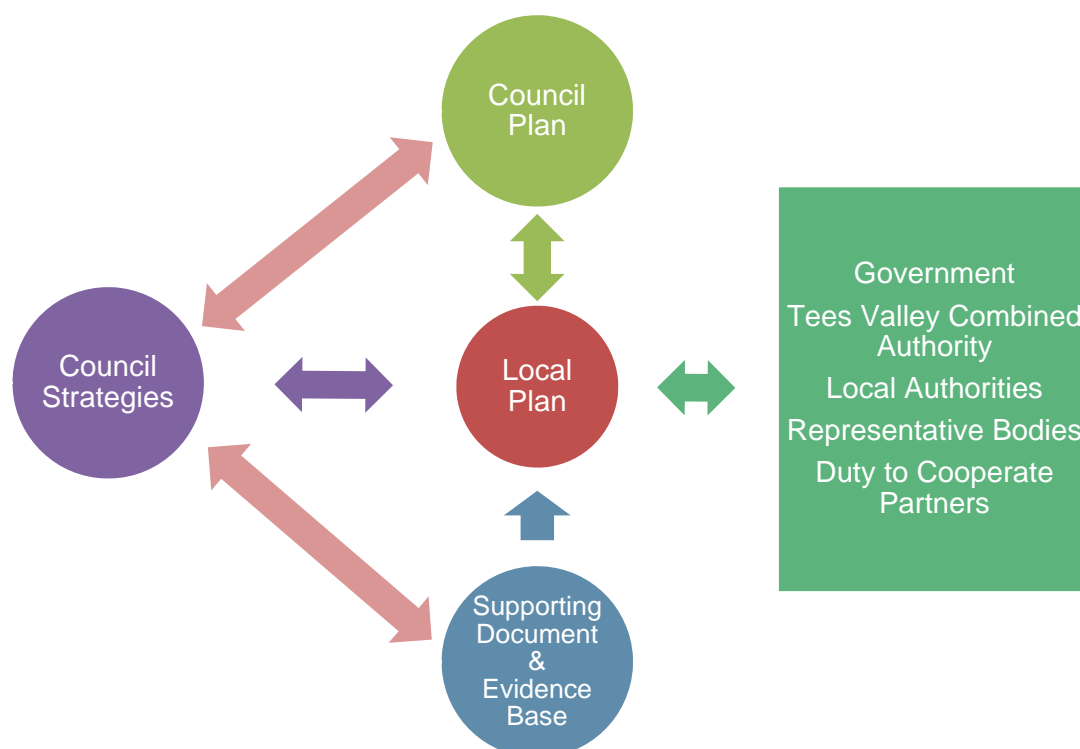
Housing	Strategic Housing Needs Housing Site Selection Wynyard Sustainable Settlement West Stockton
Economic Growth	Strategic Economic Growth Needs Economic Growth Site Selection North Tees & the Teesmouth & Cleveland Coast Special Protection Area Durham Tees Valley Airport Town Centre Hierarchy
Transport & Infrastructure	Strategic Road Network Local Road Network Sustainable Transport Education Infrastructure and School Catchments Other Infrastructure
Environment & Climate Change	Mitigating the Impacts of Climate Change Flood Risk Natural Environment Green Infrastructure Preserving, enhancing and promoting the Borough's Historic Environment

- 1.10 In addition to the above, issues relating to minerals and waste development are also a key duty to cooperate issue. However, the Tees Valley local authorities have previously dealt with this issue through the adoption of the Tees Valley Minerals and Waste Core Strategy and Site Allocations document. Future reviews of these documents will consider this issue.

How the Local Plan links to other Strategies

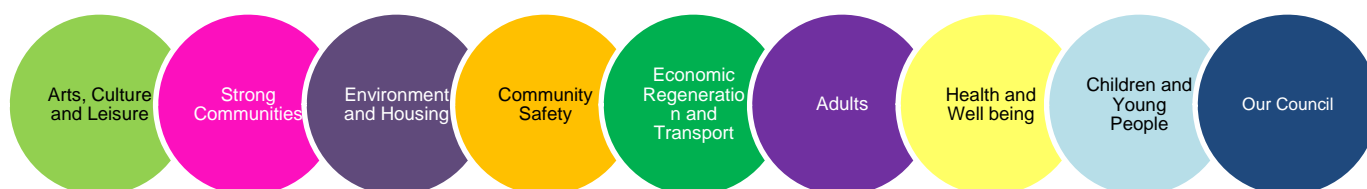
- 1.11 The vision objectives and policies within this Local Plan link to the themes set out in the Council strategies and other documents set out in figure 2 (below). The policies in the plan assist in the delivery of a number of Council Strategies, specifically where the Council can influence planning decisions, within the legislative and policy framework, to deliver economic, environmental and social benefits. Relevant strategies include, the Economic Strategy & Growth Plan, Environmental Strategy and Climate Change Strategy.

Figure 2 – How the Local Plan links to other strategies



1.12 The Local Plan also aims to deliver the spatial elements of the existing Council Plan, which covers the period 2017 to 2020, and will be reviewed during the plan period. Figure 3 below summarises the themes included in the Council Plan. Where possible Local Plan policies have sought to address issues and priorities set out in this document.

Figure 3 – Council Plan Themes



1.13 The Local Plan is also influenced by Government policy, and other public sector bodies, plans and programmes. Assisting the delivery of the aspirations in the Tees Valley Strategic Economic Plan (TVSEP) is an important aspect of the Local Plan. The SEP sets out the steps to overcome the barriers to business growth within Tees Valley, placing Small and Medium Enterprises (SME), innovation and individuals at the centre of the Tees Valley’s growth ambitions.

1.14 The aim is to become a high-value, low-carbon, diverse and inclusive economy, and therefore it has been identified that investment be prioritised in to four main objectives:

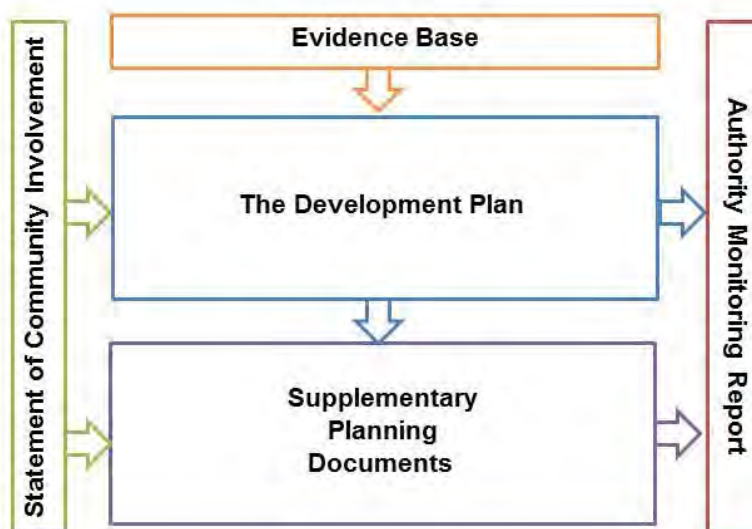
- Support innovation and sector development.
- Develop the workforce.
- Develop and provide infrastructure.
- Attract and retain wealth.

- 1.15 A refresh of the TVSEP has recently been undertaken following the establishment of the Tees Valley Combined Authority and its associated new powers and funding. The plan sets out growth ambitions and priorities for the Tees Valley to 2026 providing a framework for economic development activities. The Local Plan has been developed to reflect the aspirations of the TVSEP.
- 1.16 Finally, the plan is also informed by a robust evidence base which sets out the key developmental needs in the Borough, reviews site availability and also investigates key development constraints. This evidence base has been used in combination with other information to develop the strategies, policies and site allocations within the Local Plan. Likewise, this evidence base may also influence other Council Strategies.

Structure of the Local Plan

- 1.17 Figure 4 below identifies how the Development Plan, which includes this Local Plan, fits together. Development plan production is influenced by the Council's evidence base and community involvement, as set out in the Local Planning regulations and Statement of Community Involvement, which is explained further below.

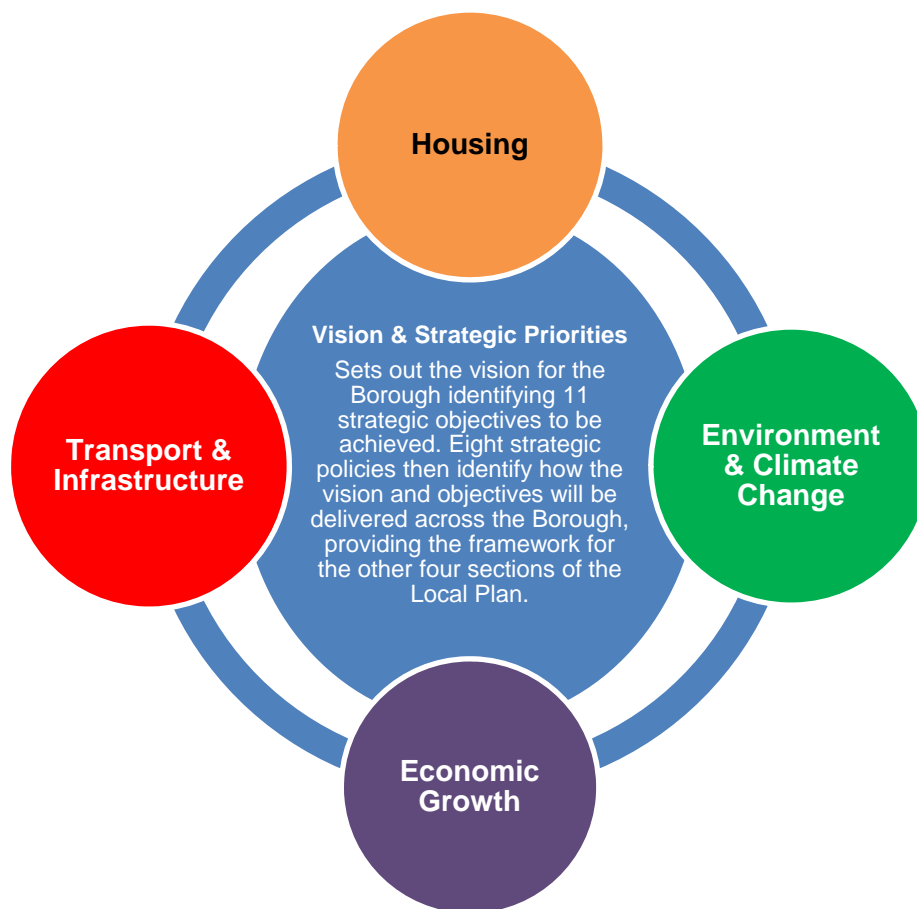
Figure 4 – How the Development Plan and other documents fit together



- 1.18 The document sets out a series of strategic priorities, policies and proposals identified to deliver sustainable development and growth in the Borough to 2032, as well as being consistent with other relevant strategies. The overall structure of the Plan is set out in figure 5 below. When considering a development, the Local Plan should be read in the round with all of the policies in the document having the potential to have relevance.
- 1.19 Each of the policies and proposals have a specific role in delivering sustainable development and set out the 'strategic' approach to the particular issue and outline the key points to be taken into consideration when considering applications through 'Development Management', or identify 'Area Specific' proposals and schemes.
- 1.20 The Local Plan replaces a number of previously adopted Council documents, appendix 1 provides a 'Policies Schedule' which, amongst other things, details which policies have been replaced by those within this Local Plan. The appendix also details whether policies within this Local Plan are 'strategic', 'development management' or 'area specific'.
- 1.21 The Council is required to include a Policies Map in its Local Plan, which illustrates geographically the policies and proposals contained. This is available alongside the Local Plan. In accordance with the Local Planning Regulations where there is a conflict

between the interpretation of the text in this written statement and boundaries delineated on the policies map, the text prevails.

Figure 5 – Structure of the Local Plan



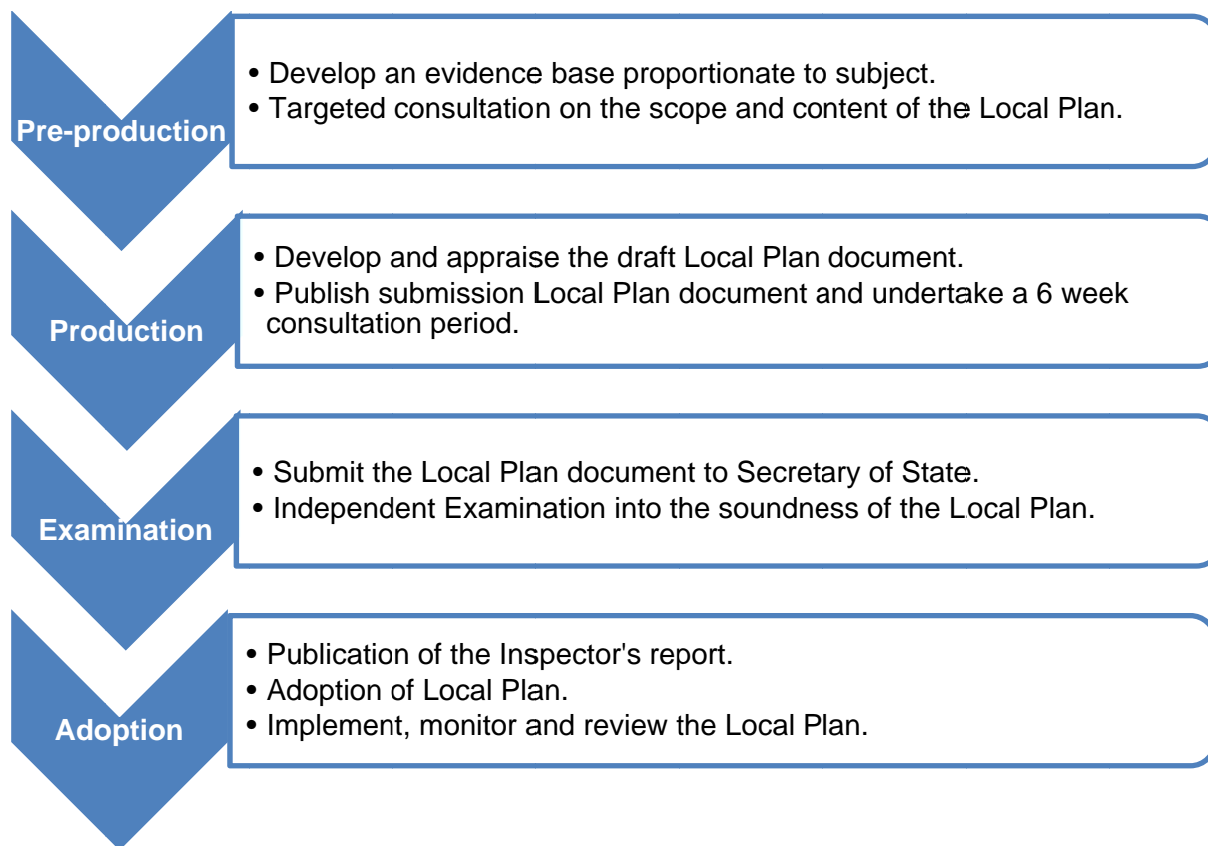
Preparing the Local Plan

- 1.22 The process for the production of the Local Plan is illustrated in figure 6. The process for preparing the Local Plan began early in 2016, with the commencement of an evidence base review
- 1.23 In accordance with the Council's Statement of Community Involvement and the Local Plan Regulations¹, the Council has engaged with stakeholders, including residents, businesses, developers, statutory consultees and other interested parties to ensure that the views of these groups inform the Local Plan. The content of this Local Plan is built on the requirements of national planning policy, the Council's evidence base and findings of previous consultations.
- 1.24 The process which led to the adoption of the Core Strategy included a number of opportunities for Council officers to engage with the public. Following this, the Council began the production of a Development Plan Document which aimed to identify the strategic commercial and residential allocations to deliver the Core Strategy. Due to changes in circumstances, this document also consulted on a revision to the housing strategy, which was a fundamental departure from the adopted Core Strategy. Work on this document ceased in summer 2016 to enable work to begin on this Local Plan. This

¹ The Town and Country Planning (Local Planning) (England) Regulations 2012

past engagement in 2011, 2012 and 2015, has provided the Council with the views of the community and interested stakeholders.

Figure 6 - Preparing the Local Plan



Supporting Documents & Evidence Base

1.25 The following documents support the Local Plan:

- **Consultation Statement:** This outlines the consultation undertaken and how the representations received have been considered and have influenced the content of the final policies.
- **Infrastructure Strategy and Infrastructure Schedule (including Transport Assessment):** The Strategy sets out baseline infrastructure and assesses what additional infrastructure will be needed to deliver the development identified in the plan. The Schedule details up to date cost estimates, timings, funding sources and mechanisms, and those responsible for delivering individual infrastructure projects.
- **Sustainability Appraisal:** This report is an assessment of the social, economic and environmental effects of the policies in the plan as a whole. It incorporates a Strategic Environmental Assessment (SEA) which focuses on the environmental impacts of the policies.
- **Habitat Regulations Assessment:** This report under the Conservation of Habitats and Species Regulations 2010 (the Habitats Regulations) assesses the potential impact of the plan on the integrity of any European designated sites, which includes Special Areas of Conservation (SACs) and Special Protection Areas for birds (SPAs).

- **Duty to Cooperate Statement of Compliance:** A statement summarising the work that the Council has undertaken with adjoining local authorities and other prescribed bodies in the preparation of the Local Plan.

1.26 An extensive evidence base underpins the Local Plan and includes a range of documents and other sources of information that, together with responses to consultations have assisted in understanding the needs, opportunities and constraints facing the Borough. A schedule of evidence base documents is available within Appendix 2.

Implementation and Monitoring

1.27 The Council will monitor whether the objectives and policies in the plan are being met, for example are enough homes being built to meet the needs set out. This monitoring will, at some point, signal that a review of the plan is required. The Council will monitor both the implementation of the Local Plan and the effectiveness of its policies using the Implementation Plan and Monitoring Framework which is set out in Appendix 3. This will be reported in the annual Authority Monitoring Report.

1.28 In the meantime, the Council also has the ability to produce Supplementary Planning Documents which provide additional guidance for applicants on the policies in this plan.

2 Stockton-on-Tees Borough

The Place

- 2.1 Stockton-on-Tees forms a vital part of the wider Tees Valley economy, which has a successful history of working in partnership to create the best conditions for economic growth. The Tees Valley covers the five Local Authority areas of Darlington, Hartlepool, Middlesbrough, Redcar & Cleveland and Stockton-on-Tees. The Tees Valley is a functional economic area that is distinct in terms of business composition, industry focus, growth sectors, assets and infrastructure from that of the wider geography. However, Stockton on Tees Borough is a significant economic area in its own right including a number of strong business locations and distinct settlements.
- 2.2 The performance of the local economy is a key driver that shapes Stockton-on-Tees into a successful and growing location. Our businesses are an integral factor in creating and sustaining a diverse and strong local economy, and are essential to the continued prosperity of the area; to accelerate economic growth and to increase the Tees Valley's economic contribution to the northern and national economies.
- 2.3 Stockton-on-Tees is a Borough of wide contrasts with a mixture of busy town centres, urban residential areas and rural villages. The area of Stockton-on-Tees Borough is 20,393 hectares (Ha) in size with a population of 194,119 in 2014 living in 84,470 dwellings. This gives a population density of 9.5 people per hectare. The principal townships within the Borough are Stockton, Norton, Billingham, Thornaby, Yarm and Ingleby Barwick.
- 2.4 The Borough is served by two main arterial roads, the Trans-Pennine A66 (east/west) and the A19 (north/south). The A66 connects Stockton-on-Tees directly to Middlesbrough (four miles to the east) and Darlington (10 miles to the west). Durham Tees Valley Airport is located partly within the Borough and partly within the neighbouring authority of Darlington. Billingham, Stockton and Thornaby rail stations provide a direct connection to Newcastle-upon-Tyne, whilst Thornaby and Yarm have good connections to the North East mainline, York and Manchester. The Borough is connected to London via a direct service from Eaglescliffe Station, whilst connecting services from the Boroughs stations are available via Darlington (Thornaby, Eaglescliffe, and Allens West) and York (Thornaby and Yarm).
- 2.5 The Borough is located within the valley of the River Tees and this is the principal influence on the nature of the landscape, which is classified as being within the Tees Lowlands National Character Area (NCA). The rural area is predominantly low lying farmland with wide views to distant hills. To the North lies the Durham Magnesian Limestone Plateau NCA and to the south are the upland landscapes of the North Yorkshire Moors and the Cleveland Hills NCA. In addition, at the local scale seven distinct Landscape Character Areas have been identified within the Borough. The Borough also lies upon the Sherwood Sandstone Aquifer, which is the second most important source of groundwater in the UK. The Borough contains several areas and individual sites, which are designated for their biodiversity interest, including part of the Teesmouth and Cleveland Coast Special Protection Area (SPA) and Ramsar site, and part of Teesmouth National Nature Reserve. A Ramsar Site is a wetland site designated of international importance under the Ramsar Convention. In addition, Saltholme Wildlife Reserve and Discovery Park, 5 Sites of Special Scientific Interest, 3 Country Parks, 14 Local Nature Reserves and a number of Local Wildlife / Geological sites (formerly known as Sites of Nature Conservation Importance) are located within the Borough.
- 2.6 The Borough's rich archaeological heritage includes sites as varied as a Roman Villa at Ingleby Barwick, several Anglo-Saxon cemeteries at Norton and the medieval ports of

Yarm and Stockton. These ancient sites are complimented by the more recent heritage, such as the new town of Billingham, founded around ICI in the early 1920s and the latter 20th century oil and chemical industry based at Seal Sands. Designated heritage assets within the Borough include 8 Scheduled Monuments, 2 Registered Parks and Gardens, 11 Conservation Areas and almost 500 Listed Buildings (with the highest concentration being in Yarm, Norton and Stockton).

Businesses

- 2.7 Stockton-on-Tees Borough owes much of its early development to the River Tees, with Yarm being the most prosperous port on the river during the 13th century. By the 17th century, Stockton-on-Tees became a major river port transporting coal to London. The Borough is also famous for the first passenger railway as well as for its iron and steel industries. Although little remains of Stockton-on-Tees' industrial heritage, the River Tees has an increasing focus for leisure following the development of the Tidal Barrage in 1995. Extensive regeneration programmes are also being brought forward for many of the former industrial sites.
- 2.8 The Borough's traditional economic base was predominantly heavy industry, including chemical processing, steel production and engineering. The Borough has had to adapt and respond to change and now represents a modern industrial and service based economy. Although the existing manufacturing base is smaller, it is still significant with a technically and highly skilled workforce remaining.
- 2.9 There were 5,445 registered businesses located in Stockton-on-Tees in 2016. The business base has continued to grow since 2011 and all sectors have more businesses than they did in 2011. The Stockton-on-Tees economy is dominated by smaller firms comprising of 0-9 employees, which is consistent with regional and national averages. There are a low number of businesses with headquarters located in the Borough and a large proportion of the working age population are employed by a relatively low number of large businesses. Around one third of the 16,500 businesses in the Tees Valley are located in Stockton-on-Tees.
- 2.10 Taking account of the current composition of the Tees Valley economy, existing industrial specialisms and their potential for growth, seven priority sectors have been identified based on their high productivity and future job creation potential:
- Advanced Manufacturing.
 - Process, Chemicals and Energy.
 - Logistics.
 - Health and Biologics.
 - Creative and Digital.
 - Culture and Leisure.
 - Business and Professional Services.
- 2.11 The cross cutting theme of the 'Circular Economy' is also a priority and involves minimising wastage, local sourcing of raw materials and reuses of waste as new raw materials for other sectors.
- 2.12 In 2015, the Stockton-on-Tees economy supported 85,700 employee jobs²; with almost 7 in 10 of these being full-time. There has been little change in the employment structure over the past few years, and the broad industry sectors of Manufacturing (11.2%), Wholesale and Retail Trade (15.1%), Professional, scientific and technical activities

² Excluding self-employment

(11.4%) and Health and Social Care (13.2%) accounted for the majority of employment. In 2016, Stockton-on-Tees boasted a highly skilled workforce with an estimated 36.7% of residents qualified to NVQ Level 4+, and more than 2 in 5 residents working in high-value managerial, professional and technical occupations.

- 2.13 Businesses are showing greater resilience in Stockton-on-Tees; with over 9 in 10 businesses surviving their first year of trading, and more than 2 in 5 of these still trading after 5 years. The majority of businesses located in the Borough have been trading for longer than 10 years.

People

- 2.14 The Borough’s population has increased by 5.6% between 2001 and 2014, whereas across the North East region there has only been an increase in population of 4.1%. Figure 7 below provides a summary of the population of the Borough, the North East and England & Wales in 2014, the baseline for population projections in this Local Plan. The Borough’s population has continued to grow and in 2016 exceeded 195,000 people.

Figure 7 – Population in Stockton-On-Tees, North East and England and Wales

Population³	Stockton-on-Tees	North East	England & Wales
All Ages	194,119	2,618,710	57,408,654
Males	95,081	1,283,216	28,294,511
Females	99,038	1,335,494	29,114,143

- 2.15 Work has been carried out in recent years to look at the changing profile of the Borough’s population, the impact this is likely to have on public services and how the Council’s services will need to adapt. The Borough’s population is projected to increase by 10.3% by 2039 equating to more than 20,000 additional residents compared with 2014. The numbers of residents aged over 65 are projected to increase by 57.0% during this period and of these, the population aged over 80 will rise significantly. The rise in the 65+ population between 2014 and 2039 is equivalent to 18,912 residents aged 65 and over whilst over the same time period the population aged 16-64 is projected to fall by 1.2% which is the equivalent to 1,417 fewer residents in this age group.
- 2.16 Life expectancy as a whole is increasing across the Borough but the inequalities are continuing to increase for men and women. In 2013/14, Stockton-on-Tees Borough reported the greatest inequality in life expectancy nationally, and health inequalities remain a priority focus in Stockton-on-Tees.
- 2.17 The Borough has a unique social and economic mix with discrete geographical areas of multiple and isolated types of deprivation, situated alongside areas of relative affluence. The Department of Communities and Local Government’s indices of multiple deprivation (IMD) 2015, show Stockton-on-Tees is ranked 88 out of the 326 Local Authorities districts in England making it within the 30% most deprived areas nationally.
- 2.18 Across the Borough, there is a unique social and economic mix, with areas of acute disadvantage situated alongside areas of affluence. Whilst 28% of the population live within the top 20% of least deprived areas of England, 28% live in the 20% most deprived areas. In addition, 34 out of the 120 Lower Super Output Areas (LSOAs) across Stockton-on-Tees are within the 20% least deprived LSOAs in England, whereas 33 of the LSOAs are within the 20% most deprived LSOAs in England.

³Source – Office for National Statistics mid 2014 population estimates for 2015 projections.

- 2.19 Comparisons with the 2010 IMD indicate that the gap is increasing between the most deprived and the less deprived areas of the Borough. However, despite the Borough's levels of relative deprivation, a resident satisfaction survey carried out in 2015 showed that 87% of residents are satisfied with their local area.

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Vision & Strategic Priorities





The Local Plan aims to influence land owners, developers, businesses and residents to invest in locations where there is adequate infrastructure to ensure that new development is sustainable and meets the ambitions and priorities of communities, businesses, the Council and other stakeholders.

By 2032 the Borough will have benefitted from economic growth at employment sites and town centres across the Borough. This growth will be supported by high quality transport and communications infrastructure. Sustainable communities will have been developed at the West Stockton Urban Extension and Wynyard, and all residents will have access to the very best social, community and green infrastructure. New development will be designed to protect and enhance the natural, built and historic environment of the Borough for the benefit of everyone.

3 Vision & Strategic Priorities

Stockton-on-Tees Borough Vision

3.1 Stockton-on-Tees Borough's vision for 2032 is:

In 2032 the major settlements and industrial locations in Stockton-on-Tees Borough are fundamental to the economic growth and success of the Tees Valley City Region and its positive contribution to the northern and national economies. Economic growth continues to be focused on sites of strategic importance as well as established sites which are accessible from the strategic transport networks and remain attractive to local businesses and new inward investment.

Economic growth across the Borough is supported by a high quality local road network, and modern sustainable transport and communications infrastructure. Residents and visitors make full use of opportunities for sustainable transport choices.

The upgraded and regenerated centres of Stockton, Billingham and Thornaby, are supplemented by facilities and investment in Norton and Yarm which provide opportunities for a range of improved retail, culture, leisure, and related facilities. Residents have access to the very best in housing, education and training, health care, employment, sport, recreational and cultural facilities, which has created a better quality of life for existing and future generations.

Sustainable communities have been created through new housing development in sustainable locations, in particular; through the redevelopment of previously developed land within the regenerated River Tees corridor alongside other development in the conurbation, a sustainable urban extension at West Stockton, as well as extensions to other main towns in the conurbation. Wynyard has grown in to a sustainable settlement of high quality, accommodating a mix of executive housing, market housing and additional employment development. All residents have access to high-quality social, community and green infrastructure.

The diversity, quality and character of the natural and built environment, together with the Borough's unique historic assets continue to be valued, protected, enhanced and resilient to climate change for the benefit of everyone.

Strategic Priorities

3.2 This vision will be achieved by meeting the following strategic objectives:

Business

Strategic Priority 1: To encourage economic growth, job creation and a more entrepreneurial culture within the Borough, as a means of diversifying the economic base and strengthening existing economic, strengths, clusters and sectors.

Strategic Priority 2: To identify sufficient employment sites and premises to ensure the needs of inward investors, as well as, existing and new businesses are met.

People

Strategic Priority 3: To support education and training opportunities to enhance the skills of the existing and future workforce, whilst retaining and attracting highly skilled people.

Strategic Priority 4: To ensure sufficient land is identified for the new homes required to deliver the identified housing requirement of the population.

Strategic Priority 5: To provide high quality services and facilities for the Borough's growing and ageing population, with an emphasis on health care, education and training, together with sport, leisure, recreation and cultural pursuits.

Strategic Priority 6: To promote equality and diversity whilst ensuring all of Stockton-on-Tees Borough's residents live in strong, prosperous, cohesive and sustainable communities in a safe, healthy and attractive environment.

Place

Strategic Priority 7: To ensure better use of resources, particularly the re-use of vacant premises and previously developed or under-used land in the conurbation.

Strategic Priority 8: To deliver healthy and vibrant town centres, enhancing the role of Stockton as the main centre, and improving the environments of the Borough's district and local centres.

Strategic Priority 9: To enhance local identity and sense of place through the protection and enhancement of the Borough's natural and built environment, green infrastructure, biodiversity, cultural and heritage assets.

Strategic Priority 10: To achieve a healthy, vibrant and successful low carbon community, resilient to the challenges of climate change and resource pressures.

Infrastructure

Strategic Priority 11: To ensure accessibility for all to adequate transport networks, jobs, facilities, goods, services and communications infrastructure within the Borough, and links to other areas of the Tees Valley and beyond.

4 Strategic Development Strategy

Presumption in favour of Sustainable Development

- 4.1 A cornerstone of the NPPF is the presumption in favour of sustainable development, which seeks a balanced approach between the economic, social and environmental dimensions of sustainable development. This policy acknowledges the pivotal nature of this presumption in favour of sustainable development.

Policy SD1 - Presumption in favour of Sustainable Development

- 1. In accordance with the Government's National Planning Policy Framework (NPPF), when the Council considers development proposals it will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. It will always work proactively with applicants jointly to find solutions which mean that proposals for sustainable development can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.**
- 2. Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.**
- 3. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise - taking into account whether:**
 - Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or,**
 - Specific policies in that Framework indicate that development should be restricted.**

- 4.2 The Council is committed to a positive approach to development in order to meet the needs of the Borough, consistent with balancing the economic, social and environmental dimensions of sustainable development.
- 4.3 Following the publication of the NPPF, the Planning Inspectorate published model wording for a presumption in favour of sustainable development policy. This wording has been incorporated into the Local Plan in policy SD1 as an appropriate way of meeting the Government's expectation that Local Plans are based upon the presumption in favour of sustainable development.
- 4.4 The Local Plan provides a strong framework for how the Council, with the full engagement of local communities and other stakeholders, has determined the balance locally between the different dimensions of sustainable development.

Strategic Needs

Policy SD2 – Strategic Development Needs

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

Housing

- 2. To meet the housing requirement of 10,150 new homes over the plan period a**

minimum of:

- a. 720 dwellings (net) will be delivered per annum from 2017/18 to 2021/22.
 - b. 655 dwellings (net) will be delivered per annum from 2022/23 to 2031/32.
3. The Strategic Housing Market Assessment for Stockton-on-Tees Borough identifies that there are specific needs with regard to housing type and tenure. This includes delivering homes to meet the needs of the ageing population.
 4. To meet the needs of Gypsy and Travellers for 4 pitches the Council support the re-occupation of pitches at existing sites.

Economic Growth

4. In order to provide sufficient employment sites to meet the needs of existing businesses, new start-ups and major inward investment there is a requirement to allocate sufficient land for specialist industries, business, general industry and warehousing, as follows:
 - a. 120 hectares of land for specialist uses including, the chemical and process industry, energy generation, waste processing, port related uses and other uses, which demonstrate operational benefits to the North and South Tees Cluster.
 - b. 70 hectares of land at Durham Tees Valley Airport of which 50ha is for airport related use and 20 hectares of general employment land.
 - c. 110 hectares of land for general employment uses.
5. To meet the town centre use needs of the Borough, there is a need for:
 - a. Up to 2,950 sq m of convenience retail floorspace by 2031/2032.
 - b. Up to and including 2020/21 there is a need for up to 4,500 sq m of comparison retail floorspace. Beyond 2021/22 there may be a need to bring forward new comparison retail which will be determined by future retail capacity assessments.
 - c. Economic growth proposals which improve the quality, range and choice of retailers in Stockton Town Centre and Billingham District Centre.

Other Development Needs

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

- 4.5 The NPPF requires Local Plans to be based on proportionate and up-to-date evidence about the economic, social and environmental characteristics and prospects of the area. To this end the Council has undertaken a number of evidence base reviews to understand the housing and economic growth needs of the Borough. This policy takes account of these reviews and sets out the strategic needs for the Borough.
- 4.6 The Strategic Housing Market Assessment (SHMA) established the Councils Objective Assessment of Housing Need (OAN) as a need for 11,061 dwellings between 2014 and 2032. The Council have translated the OAN into a housing requirement in accordance with NPPF and Planning Practice Guidance (PPG); in doing so the Council have applied an uplift to the OAN in order to address the needs of older people and backlog of housing needs which were not met by housing delivered between 2014/15 (the baseline for the projection) and 2016/17 (the start date of the plan period). Figure 8 below provides a simple summary of how the housing requirement was calculated.
- 4.7 The uplift for older people's needs is required as the OAN projection assumed that there would be a major growth in older people living in residential care homes. However,

national and local social care policy seeks to support people to live longer in their own home. As a result, older people will live longer in their own homes, which means that these properties will not be available to younger households. Further research estimates that this will add approximately 800 dwellings to the housing requirement over the plan period.

- 4.8 As older people’s needs have been included in the housing requirement, in accordance with national guidance the Council will count the contribution that residential institutions / care homes will make on the basis of 1.35 bedspaces equals 1 dwelling.

Figure 8 – Housing requirement components

Requirement	Total	Average
a. OAN Backlog (2014 to 2017)	2,061	687
b. Delivery	1,729	576
c. Residual Backlog (a - b)	332	-
d. OAN (2017 – 2032)	9,000	600
e. Older People’s Need	793	53
f. Housing Requirement (c + d + e)	10,125	675
Housing Requirement (Rounded)	10,150	675

- 4.9 The SHMA also identified the affordable housing requirement for the Borough for the period 2017/18 to 2031/32. This identified a need for 3,502 dwellings over the period, a total of 233 households per year, equating to 39.9% of the OAN (2017/18 to 2031/32). This need is addressed in section 5 of the Local Plan. However, the Council’s evidence has established that the Local Plan cannot fully meet affordable housing needs as it is only viable to deliver this requirement on 20% of housing units on each site.
- 4.10 The Council has considered, but discounted, an uplift to the housing requirement to meet the required number of affordable homes. In order to fully meet the modelled affordable housing need the Council would have to at least double the total housing requirement, and the benefit of meeting affordable housing supply in this manner would not outweigh the negative implications for the environment and infrastructure in the area, as well as the impact on the housing market and plans of adjoining local authorities. Smaller increases in the housing requirement would only deliver a modest affordable housing contribution leaving the need largely unmet.
- 4.11 Whilst the housing requirement should not be considered as a ceiling, policy SD3 ‘Housing Strategy’ and section 5 ‘Housing’ identify sufficient sites to surpass the requirement, as well as setting out the Council’s approach to other housing needs.
- 4.12 The SHMA included a Gypsy and Traveller Accommodation Assessment which was developed in accordance with national policy and included community interviews and surveys. The SHMA found a need for:
- 4 pitches for travelling households that meet the Government definition of Gypsies and Travellers in national policy;
 - 2 pitches for households where it is unclear whether or not they meet the definition in national policy; and
 - 6 pitches for non-travelling households identified for the purposes of the equalities act.
- 4.13 In accordance with national policy, the Local Plan identifies the need for 4 pitches, which are for households that meet the definition in national policy. As this need can be addressed by vacant pitches at the existing Bowesfield site there is no need to identify additional pitches. The Council has recognised that proposals may emerge for new

provision for gypsies and travellers and included a criteria-based policy in the housing section of this Local Plan to provide a framework for determining relevant applications.

- 4.14 The Employment Land Review for the Borough (2016) included land projections based on population forecasts and economic activity rates included in the OAN / SHMA. The review also has regard to the ambitions of the Strategic Economic Plan produced by Tees Valley Combined Authority.
- 4.15 In accordance with national guidance, the review considered three scenarios: baseline job growth; past take-up; and future supply. The review also factored in an allowance for losses of employment land and previous take-up rates and concluded that there was a need to allocate at least 80 hectares of land for general employment use, which could potentially rise to 110 hectares of land depending on a range of factors including viability of industrial development. The review also recognised that there is no need to make further allowance on top of this requirement for other non-employment uses on industrial land over the plan period.
- 4.16 The NPPF also requires local planning authorities to 'plan positively for the location, promotion and expansion of clusters'. The Tees Valley is the home to an integrated cluster of chemicals and processing companies, with recent growth in the number of energy and waste businesses in the area. The market generally considers these areas as separate from the general employment land portfolio, and the Local Plan provides a separate need for 'specialist use' sites, which operate in the chemical industry; ports and airports; and marine and offshore sectors.
- 4.17 The complex relationship between these uses and land take-up makes it difficult to estimate the future need for specialist use employment sites on the basis of projected employment or population change. The review therefore forecasts a need for about 120 hectares of employment land in the North Tees and Billingham area, based on the average take-up of employment land between 2008 and 2015.
- 4.18 In addition to the above, the Local Plan also recognises the importance of Durham Tees Valley Airport and the need to support further expansion linked to the airport in accordance with Aviation policy and the National Planning Policy Framework. The Local Plan therefore includes the need to provide sufficient specialist land (50ha) to support the expansion of airport related uses, which is supported by 20 hectares of general employment land on the south side of the airport.
- 4.19 The Stockton Town Centre Uses study (2016) considers the convenience and comparison retail needs of the Borough. Comparison goods are retail items not bought on a frequent basis, for example televisions and white goods (fridges, dishwashers etc.) and convenience goods are those items bought for everyday needs such as food and other groceries, newspapers, drink and tobacco and chemists goods. The study identifies a need for up to 2,950 sq m of new convenience retail floorspace by 2032, with the actual requirement dependent on the turnover of new facilities. In terms of comparison floorspace, there is a need up to 2021 for 4,500sq m of floorspace. Beyond this, up to 2026, there is a potential need for up to 33,000 sq m of comparison retail floorspace, subject to further evidence of the need in subsequent future town centre use capacity studies.
- 4.20 However, due to uncertainty around the forecasts and the scale of need identified in the study to 2032 (56,000 – 80,000sq m) a cautious approach will be taken beyond 2021, which will be influenced by regular review of retail studies. This approach also reflects the qualitative need to improve the offer of existing town and district centres in the Borough in order to increase their market share relative to out of centre facilities.

- 4.21 The Town Centre Use study (2016) also identifies needs for other uses including cinemas, tenpin bowling, bingo-halls, health and fitness clubs and food and beverage uses. The study found that there was a potential need for further cinema screens, food and drink, and bingo provision. However, given the potential volatility of these projections and the commercial led demand of these types of development, these needs are not expressed in the Local Plan. Planning applications for these uses will consider this evidence or any successor document as a material consideration, and will be determined in accordance with policies set out in this Local Plan.
- 4.22 It is not possible to identify all of the needs of the Borough which might occur over the plan period. However, where a strategic or local need is highlighted and evidenced over the plan period, the Council will seek to positively influence where the development need should be located, taking in to account aspirations to promote economic growth, support key commercial locations and also embrace the principles of sustainable development set out within this plan.
- 4.23 Further site allocations and management policies to address economic growth needs are set out and discussed in detailed within policy SD4 'Economic Growth Strategy' and in section 3 'Economic Growth'.

Housing Strategy

Policy SD3 - Housing Strategy

- 1. The housing requirement of the Borough will be met through the provision of sufficient deliverable sites to ensure the maintenance of a rolling five year supply of deliverable housing land.**
- 2. To ensure all housing needs are met the following are priorities for the Council:**
 - a. Delivering a range and type of housing appropriate to needs and addressing shortfalls in provision; this includes the provision of housing to meet the needs of the ageing population and those with specific needs.**
 - b. Providing accommodation that is affordable.**
 - c. Providing opportunities for custom and self-build housing.**
- 3. The approach to housing distribution has been developed to promote development in the most sustainable way. This will be achieved through:**
 - a. Supporting the aspiration of delivering housing in the Regenerated River Tees Corridor (between A66 and Newport Bridge) in close proximity to Stockton Town Centre. Key regeneration sites which provide major opportunities for redevelopment include: Boathouse Lane, Queens Park North, Victoria Estate, Tees Marshalling Yard and Land off Grangefield Road.**
 - b. Supporting development on suitable sites (including previously developed sites) within the conurbation as defined by the limits to development (unless allocated for another purpose) which comprises the main settlements of Stockton, Billingham, Thornaby, Ingleby Barwick, Eaglescliffe and Yarm.**
 - c. Creating a Sustainable Urban Extension to West Stockton.**
 - d. Promoting major new residential development at Wynyard leading to the area becoming a sustainable settlement containing general market housing and areas of executive housing in a high-quality environment.**
 - e. Residential development in villages will be delivered through the recognition of existing commitments and new build infill development (within the limits to development) where it represents sustainable development and the land is not allocated for another purpose.**
 - f. New dwellings within the countryside will not be supported unless they:**
 - 1. Are essential for farming, forestry or the operation of a rural based**

- enterprise; or**
- 2. Represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets; or**
 - 3. Would re-use redundant or disused buildings and lead to an enhancement of the immediate setting; or**
 - 4. Are of an exceptional quality or innovative nature of design.**
- 4. Residential development will be permitted in the vicinity of a hazardous installation only where there is no significant threat to public safety.**
 - 5. The Council will continue to work with partners to bring empty homes back into use and identify areas for neighbourhood regeneration to provide wider benefits to local communities.**
 - 6. Proposals for domestic extensions will be supported where they are in keeping with the property and the street scene in terms of style, proportion and materials, and avoid significant loss of privacy and amenity for the residents of neighbouring properties.**
 - 7. Within the countryside support will be given to:**
 - a. Extensions within the existing curtilage of a dwelling where they are of a suitable scale and subservient to the host dwelling.**
 - b. A replacement dwelling where the proposed dwelling is:**
 - 1. Not materially larger than the existing dwelling; and**
 - 2. Located on the site of, or in close proximity, to the existing dwelling.**

- 4.24 This policy provides the approach to housing distribution to meet the housing requirement and to maintain a rolling five year supply of deliverable housing land. The SHMA (2016) provides the most up-to-date information regarding housing needs within the Borough.
- 4.25 This approach supports development within the conurbation on suitable sites, in part, to support regeneration ambitions in close proximity to Stockton Town Centre. In addition to this the Council are proposing the delivery of a Sustainable Urban Extension (SUE) to West Stockton and residential expansion at Wynyard to create a sustainable settlement. This approach will ensure:
- A range and choice of sites is provided to meet housing needs.
 - Development is directed to the most sustainable locations.
 - Infrastructure improvements can be prioritised and delivered.
- 4.26 The strategy does not propose allocations within the Borough's villages as the housing requirement can be delivered within the strategy identified within this policy, which has been identified as the most sustainable approach. However, the Local Plan recognises a number of extant planning permissions in the villages and that in-fill development within villages should be considered on a case-by-case basis. Further information regarding the specific sites to meet the housing requirement, including village allocations, and the Council's approach to meeting specific housing needs can be found within section 5 'Housing'.

Economic Growth Strategy

Policy SD4 - Economic Growth Strategy

1. Economic development needs will be directed to appropriate locations within the Borough to ensure the delivery of sustainable economic growth.
2. Proposals for the redevelopment of previously developed land, in particular prominent sites which have been derelict for a significant period of time, will be supported.

Specialist Uses

3. The Seal Sands, North Tees and Billingham Chemical Complex areas are the main growth locations for hazardous installations including liquid and gas processing; bio-fuels and bio-refineries; chemical processing; resource recovery and waste treatment; energy generation; carbon capture and storage; and other activities which have operational benefits for the cluster. To safeguard the specialist nature of this area general employment development, which is unrelated to the main cluster, will not be encouraged.
4. Port related development and other suitable economic growth uses, will be encouraged at Billingham Riverside.
5. Economic growth proposals which attract significant numbers of people will be permitted in the vicinity of a hazardous installation only where there is no significant threat to public safety.

Durham Tees Valley Airport

6. Land at Durham Tees Valley Airport is safeguarded for the continued operation of a regional airport. Alongside expansion for airport related uses, 20 hectares of land is identified for general employment use.

General Employment

7. The following sites are identified as principal office locations where new office development will be directed:
 - a. Stockton Town Centre and the District Centres.
 - b. North Shore.
 - c. Teesdale and Thornaby Place.
8. Employment land at Wynyard Park provides high quality strategic inward investment opportunities for major employers to locate in the Tees Valley.
9. Belasis, Cowpen Lane, Durham Lane, Preston Farm, Portrack Lane and Teesside Industrial estate are the main locations for new light industrial, general industrial and logistics related development.

Town Centres

10. Stockton Primary Shopping Frontage will be the main location for new retail development to 2032, whilst the wider town centre will be the main location for new leisure and evening economy uses.
11. Proposals for new town centre uses will be directed to suitable and available sites and premises in the centres within the following Town Centres Hierarchy:

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

Centre	c. Thornaby	groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library.
	d. Yarm	
	e. Norton	
Local Centre	See SD4.12.	Centres which serve a small catchment and, typically include a small supermarket / convenience store and a range of other small shops, services and community facilities.

12. The following locations are designated as Local Centres:

Local Centre	
a. Billingham Green, Billingham	b. Mill Lane, Billingham
c. High Grange, Billingham	d. The Stables, Wynyard
e. Wolviston Court, Billingham	f. Orchard Parade, Eaglescliffe
g. Healaugh Park, Yarm.	h. Sunningdale Drive, Eaglescliffe
i. Myton Way, Ingleby Barwick	j. Elm Tree Centre, Stockton
k. Hanover Parade, Stockton	l. Harper Parade, Stockton
m. High Newham Court, Stockton	n. Oxbridge Lane, Stockton
o. Redhill Road, Stockton	

13. Should any planning application proposals for main town centre uses in edge or out-of-centre locations emerge, such proposals will be determined in accordance with the sequential and impact tests set out in policy EG3 alongside prevailing national planning policy, having regard to the catchment area of the proposal.

14. Teesside Park and Portrack Lane will continue to provide out of centre shopping provision. New developments in these areas will be determined in accordance with the Sequential and Impact tests, as set out in EG3.

15. Small scale convenience facilities which are intended to meet the needs of a neighbourhood will be permitted in suitable and available commercial premises in undesignated shopping parades, in accordance with policy EG6

Sustainable tourism and the tranquil river corridor

16. Support will be given to sustainable tourism proposals in the Borough’s main town centres, tourist attractions, main parks and country parks, as well as enhancing the River Tees as a leisure, recreation and water sports destination. Out of centre proposals should be clearly related to activity in these areas and be of an appropriate scale, having regard to the intrinsic character of the countryside, in particular the desire to protect and enhance the tranquil River Tees, Leven and Bassleton Beck corridors as represented by the green wedge.

17. The Council will support appropriate economic growth development within the countryside that cannot be located within the limits to development, or is of an appropriate scale and does not harm the character and appearance of the countryside; where it:

- a. Is necessary for a farming or forestry operation; or
- b. Provides opportunities for farm diversification; or
- c. Provides opportunities for equestrian activity; or
- d. Is a tourism proposal requiring a rural location; or
- e. Is a site for other development that requires a rural location for technical or operational reasons.

Employment and Training Opportunities

18. Support will be given to the creation of employment and training opportunities for residents. Major development proposals will demonstrate how opportunities arising from the proposal will be made accessible to the Borough's residents, particularly those in the most deprived areas and priority groups.

- 4.27 The Council is committed to supporting sustainable economic growth delivered within environmental limits and supported by high-quality infrastructure, which ensures the economy of the Borough, and the wider Tees Valley, is competitive with other locations across the North of England and globally. To this end the Local Plan directs new development to established employment locations across the Borough, where there is sufficient employment land and infrastructure to accommodate economic growth.
- 4.28 Several of these locations, including Belasis, North Shore and part of North Tees have been recognised within the Tees Valley Enterprise Zone, where new development will benefit from various incentives, supporting the Advanced Manufacturing sectors at Belasis, the Digital sector at North Shore and expansion in process, chemical and energy sectors in the North Tees area.
- 4.29 The Seal Sands, North Tees and Billingham area is recognised globally as part of the Tees Valley's inter-connected process industries cluster. The area is of vital importance to the local, regional and national economy and the Council will continue to prioritise economic growth in this area, working in partnership with the Tees Valley Combined Authority. This policy sets out the types of growth which will occur in this area over the plan period.
- 4.30 At the same time development proposals must continue to work within the set environmental limits to ensure that industrial development and nature conservation objectives are delivered in tandem. A number of these sites are situated near to the Tees Estuary which may constrain development as it is an area identified as a Special Protection Area which due to the use by a number of internationally protected bird species is subject to a high level of protection.
- 4.31 The Council, the Tees Valley Combined Authority, businesses and environmental stakeholders are working proactively to investigate opportunities for business expansion to take place whilst safeguarding the environment. Through this process the Council will aim to deliver the site allocations identified in policy EG4 and the proposals map, without significant impact on the natural environment.
- 4.32 Furthermore, the international connectivity provided to the area through Durham Tees Valley Airport provides opportunities for continued economic growth. The Local Plan recognises this importance and safeguards the airport for continued use and recognises the expansion land which exists in the area, including 20 hectares of land that is suitable for general employment uses.
- 4.33 In addition to the above sites, the Local Plan also sets out a portfolio of sites where manufacturing, advanced manufacturing and logistics uses will also be encouraged, with policies in the 'Economic Growth' section providing further detail to support this strategy. This portfolio also includes land at Wynyard Park which, as well as being a main location for new housing development, will also continue to provide a prestigious location for new employment development and strategic inward investment opportunities, that cannot be accommodated elsewhere in the Borough.
- 4.34 The town centres hierarchy sets out the main locations for new town centre uses. The designation of a centre influences the scale and type of new development which could be promoted in that area, subject to site availability and suitability of proposals against other policies in this plan. Furthermore, recognition in the town centre hierarchy affords a

degree of protection for these centres as they will be recognised in the impact and sequential tests set out in national planning policy and policy EG3.

- 4.35 These centres are already the location for the majority of retail, leisure, evening entertainment, culture, leisure and tourism operations in the Borough. Stockton is the only town centre; a designation justified on the size of the retail core of the centre alongside the administrative, leisure and evening economy role. The centre also has a significant potential for future growth as it is highly accessible by public transport and a well-connected road network.
- 4.36 The district centres of Billingham, Thornaby, Yarm and Norton are much smaller in size than Stockton Town Centre, and also have a smaller catchment area. However, they provide vital facilities to the communities they serve and are the host to a number of national businesses. In addition, out of centre facilities at Portrack Lane, Teesside Park and other out-of centre locations provide opportunities for retailers who cannot be accommodated within town, district and local centres.
- 4.37 The local centres provide further facilities for the residents of the Borough, but cover a more localised catchment area. The Local and Neighbourhood Centres Study Report (2017) reviewed a number of areas which provide a degree of local convenience facilities and made recommendations on which areas could be considered Local Centres. These centres have been designated in the Local Plan. As national planning policy does not officially recognise small scale shopping parades the Local Plan does not formally designate neighbourhood centres. Future planning applications relating to small-scale retailing and small shopping parades will be determined in accordance with policy EG6 'Small Scale Facilities'.
- 4.38 Several locations are also recognised as 'principal office locations' which already accommodate significant amounts of office floor space in sustainable locations which support the creative, digital and financial and professional services sectors. This designation aims to recognise these locations in searches for sequentially preferable sites (see policy EG3). If there are no suitable or available sites in these areas other employment locations which are generally the location for manufacturing or logistics uses may be considered as suitable locations, subject to other policies in the Local Plan.
- 4.39 A number of tourism uses, such as hotels and cultural facilities are also highlighted as main town centre uses in national planning policy. Policy SD4 recognises the definition and identifies the main centres in the Borough as locations for this use. Whilst most economic growth uses are situated within the main built up area, the Council recognises that opportunities exist for agricultural, leisure and recreation related economic growth in country parks, the countryside and the river corridor. At the same time the policy recognises the intrinsic value of the countryside and that development in these areas must be appropriate in terms of scale and character, taking in to consideration the surrounding site context against other policies within this Local Plan.

Environment and Climate Change Strategy

Policy SD5 –Environment and Climate Change Strategy

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

- 1. Conserve and enhance the natural, built and historic environment through a variety of methods including:**
 - a. Ensuring that development proposals adhere with the sustainable design principles identified within policy SD8.**
 - b. Protecting and enhancing designated sites (including the Teesmouth and**

- Cleveland Coast Special Protection Area and Ramsar) and other existing resources alongside the provision of new resources.
- c. Protecting and enhancing green infrastructure networks and assets; alongside the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species.
 - d. Enhancing woodlands and supporting the increase of tree cover where appropriate.
 - e. Preserving the intrinsic value of the countryside by supporting development of an appropriate scale where it does not harm the character and appearance of the countryside, and provides for sport and recreation or development requiring such a location as identified within policies SD3 and SD4.
 - f. Ensuring any new development within the countryside retains the physical identity and character of individual settlements.
 - g. Directing appropriate new development within the countryside towards existing underused buildings on a site for re-use or conversion in the first instance. Only where it has been demonstrated to the satisfaction of the local planning authority that existing underused buildings would not be appropriate for the intended use should new buildings be considered.
 - h. Supporting the conversion and re-use of buildings in the countryside where it provides development requiring such a location as identified within policies SD3 and SD4, and meets the following criteria:
 - a. The proposed use can largely be accommodated within the existing building, without significant demolition and rebuilding;
 - b. Any alterations or extensions are limited in scale;
 - c. The proposed use does not result in the fragmentation and/or severance of an agricultural land holding creating a non-viable agricultural unit; and
 - d. Any associated outbuildings/structures are of an appropriate design and scale.
 - i. Protecting and enhancing the network of green wedges through the preservation of their open nature, green infrastructure benefits and the separation between built up areas to ensure local identity and character are preserved.
 - j. Protecting and enhancing valued urban and rural landscapes and areas of tranquillity. Developments will not be permitted where they would lead to unacceptable impacts on the character and distinctiveness of the Borough's landscape. Wherever possible developments should include measures to enhance, restore and create special features of the landscape.
 - k. Supporting proposals within the Tees Heritage Park which seek to increase access, promote the area as a leisure and recreation destination, improve the natural environment and landscape character, protect and enhance cultural and historic assets, and, promote understanding and community involvement.
 - l. Preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of ground, air, water, light or noise pollution or land instability. Wherever possible proposals should seek to improve ground, air and water quality.
 - m. Encouraging the reduction, reuse and recycling of waste, and the use of locally sourced materials.
2. Meet the challenge of climate change, flooding and coastal change through a variety of methods including:
- a. Directing development in accordance with policies SD3 and SD4.
 - b. Delivering an effective and efficient sustainable transport network to deliver genuine alternatives to the private car.

- c. **Supporting sustainable water management within development proposals**
 - d. **Directing new development towards areas of low flood risk (Flood Zone 1), ensuring flood risk is not increased elsewhere, and working with developers and partners to reduce flood risk.**
 - e. **Ensuring development takes into account the risks and opportunities associated with future changes to the climate and are adaptable to changing social, technological and economic conditions such as incorporating suitable and effective climate change adaptation principles.**
 - f. **Ensuring development minimises the effects of climate change and encourage new development to meet the highest feasible environmental standards.**
 - g. **Supporting and encouraging sensitive energy efficiency improvements to existing buildings.**
 - h. **Supporting proposals for renewable and low carbon energy schemes including the generation and supply of decentralised energy.**
- 3. Conserve and enhance the historic environment through a variety of methods including:**
- a. **Celebrating, promoting and enabling access, where appropriate, to the historic environment.**
 - b. **Ensuring monitoring of the historic environment is regularly undertaken.**
 - c. **Intervening to enhance the historic environment especially where heritage assets are identified as being at risk.**
 - d. **Supporting proposals which positively respond to and enhance heritage assets.**
 - e. **Recognising the area's industrial heritage, including early history, railway and engineering heritage and the area's World War II contribution.**
- 4. Priorities for interventions to conserve and enhance the historic environment include the conservation areas of Stockton and Yarm, assets associated with the route of the Stockton & Darlington railway of 1825, the branch line to Yarm and associated structures, and assets identified as being at risk. These assets, along with Preston Park, are also the priorities for celebrating the historic environment.**

- 4.40 Through the Economic Strategy and Growth Plan (2017) and this Local Plan, the Council is committed to ensuring that economic growth is achieved alongside the protection and enhancement of the natural, built and historic environment. Integral to this commitment is the need to ensure a credible and robust strategy towards mitigating and adapting to climate change and moving to a low carbon economy.
- 4.41 The Borough has a rich natural and historic environment from the numerous sites designated internationally, nationally and locally for their importance to biodiversity, which form an essential part of the green infrastructure and ecological networks to the varied archaeological heritage, which includes a Roman villa at Ingleby Barwick, several Anglo-Saxon cemeteries at Norton and the medieval ports of Yarm and Stockton. The Council support development where it conserves and enhances the natural, built and historic environment.
- 4.42 The limits to development define the conurbation, Wynyard settlement and outlying villages, using identifiable features which represent the break between these areas and countryside beyond. The principle of the limits to development is to protect the intrinsic value of the countryside. Through the application of other policies within the Local Plan the limits to development also serve to actively manage patterns of growth. It will be important to ensure that any development within the countryside maintains the physical identity and character of individual settlements; an important consideration will be to ensure that a sufficient gap is always maintained between settlements so that they are still perceived as being separate.

- 4.43 Stockton-on-Tees Green Infrastructure Strategy (2011) identifies ten broad themes or 'Strategic Objectives' which will be addressed through the future development and on-going management of the Borough's green infrastructure. The strategy highlights the existing green infrastructure components and assets which are significant at the Tees Valley or Borough-scale. These major green infrastructure components form the basis for the Borough's existing strategic green infrastructure network which incorporates:
- Primary Green Infrastructure Corridors: nine corridors identified within the Tees Valley Green Infrastructure Strategy. These corridors extend beyond the Borough boundary.
 - Secondary Green Infrastructure Corridors: thirteen corridors identified as part of the Stockton-on-Tees Green Infrastructure Strategy.
- 4.44 The preservation and enhancement of these green infrastructure networks forms an essential role in ensuring that ecological networks can be preserved and extended through the preservation, restoration and re-creation of priority habitats.
- 4.45 The Borough is fortunate to have a number of areas of green space that extend from the countryside into the heart of the conurbation; many of these areas incorporate natural valleys associated with watercourses. These green wedges play an important role in maintaining the identity of individual settlements through the prevention of coalescence which is achieved through the protection and enhancement of openness and physical separation. The Council consider green wedges to be an important policy designation and continue to support their identification between built-up areas. Development proposals within the green wedge will be considered in accordance with point 'SD5 1.i.' of the above policy; it is important to note that this policy does not preclude all development but ensure that any development does not lead to coalescence, preserves the open nature and green infrastructure benefits to ensure local identity and character are preserved.
- 4.46 The Tees Lowlands National Character Area description, and the Stockton-on-Tees Landscape Character Assessment and Capacity Study (2011) provide the evidence base to consider proposals in landscape terms. The NPPF supports the protection and enhancement of valued landscapes and areas of tranquillity; strategic gaps, limits to development and green wedges assist in delivering this aim. Proposals within and adjacent to these designations should be designed to avoid impacts on areas within that have remained relatively undisturbed by noise and are prized for their recreational and amenity value.
- 4.47 The Tees Heritage Park stretches from Yarm to Stockton, taking in all of the open land along the River Tees, including Leven Valley and Bassleton Beck. Projects to enhance the environment of this area and improve access are being developed through a partnership approach involving organisations such as the Friends of Tees Heritage Park, Groundwork North East, Environment Agency, the Canal & River Trust, Natural England, Stockton-on-Tees Borough Council and Tees Valley Wildlife Trust. The first phase of the project was completed in 2012; this was largely on Council owned sites which comprise a 'core area' within the wider park. This policy reflects the Council's commitment to further schemes as and when funding is identified.
- 4.48 Meeting the challenge of climate change, flooding and coastal change is a theme which cuts across many sections of the Local Plan. It is important that the Local Plan is read as a whole as the policies contained within detail the approach to delivering sustainable development which encompasses the approach to meeting the challenge of climate change, flooding and coastal change.

- 4.49 The Council places great importance on the historic environment and has undertaken numerous schemes to enhance heritage assets. Projects have included the regeneration of Preston Hall Museum, the restoration of Ropner Park, the Stockton Heritage in Partnership (SHiP) scheme and the Central Stockton Townscape Heritage Initiative. This strategic approach to conserving and enhancing the historic environment, in combination with other policies within the Local Plan provides a positive strategy for the conservation and enjoyment of the historic environment. 2025 marks the 200th anniversary of the opening of the Stockton & Darlington Railway; the celebration of this event is an important element of the positive strategy.

Transport and Infrastructure Strategy

Policy SD6 – Transport and Infrastructure Strategy

- 1. To provide realistic alternatives to the private car, the Council will work with partners to deliver a sustainable transport network. This will be achieved through improvements to the public transport network and routes for pedestrians, cyclists and other users.**
- 2. To ensure the road network is safe and there are reliable journey times, the Council will prioritise and deliver targeted improvements at key points on the local road network and work in conjunction with Highways England to deliver improvements at priority strategic locations on the strategic road network.**
- 3. The Council will work with partners to deliver community infrastructure within the neighbourhoods they serve. Priority will be given to the provision of facilities that contribute towards sustainable communities, in particular the growing populations at Ingleby Barwick, Yarm, Eaglescliffe, Wynyard and West Stockton Sustainable Urban Extension.**
- 4. To ensure residents needs for community infrastructure are met, the Council will support planning applications which:**
 - a. Provide for the expansion and delivery of education and training facilities.**
 - b. Provide and improve health facilities.**
 - c. Provide opportunities to widen the Borough’s cultural, sport, recreation and leisure offer.**
- 5. Proposals will be encouraged where they provide for the expansion of communications networks, including telecommunications and high speed broadband; especially where this addresses gaps in coverage.**

- 4.50 Infrastructure delivery is essential to delivering economic growth. Whilst infrastructure is necessary to support new development it is equally important to ensure that infrastructure meets the needs of existing communities.
- 4.51 The important role of infrastructure has been recognised at a national and local level. The Tees Valley Combined Authority and the Council are working with partners to deliver infrastructure where it is needed to support growth and meet the needs of communities.
- 4.52 The Local Plan is supported by an Infrastructure Strategy and Infrastructure Schedule. The Infrastructure Strategy sets out baseline infrastructure and assesses what additional infrastructure will be needed to deliver the development identified in the plan. The Infrastructure Schedule details up to date cost estimates, timings, funding sources and mechanisms, and those responsible for delivering individual infrastructure projects.
- 4.53 This policy highlights distinct types of infrastructure; policies relating to the approach to each including specific schemes and further justification is provided within the ‘Transport and Infrastructure’ section.

- 4.54 It is recognised that a planned approach to infrastructure delivery is essential to delivering economic growth and creating sustainable communities. It is essential that infrastructure is delivered in a strategic and planned manner to achieve the objectives of the Local Plan and to meet the needs of communities.
- 4.55 There are a number of growing communities within the Borough. A number of these areas benefit from planning permission such as Yarm, Eaglescliffe and Ingleby Barwick but there are other areas such as the West Stockton Sustainable Urban Extension and Wynyard where land is proposed for allocation. Within these areas there is a need to ensure that infrastructure is phased and delivered to meet the needs of the growing communities.
- 4.56 Much of the infrastructure planned across the Borough aligns with these growth areas. However, there is also a need to ensure that the needs of existing communities are met and infrastructure is delivered to support economic growth. The Local Plan as a whole supports the delivery of the infrastructure required to deliver the objectives of the Local Plan.

Infrastructure Delivery and Viability

Policy SD7- Infrastructure Delivery and Viability

- 1. The Council will ensure appropriate infrastructure is delivered when it is required so it can support new development. Where appropriate and through a range of means, the Council will seek to improve any deficiencies in the current level of infrastructure provision. The Council will also work together with other public sector organisations, within and beyond the Borough, to achieve funding for other necessary items of infrastructure.**
- 2. New development will be required, where appropriate, to contribute to infrastructure provision to meet the impact of that growth through the use of planning obligations and other means including the Community Infrastructure Levy (CIL). Planning obligations will be sought where:**
 - a. It is not possible to address unacceptable impacts through the use of a condition; and,**
 - b. The contributions are fair, reasonable, directly related to the development and necessary to make the application acceptable.**
- 3. Where the economic viability of a new development is such that it is not reasonably possible to make payments to fund all or part of the infrastructure required to support it, applicants will need to provide robust evidence of the viability of the proposal to demonstrate this. In these circumstances, the Council may:**
 - a. Enter negotiations with the applicant over a suitable contribution towards the infrastructure costs of the proposed development, whilst continuing to enable viable and sustainable development; and/or**
 - b. Consider alternative phasing, through the development period, of any contributions where to do so would sufficiently improve the economic viability of the scheme to enable payment.**
- 4. When determining the contributions required, consideration will be given to the application's overall conformity with the presumption in favour of sustainable development.**

- 4.57 The delivery of infrastructure within and alongside new development is essential to the delivery of sustainable development and the creation of sustainable communities. Infrastructure should be considered in its broadest form and includes all infrastructure

required to meet the needs of prospective residents and users. Without the provision of appropriate infrastructure when it is required there is the potential that development will be delayed or that there will be adverse impacts on the community or the environment until such a time that infrastructure is delivered.

- 4.58 Contributions towards infrastructure may be required for, affordable housing, education provision, sustainable transport measures, highways infrastructure, community facilities, green infrastructure (including open space, playing pitches, informal sports facilities, play areas and ecological improvements), flood mitigation, training and apprenticeships, heritage schemes, maintenance, and renewable energy and energy efficiency measures. This list is not exhaustive and other infrastructure contributions may be requested where they meet regulatory tests. The Local Plan contains policies and proposals relating to particular types of infrastructure (in particular the 'Transport and Infrastructure' section). The Local Plan will also be supported by an Infrastructure Strategy and Infrastructure Schedule.
- 4.59 Legislation allows developer contributions for infrastructure to be obtained through both planning obligations and the CIL. Planning obligations are legal agreements (often known as Section 106 agreements) between a Local Planning Authority and a developer and are used as a means of securing necessary infrastructure. The CIL is a levy that the Local Planning Authority can impose on new developments to contribute towards infrastructure required to support development of the Borough.
- 4.60 CIL is currently being reviewed at a national level. As such the Council has no immediate plans to progress the CIL in the early stages of plan preparation. However, this will be reviewed as the plan is progressed.
- 4.61 Development can only proceed where it is viable. In accordance with national policy, the Council will seek to ensure that the combined total impact of contributions do not threaten the viability of the sites and scale of development identified in the development plan.
- 4.62 There will be instances when an applicant considers that costs towards infrastructure would render a development financially unviable - taking into consideration the costs of the development itself, the return that it could generate, and the alternative returns available to an investor. In these cases, it will be necessary for the Council to have a full understanding of the developments viability. Therefore, where a scheme is considered by an applicant to be unviable the Council require the applicant to provide viability evidence through an open book approach.
- 4.63 Where it has been demonstrated that infrastructure contributions would make a development unviable the council will negotiate with applicants to reach a position whereby the scheme can be considered viable. In undertaking negotiations the Council will consider the conformity with the presumption in favour of sustainable development.

Sustainable Design Principles

Policy SD8 – Sustainable Design Principles

- 1. The Council will seek new development to be designed to the highest possible standard, taking in to consideration the context of the surrounding area and responding positively to the:**
 - a. Quality, character and sensitivity of the surrounding public realm, heritage assets, and nearby buildings, in particular at prominent junctions, main roads and town centre gateways;**
 - b. Landscape character of the area, including the contribution made by existing trees and landscaping;**

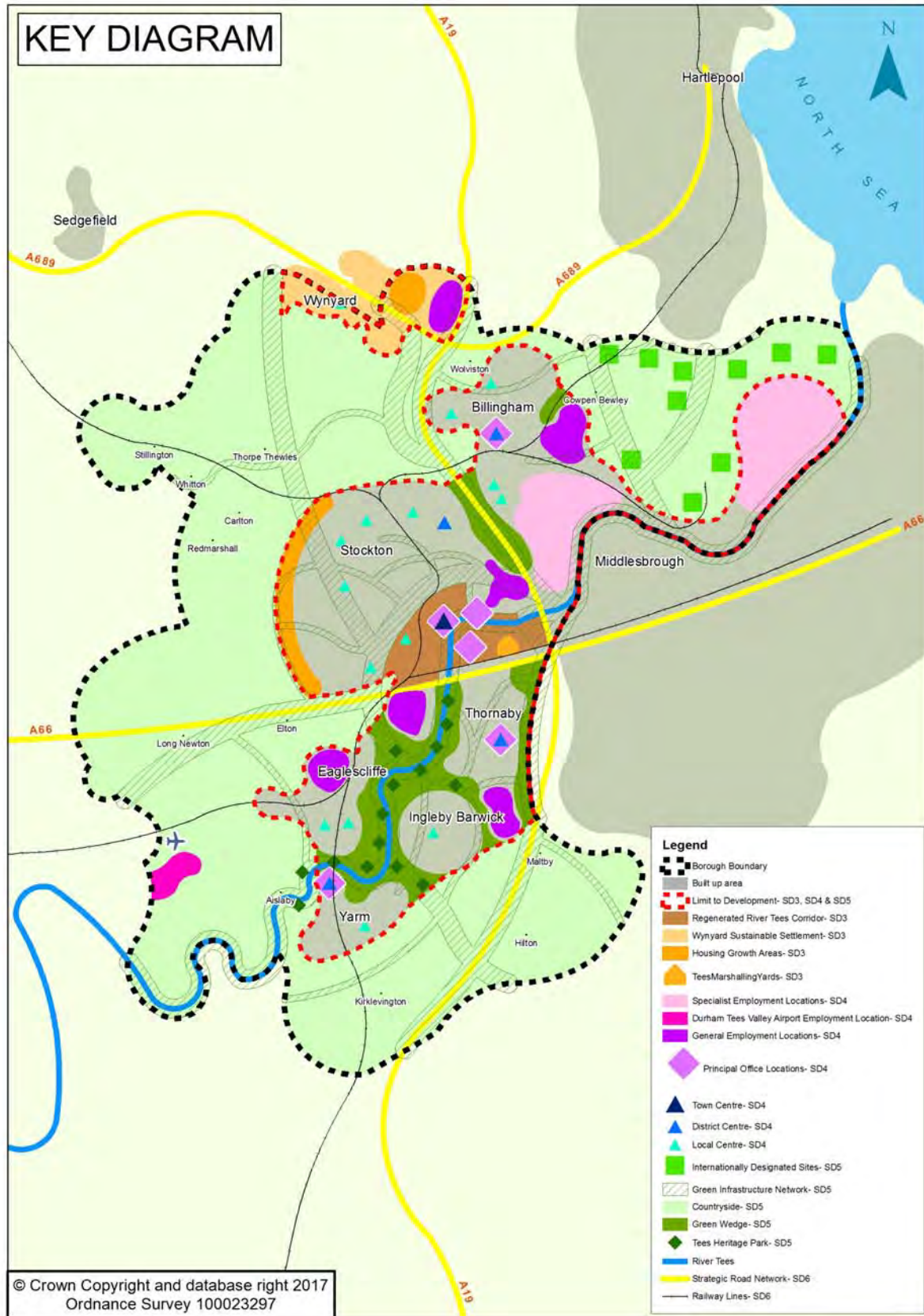
- c. Need to protect and enhance ecological and green infrastructure networks and assets;**
 - d. Need to ensure that new development is appropriately laid out to ensure adequate separation between buildings and an attractive environment;**
 - e. Privacy and amenity of existing residents and future occupants;**
 - f. Existing transport network and provide satisfactory access and parking for all modes of transport; and**
 - g. Need to reinforce local distinctiveness and provide high quality and inclusive design solutions.**
- 2. New development should contribute positively to making places better for people. They should be inclusive and establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit.**
 - 3. All proposals will be designed with public safety and the desire to reduce crime in mind, incorporating, where appropriate, advice from the Health and Safety Executive, Secure by Design principles, or any other appropriate design standards.**
 - 4. New development will seek provision of adequate waste recycling, storage and collection facilities, which are appropriately sited and designed.**
 - 5. New commercial development will be expected to provide appropriately designed signage and shop fronts.**

- 4.64 The Council is committed to ensuring all new development fits in to the surrounding area ensuring both residential and commercial environments remain attractive places to live, work or invest. The principles set out above provide the contextual, design, and highway principles which every proposal should be assessed against, to ensure that it delivers a sustainable form of development.
- 4.65 These principles should be considered in combination with other policies within this Local Plan, including, where appropriate, environmental policies, open space requirements, affordable housing, transport, infrastructure policies and land-use designation policies which reference the context of the area, for example town centre and employment land designations.
- 4.66 Development should provide an acceptable level of amenity for future users and be of a scale and type that is in keeping with its surroundings. It should not adversely affect the amenity of the occupiers of neighbouring properties, through, for example, loss of privacy, overshadowing, vibration, or pollution (including light, noise, fumes and waste).
- 4.67 Public safety is of key importance in the development process. This should be considered in terms of the impact on human health from new development, in particular hazardous installations in the North Tees and Billingham areas. In these instances the Council will liaise with the Health and Safety Executive to understand issues affecting sites and make determinations on these issues.
- 4.68 The security of residents in the built environment is also a key issue of public safety and the Council will require a variety of design standards to be considered including Secure by Design principles.
- 4.69 In the design of new developments, applicants should also consider the policies set out throughout this Local Plan, in particular policies in the environment section of this Local Plan which provide additional design guidance on energy efficiency and generation, flood risk, green infrastructure and the historic and natural environment.

- 4.70 The Sustainable Design Guide Supplementary Planning Document (SPD) provides further guidance to the public and developers on improving the design standards of new developments; this includes detailed guidance on the issues identified in this policy and other relevant Local Plan policies.

Key Diagram

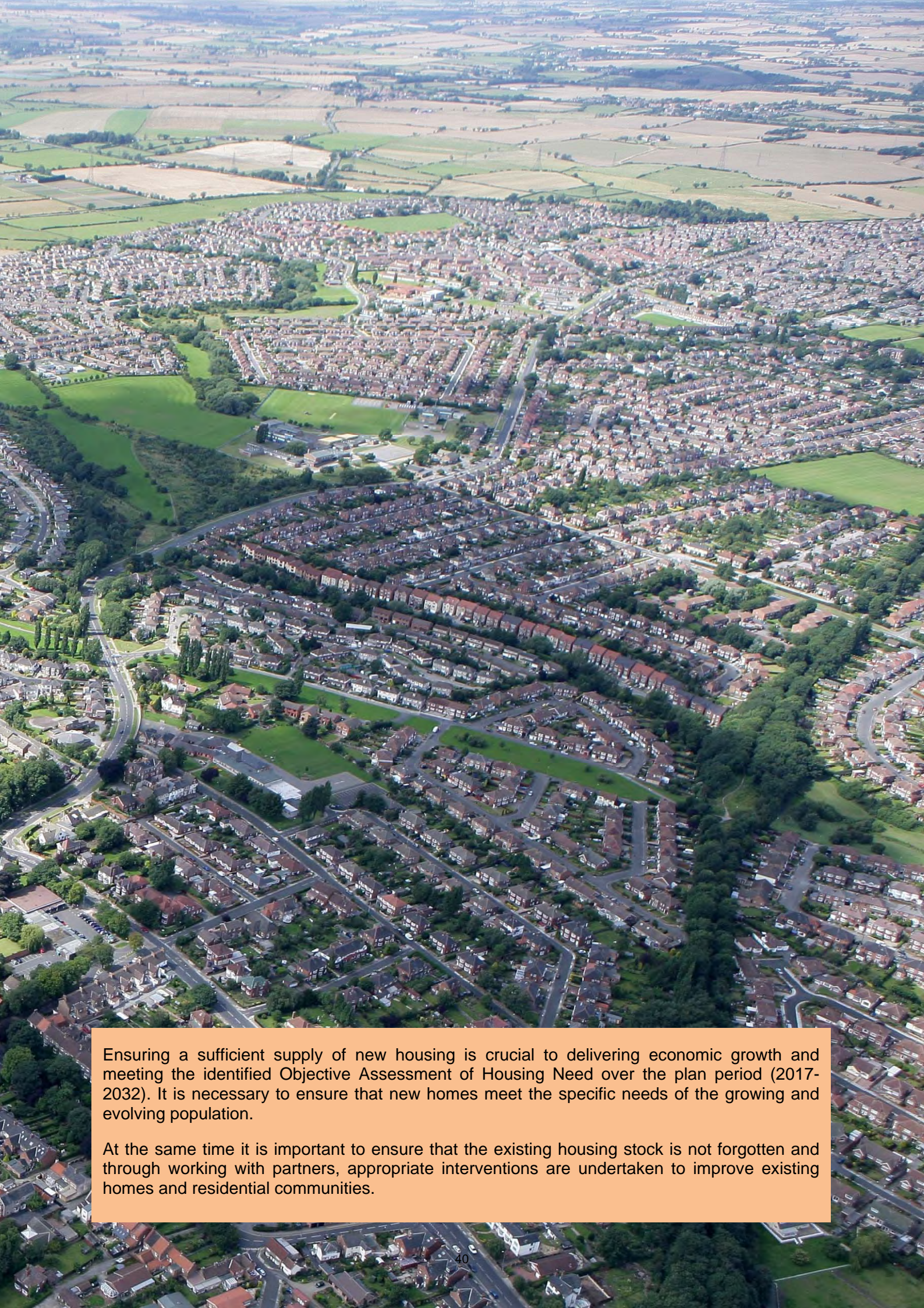
- 4.71 The Key Diagram provides a geographic representation of the broad locations of strategic developments and land-uses identified in the 'Strategic Development Strategy' section of the report.



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HOUSING





Ensuring a sufficient supply of new housing is crucial to delivering economic growth and meeting the identified Objective Assessment of Housing Need over the plan period (2017-2032). It is necessary to ensure that new homes meet the specific needs of the growing and evolving population.

At the same time it is important to ensure that the existing housing stock is not forgotten and through working with partners, appropriate interventions are undertaken to improve existing homes and residential communities.

5 Housing

Housing Commitments & Allocations

Policy H1 – Housing Commitment and Allocations

1. To deliver the housing requirement and to maintain a rolling five year supply of deliverable housing land, the Council re-affirm commitments and allocate sites identified within this policy. The majority of the new homes will be delivered through re-affirmed commitments (sites with planning permission identified within point 2) with the remainder of new homes being delivered through allocations (identified within point 3) at:

- a) Various sites within the Regenerated River Tees Corridor.
- b) Various sites within the conurbation.
- c) West Stockton Strategic Urban Extension.
- d) Wynyard Sustainable Settlement.

The total number of dwellings set out in this policy is not the same as the housing requirement. This is because some commitments have already delivered a proportion of the dwelling numbers identified and some sites will likely deliver dwellings beyond the plan period, after 2032.

COMMITMENTS

2. Residential development is proposed at the following main sites, which benefit from planning permission. These planning commitments are re-affirmed for residential development.

Site Location/Name		Area (ha)	Total Dwellings (approx)	Remaining Supply at April 2017
Regenerated River Tees Corridor				
R1	North Shore Home Zone (Phase 3)	1.9	82	82
R2	Navigation Way	3.9	150	150
Eaglescliffe				
E1	Urlay Nook	6.8	145	97
E2	Allens West	40.9	845	845
E3	West Acres	2.6	81	62
E4	South of Urlay Nook Road	20.2	23	23
Ingleby Barwick				
IB1	The Rings	19	479	458
IB2	Sandhill	7	138	106
IB3	Little Maltby Farm, Low Lane	35	1170	1119
IB4	Blair Avenue	0.9	40	40
IB5	Roundhill Avenue	4.3	65	65
IB6	Betty's Close Farm	2.1	17	16
IB7	Lowfield	4.2	66	66
Stockton				
S1	Summerville Farm	17	350	350
S2	Corus Pipe Mill	7.9	322	134
S3	Former Visqueen Site	15.8	480	278
S4	Land at Raleigh Road	0.3	11	11
S5	Norton Park Regeneration Scheme	4.4	174	109
S6	Kingfisher Way	1.4	37	37

S7	Bowesfield	6	150	150
S8	Parkfield and Mill Lane Regeneration Scheme	3.3	117	99
S9	Parkin Street	0.2	43	43
S10	Former Blakeston School	3.3	84	84
S11	Former Roseworth Public House	0.2	12	12
Thornaby				
T1	Land South of Cayton Drive	1.6	45	45
Yarm				
Y1	Morley Carr Farm	22.2	350	243
Y2	Tall Trees	16.3	288	271
Y3	Land South of Green Lane	16	354	339
Y4	Mount Leven	28.6	332	332
Y5	Land off Busby Way	1.2	14	14
Y6	Land South of Yarm School Playing Fields	10.5	100	100
Wynyard				
W1	Land at Wynyard Village	82.6	500	500
W2	Wellington Drive	21	44	44
Village Sites				
V1	Jasper Grove, Stillington	1.7	54	54
V2	Stillington Social Club, Stillington	0.7	20	20
V3	South Avenue, Stillington	1.1	39	39
V4	Kirk Hill (Phase 1), Carlton	2.0	36	36
V5	Kirk Hill (phase 2), Carlton	1.0	25	25
V6	Land South of Kirklevington	10.8	145	145
V7	Jasmine Fields	1.3	19	19
V8	Thorpe Beck Farm, Thorpe Thewles	1.4	24	24

REGENERATED RIVER TEES CORRIDOR AND CONURBATION ALLOCATIONS

3. The following sites within the Regenerated River Tees Corridor and conurbation are allocated for housing development as illustrated on the proposals map:

REGENERATED RIVER TEES CORRIDOR

	Site Name	Area (ha)	Dwellings (approx)
1	Boathouse Lane	6.9	350
2	Tees Marshalling Yard	34.5	1,100
3	Victoria Estate	5.1	210
4	Queens Park North	13.3	400
5	Alma House	0.62	34
6	Land off Grangefield Road	20	500

CONURBATION

	Site Name	Area (ha)	Dwellings (approx)
7	Yarm Road	1.1	30
8	South of Junction Road	3.9	100
9	Darlington Back Lane	1	25
10	Former Billingham Campus School Site	10.9	150
11	South of Kingfisher Way, Bowesfield	0.5	20
12	Magister Road, Thornaby	0.6	20
13	Eaglescliffe Golf Course	8.9	150

WEST STOCKTON STRATEGIC URBAN EXTENSION

4. Land is allocated and safeguarded for the following number of dwellings at West Stockton Strategic Urban Extension (SUE):

Site Name		Area (ha)	Dwellings
a.	Yarm Back Lane	46	859
b.	Harrowgate Lane	69.2	1,291
c.	Harrowgate Lane Safeguarded Land	19.6	400 (approx)

5. Further policy regarding the West Stockton SUE is provided within policy H2.

WYNYARD SUSTAINABLE SETTLEMENT

6. In addition to the commitments at Wynyard (see point 2), land is also allocated at Wynyard as follows:

Site Name	Area (ha)	Dwellings (approx)
Wynyard Park	66.1	1,100

7. Further policy regarding Wynyard Sustainable Settlement is provided within policy H3.

8. Indicative mapping identifying potential access arrangements as well as possible areas of open space and green infrastructure have been prepared for a selected range of allocations where additional guidance could benefit future delivery.

- 5.1 To ensure the housing requirement is met and a five year supply of deliverable housing land is maintained, the Council are required to identify sufficient sites within the Local Plan. Alongside re-affirming commitments, the Council have allocated sites identified within the Strategic Housing Land Availability Assessment (SHLAA) which will deliver over the plan period to 2032. The Council will work closely with the Tees Valley Combined Authority and other stakeholders to support housing delivery aspirations on identified sites. Whilst numerous sites have been identified within the Regenerated River Tees Corridor and wider conurbation this is not sufficient to meet the housing requirement and the Council have identified West Stockton Strategic Urban Extension (SUE) and Wynyard Sustainable Settlement as areas of housing growth.
- 5.2 The West Stockton SUE totals 2,150 new homes. In addition to this, there is the potential for additional homes on an area of land safeguarded in this policy, as well as the potential to increase the number of homes across the site which is currently limited by the capacity of the highway network. Policy H2 provides further policy and detail on this strategic site.
- 5.3 Wynyard Sustainable Settlement includes housing commitments at Wynyard Village and an allocation for 1,100 dwellings at Wynyard Park which had previously been allocated for employment use. Policy H3 provides further policy and detail regarding Wynyard Sustainable Settlement..
- 5.4 Planning permissions have been granted at West Stockton SUE and the Wynyard Park allocation; in order to avoid confusion these permissions have been absorbed within the wider allocations for the purposes of this policy.
- 5.5 It is likely that other housing sites will come forward over the plan period. These are referred to as windfall sites. All sites (windfalls, allocations and re-affirmed commitments) will be considered and infrastructure required in accordance with the requirements of policies SD7 and SD8 and other Local Plan policies as relevant.
- 5.6 Figures 9 and 10 detail sources of housing delivery and cumulative housing delivery against the housing requirement over the plan period respectively. They are provided for illustrative

Figure 9: Publication Local Plan: Sources of housing delivery

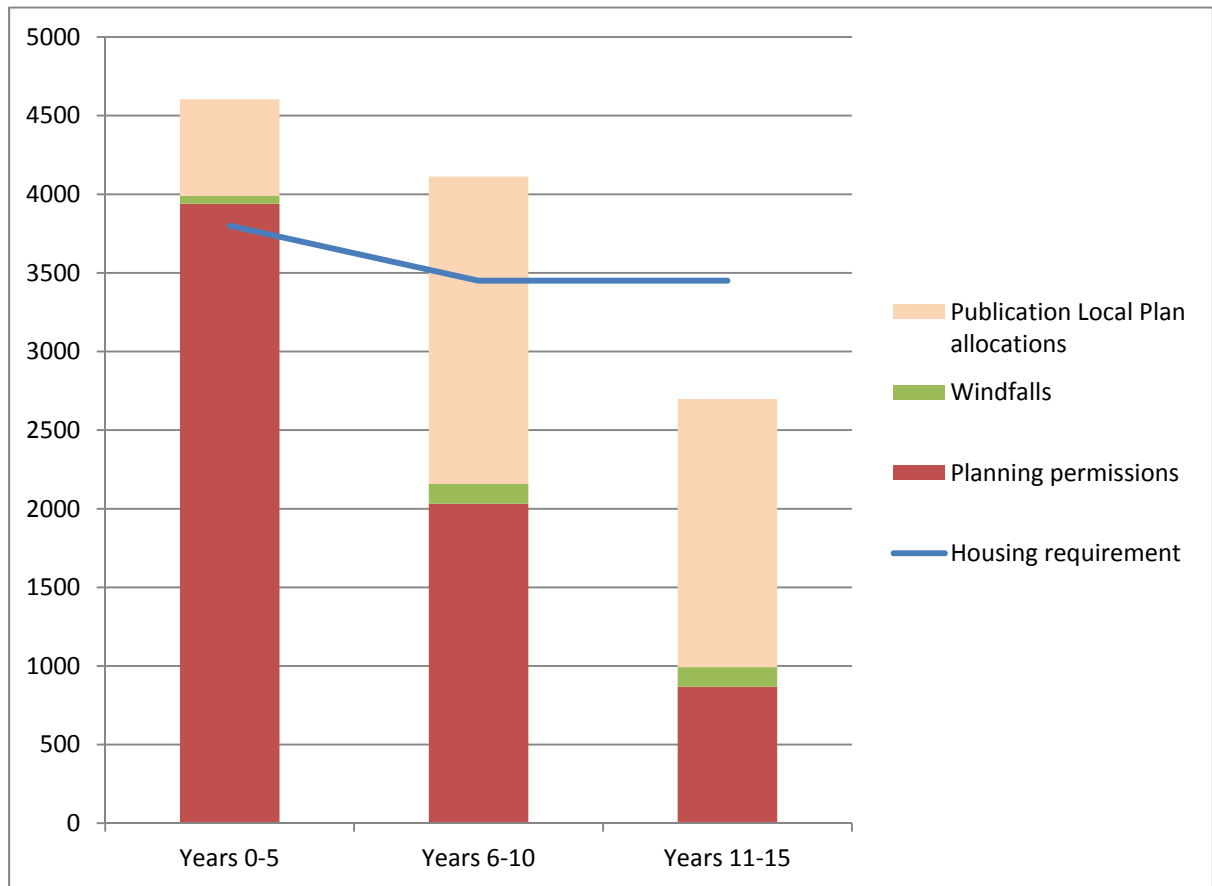
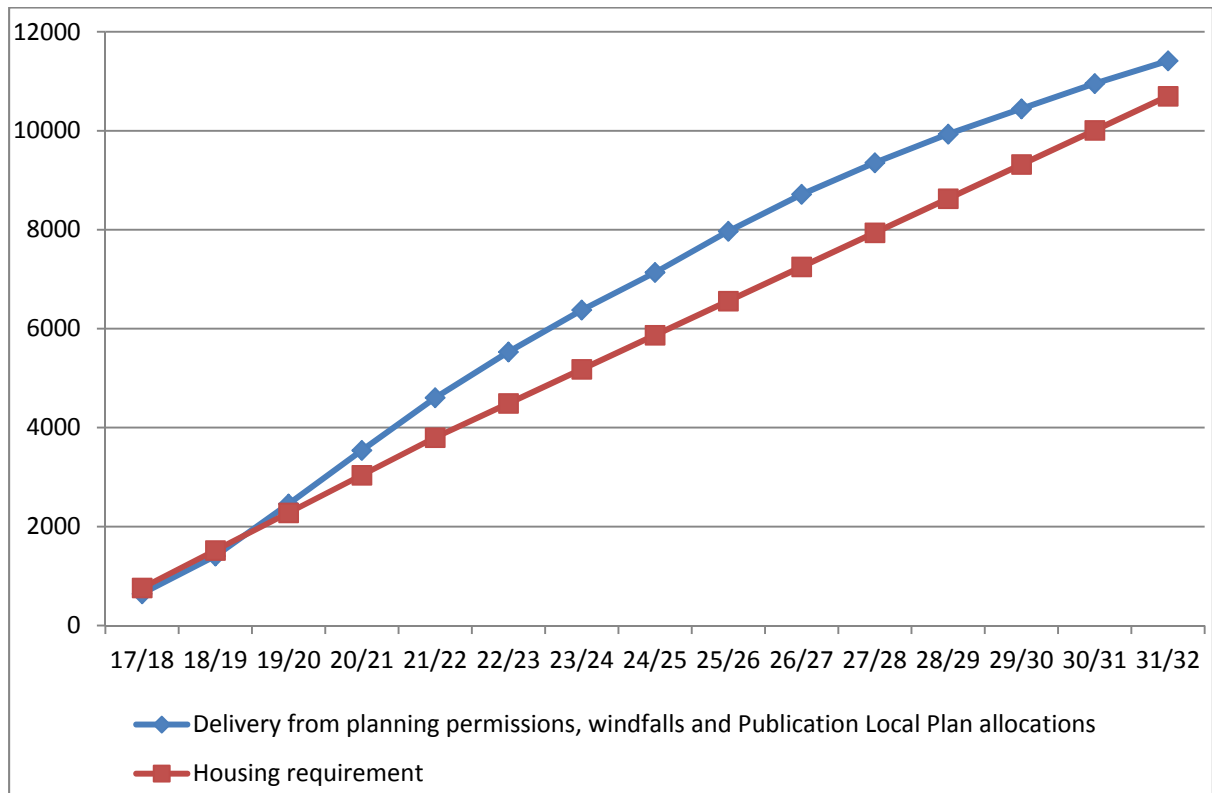


Figure 10- Publication Local Plan: Cumulative housing delivery



purposes and the Council does not seek to control the phasing of housing delivery through policies within the Local Plan and will allow allocations to be delivered according to the housing market unless there are infrastructure capacity reasons for doing so.

- 5.7 As demonstrated within figure 10, allocations and re-affirmed commitments are anticipated to deliver more housing than the identified housing requirement. This is considered appropriate as there is a necessity to ensure that there is flexibility and the housing requirement is met alongside the maintenance of a rolling five year supply of deliverable housing land.
- 5.8 The information used to calculate figures 9 and 10 are those published within the 2017 SHLAA which details the Council's latest position, at the time of writing, in relation to housing delivery and five year supply of deliverable housing land. The Council will update the SHLAA on an annual basis.
- 5.9 The total number of dwellings set out in this policy will not align with the housing requirement because some sites will likely deliver beyond the plan period and this policy does not identify a number of small sites which provide a supply of new homes. In the interests of clarity, the committed sites element of the policy provides the total number of dwellings permitted on these sites, alongside the total remaining dwelling supply at 1st April 2017, with the difference between the two figures being homes which have been built prior to April 2017.
- 5.10 If it becomes apparent at any point that a five year supply cannot be evidenced, we will work with developers and land owners to bring forward additional sites, provided that it can be demonstrated that development would make a significant contribution to reducing the supply deficit, the development would constitute sustainable development and that delivery on other sites would not be compromised as a result.

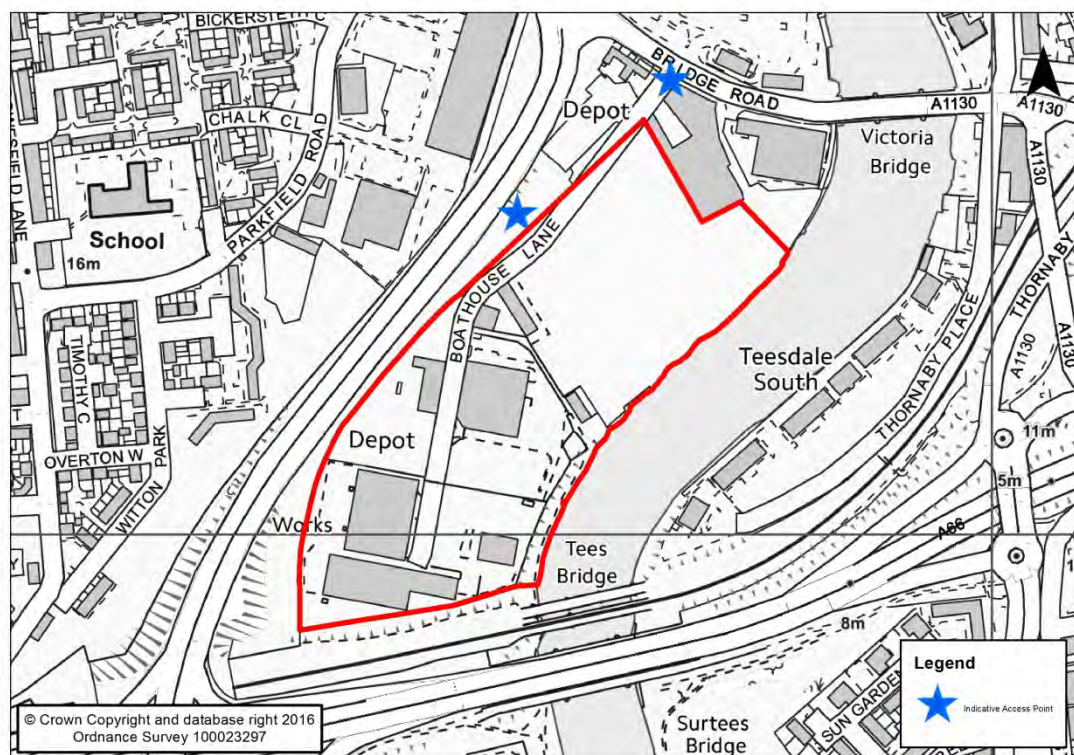
Indicative Site Delivery

- 5.11 To guide the delivery of allocations it is important to give an indication of potential access and green infrastructure design solutions. Maps provided are indicative and for guidance. However, where sites are particularly constrained the indicative maps are likely to provide the main workable solutions.

Boathouse Lane- H1(3.1)

- 5.12 This key regeneration gateway site is in close proximity to Stockton Town Centre. The key development considerations include:
- Principal access to be taken from a junction on Bridge Road.
 - A new secondary left in/left out junction arrangement from the 1825 Way.
 - Flood risk issues to be addressed through a site specific Flood Risk Assessment informed by the SFRA.
 - Development to provide an active frontage to the River Tees.
 - A cycleway/footway between Tees Bridge and Victoria Bridge on the western bank of the River Tees (see policy TI1).
 - A sensitively designed scheme will be required which avoids harm to and maximises enhancements to the significance of Stockton Town Centre Conservation Area and other heritage assets within the vicinity of the site.

Figure 11 – Boathouse Lane



Tees Marshalling Yard- H1(3.2)

- 5.13 Previous regeneration initiatives and strategies identified the ‘urban core’ of Middlesbrough and Stockton as the main focus for new housing and recreation development. Central to this ambition was the Tees Marshalling Yard site which has operated as a railway marshalling yard for over 100 hundred years. Due to rationalisation of the yards the opportunity to introduce new residential development in the area was identified.
- 5.14 Tees Marshalling Yard has numerous deliverability constraints associated with remediation and infrastructure delivery. Whilst the site is not required by the Council to meet the housing requirements over the plan period, the Council continue to support the aspiration of residential led regeneration at this location, which will assist in boosting housing supply should development be achieved within the plan period. The delivery of this site in a highly sustainable location may also reduce the need to release greenfield sites in future plan periods.

Victoria Estate- H1(3.3)

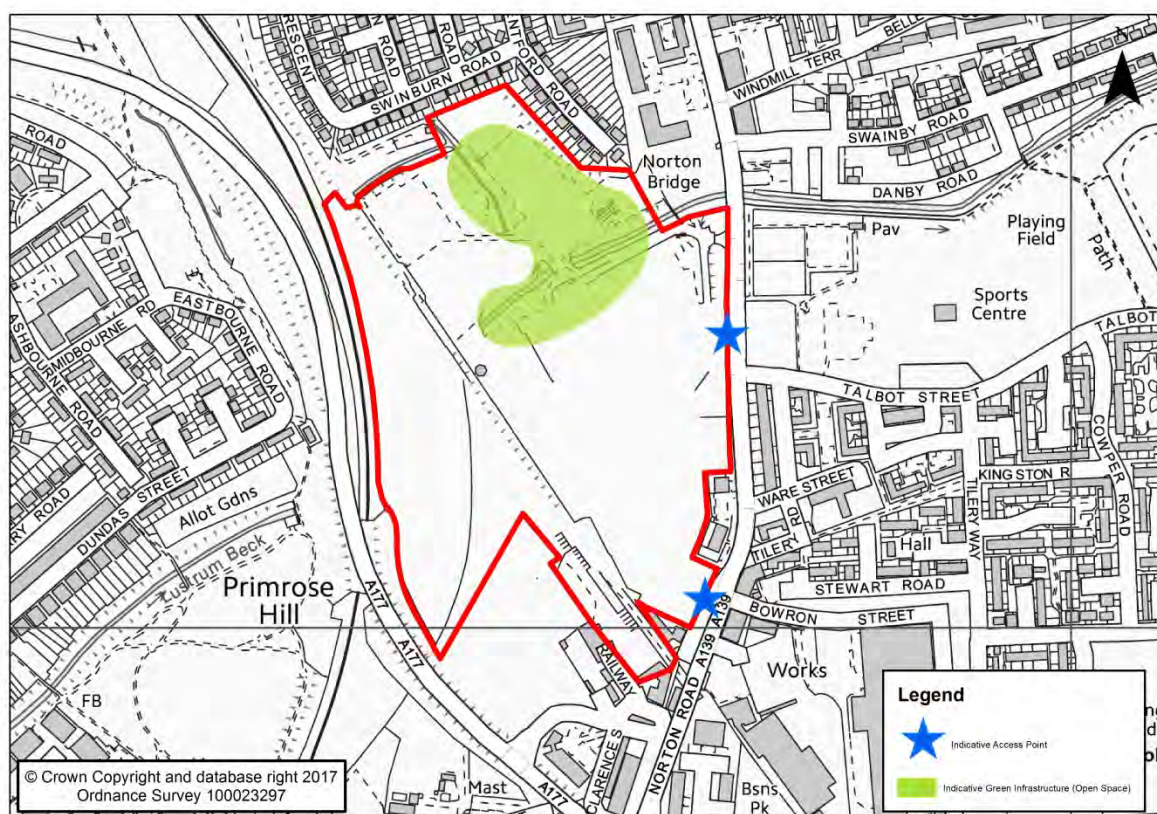
- 5.15 The Council has an ambition to deliver housing-led regeneration at Victoria Estate. A master-planning exercise is underway which will guide development proposals at this location. A sensitively designed scheme which avoids harm to and maximises enhancements to the significance of the Town Centre Conservation Area and its individual heritage assets will be required.

Queens Park North- H1(3.4)

- 5.16 A strategic site on a principal road into Stockton Town Centre. New development at this location has an important role to play in enhancing the street scheme along Norton Road. The key development considerations include:

- Access points from Norton Road. It is acknowledged that the site is in separate ownerships and whilst an access point can also be achieved onto the A177 via Railway Street/Richmond Street a comprehensive development which provides integrated linkages is encouraged.
- Potential strategic open space (incorporating ecological enhancements) to the north east of the site. This space could have an important role to play in creating sustainable drainage solutions in this area which is identified as being at flood risk from Lustrum Beck.
- The continuation and improvement of the cycleway/footpath network from Great North Park through the allocation to the link with the signalised pedestrian crossing on the A177.

Figure 12 – Queens Park North



Land off Grangefield Road H1(3.6)

5.17 The site, which was until recently used for scrap metal processing, totals circa 20ha being situated in close proximity to Stockton Town Centre. Works are underway to clear the site and make it available for redevelopment. Masterplanning of the site will be necessary with key considerations being:

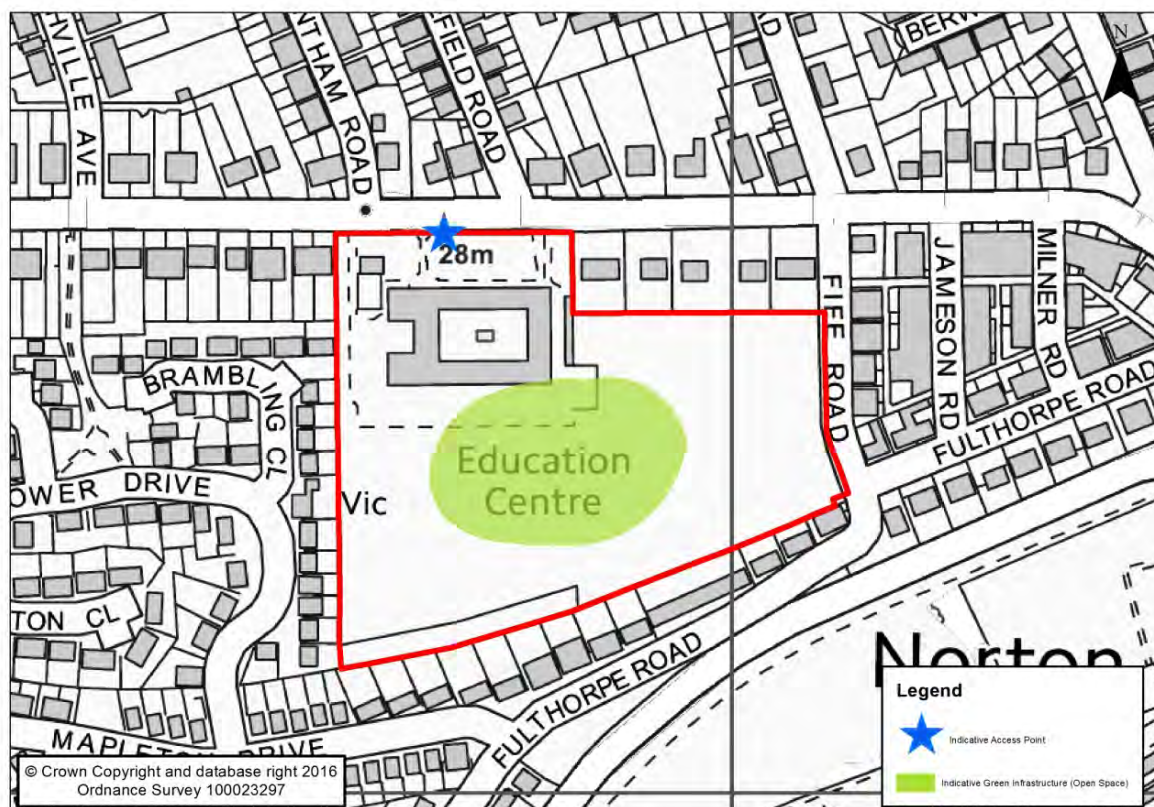
- Remediation owing to the former use of the site.
- Primary access to be taken from Grangefield Road.
- Improvements to connections to Stockton High Street (via Dovecot Street).
- Strategically planned green infrastructure.

South of Junction Road- H1(3.8)

5.18 This site creates the opportunity to deliver a high quality development which delivers a substantial and usable open space for use by the local community. Key considerations include:

- Principal access to be achieved from Junction Road.
- Potential to provide a strategic open space/village green within the centre of the development.

Figure 13 – South of Junction Road



Former Billingham Campus School Site- H1(3.10)

5.19 This site is a longer-term aspiration. The Council will progress master planning to determine the extent of developable land and design/layout of development. Principle access will likely be achieved via Neasham Avenue. An indicative yield of 150 units has been identified.

Eaglescliffe Golf Club H1(3.13)

5.20 The site provides the opportunity to deliver an indicative yield of 150 dwellings on part of the existing golf course. Development on the site will be dependent on appropriate highway and landscape mitigation. The development will depend on surplus land being made available at the golf course through remodelling of the existing course and expansion on to farmland to the south of the existing facility, which will need to be implemented prior to commencement of housing development.

Remaining allocations within the Regenerated River Tees Corridor and Conurbation

5.21 These sites are smaller allocations which have not been subject to planning applications or masterplanning activity. A number of housing allocations are located on playing field sites;

these sites are Yarm Road H1(3.7), South of Junction Road H1(3.8) and Darlington Back Lane H1(3.9); proposals at these sites will be considered against policy TI2.

Strategic Allocations

- 5.22 The NPPF identifies that the supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns. To meet the housing requirement two major growth areas have been identified at West Stockton and Wynyard. The West Stockton growth area has been developed to provide a Sustainable Urban Extension (SUE) whilst the growth area at Wynyard will create a sustainable settlement at this location.
- 5.23 A masterplan approach to growth areas has been promoted by the Council to ensure development makes a positive contribution to the local area and sustainable communities are delivered.

West Stockton Strategic Urban Extension

Policy H2 – West Stockton Strategic Urban Extension

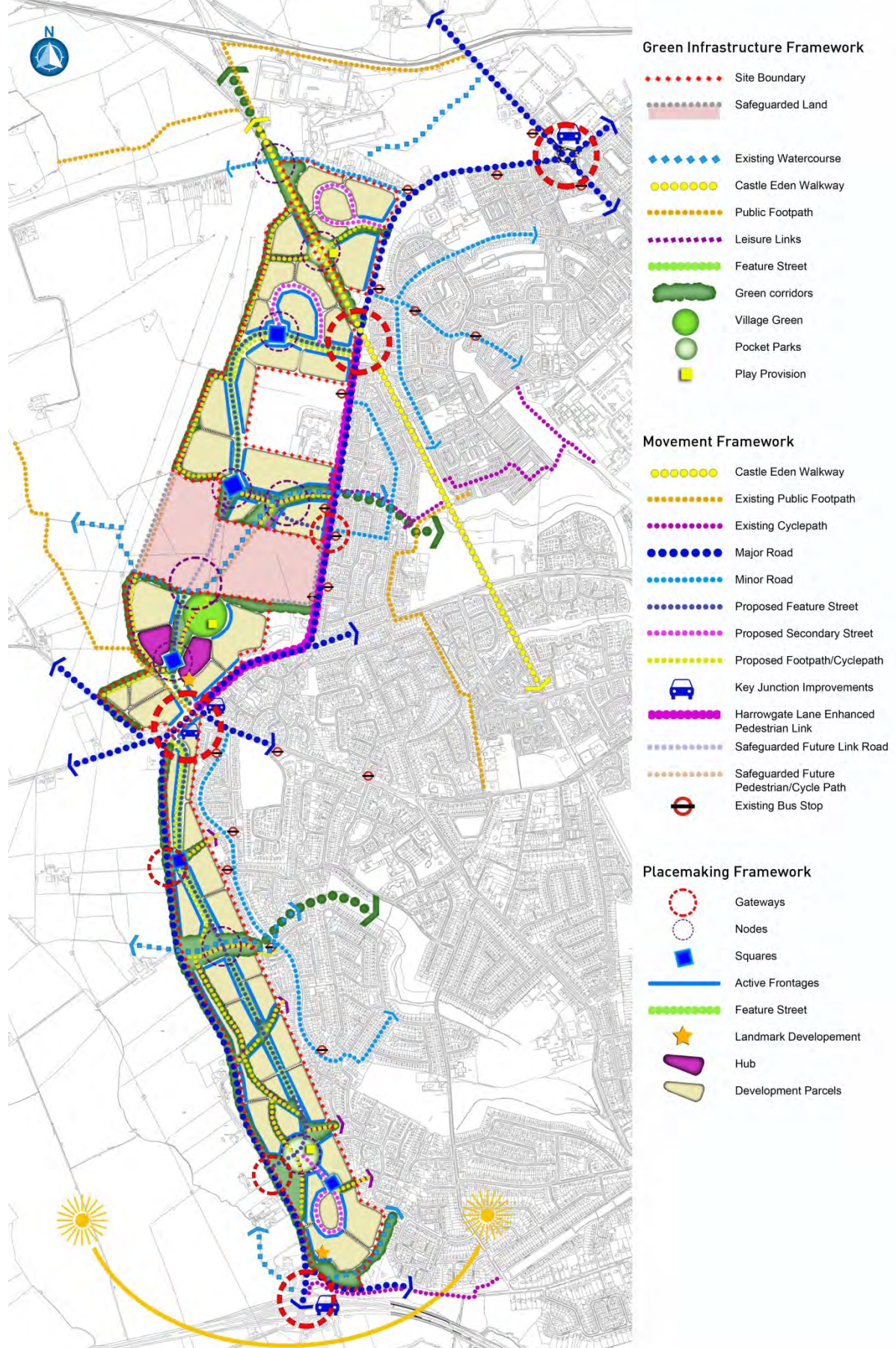
- 1. The West Stockton Strategic Urban Extension covers approximately 135 hectares. Development, including apportionment of residential units, and infrastructure requirements will be designed and delivered in accordance with the Yarm Back Lane and Harrowgate Lane Masterplan.**
- 2. Until significant improvements have been made to Elton Interchange (above those identified in the masterplan):**
 - a) dwelling numbers will be restricted to those allocated in policy H1(and identified in the masterplan); and**
 - b) no residential development will be permitted on safeguarded land.**
- 3. The main shared infrastructure requirements identified within the Yarm Back Lane and Harrowgate Lane Masterplan are as follows:**
 - a) Community Hub – incorporating:**
 - a. Primary school.**
 - b. Community centre.**
 - c. A shopping parade providing opportunities for small-scale town centre uses, as identified in policy EG6.**
 - b) Highway junction improvements at the following locations:**
 - a. Elton Interchange.**
 - b. Darlington Back Lane and Yarm Back Lane.**
 - c. Horse and Jockey Roundabout (Durham Road, Junction Road and Harrowgate Lane).**
 - d. Harrowgate Lane and Leam Lane.**
- 4. Contributions towards shared infrastructure will be made on a proportionate basis by allocated dwellings. Dwellings proposed above the figures allocated or on safeguarded land will be required to mitigate the impacts of development in accordance with policy SD7 and other relevant Local Plan policies.**
- 5. Development will enhance Castle Eden Walkway and avoid harm to and maximise enhancements to the significance of heritage assets.**

- 5.24 The Council have worked in collaboration with the Advisory Team for Large Applications (ATLAS), landowners, developers and agents to bring forward coordinated housing development and associated infrastructure at the West Stockton SUE. The Yarm Back Lane and Harrowgate Lane Masterplan (2015) has been adopted by the Council and is to be used in the preparation and determination of planning applications to guide development and

delivery of infrastructure. As part of the masterplan a Strategic Framework Plan was prepared (figure 14); which will assist in guiding development proposals.

- 5.25 Owing to the scale of development, a number of infrastructure requirements have been identified including those relating to education, retail and highways. These are shared infrastructure requirements and it will be necessary for proportionate contributions to be made towards them.
- 5.26 Highways junction improvements have been identified at the main junctions based on extensive modelling of the impacts of development. The highways network is the limiting factor to total achievable housing numbers at the SUE. Modelling has confirmed that until significant improvements are made to the A66 junction at Elton Interchange (above those identified in the masterplan) the maximum quantum of housing that can be delivered at the SUE is 2,150 units (859 Yarm Back Lane and 1,291 at Harrowgate Lane).
- 5.27 These significant improvements at Elton Interchange are reliant upon interventions from Highways England but will release further highway capacity allowing for increased housing numbers across the SUE and delivery of the safeguarded land, subject to wider infrastructure improvements.
- 5.28 The masterplan for the SUE has been prepared to ensure the allocated land at Harrowgate Lane can be delivered independently of the safeguarded land whilst ensuring that appropriate linkages into this land are provided so that it can be delivered at a later date to complete the SUE.
- 5.29 The Summerville Farm commitment requires improvements to the Horse and Jockey Roundabout (junction of Durham Road, Junction Road and Harrowgate Lane). Development of the wider SUE will require further mitigation at this junction to mitigate the impacts of development.
- 5.30 Castle Eden Walkway is an important recreational route and forms an integral part of the green infrastructure network; as the walkway crosses the allocation there are opportunities to enhance this route and provide interpretation of its historical railway significance. Within the site there is opportunity to support the interpretation of the a World War II Pillbox and it will be important to ensure development avoids harm to and if possible enhance the significance of the adjacent Grade II listed Grassy Nook Farm.

Figure 14 – West Stockton Sustainable Urban Extension- Strategic Framework Plan



Wynyard

Policy H3 – Wynyard Sustainable Settlement

- 1. A masterplanning approach is being undertaken to deliver a sustainable settlement at Wynyard; this will be achieved through reaffirming housing commitments, allocating land for housing and delivering necessary infrastructure. As a strategic cross-boundary issue, the Council will work alongside Hartlepool Council to ensure that infrastructure is provided to ensure growth proposed within both authorities can be delivered.**
- 2. Development will be delivered in accordance with the emerging masterplan.**
- 3. Improvements to the A689 and A19 will be required. The full nature of these will be identified as part of the emerging masterplan.**
- 4. To deliver a sustainable community, it is essential that both sides of the A689 are linked by a safe, sustainable footway and cycleway, connected to the existing rights of way network. Development will be required to deliver this along the route safeguarded within policy T1.**
- 5. Within each housing development the following infrastructure will be provided:**
 - a) Land at Wynyard Village:**
 - a. Primary school.**
 - b. A shopping parade providing small-scale opportunities for town centre uses, as identified in policy EG6.**
 - c. Green infrastructure, including appropriate links to Wynyard Woodland Park and the Castle Eden Walkway.**
 - b) Wynyard Park:**
 - a. Green infrastructure.**
 - b. Any further infrastructure identified within the emerging masterplan.**
- 6. The planning commitment at Wellington Drive will provide high-quality executive housing in a low density setting. Development proposals will also provide opportunities for enhancement of the associated golf course and delivery of a five star hotel.**
- 7. Development proposals within Wynyard Village will only be supported where it respects the unique character of the settlement which is defined by its layout, leisure offer and low density executive housing.**
- 8. Development must be designed to ensure that the significance of Wynyard Park Registered Park and Garden and other heritage assets is not harmed and where possible enhanced. Development will also enhance Castle Eden Walkway.**

- 5.31 Housing development at Wynyard has historically been to the south of the A689 with prestigious employment land provision to the north of the A689. However, in recent years housing development has been permitted in both Stockton and Hartlepool to the north of the A689. In these instances both local authorities worked in collaboration and with ATLAS to enable a number of planning permissions to be granted for new homes in the area. This includes a substantial commitment for 500 homes to the west of Wynyard Village; this is a reaffirmed commitment within the plan under policy H1(2,W1).
- 5.32 There is an opportunity to create a sustainable settlement in the Wynyard area, which seeks to balance employment, residential and community infrastructure. Working alongside Hartlepool Borough Council, landowners and developers, the Council wish to seize this opportunity to drive economic growth and support housing delivery. To deliver this and ensure the co-ordinated delivery of infrastructure (including community infrastructure) a master-planning process has begun. This will assist in defining the requirements for infrastructure delivery. An allocation at Wynyard Park of 1,100 homes has been identified;

this is based on available land and is inclusive of the housing yields associated with commitments on land covered by the allocation which are currently under development.

- 5.33 A necessity of creating a sustainable settlement will be the provision of infrastructure which meets residents needs for community infrastructure either within the settlement (where demand exists to support such infrastructure) or outside of the settlement via sustainable means. The provision of sustainable transport options will be essential to delivering a sustainable settlement. A key element of the sustainable transport network will be linking the communities to the north and south of the A689; it is considered that this can best be achieved by a bridge over the road. Wider linkages will also be required to extend cycleway linkages to connect with the network at Wynyard Road. A primary school and shopping parade (incorporating relevant services and small scale facilities) are also required to meet the education and shopping needs of the growing population in the area.
- 5.34 Notwithstanding the above, further infrastructure needs may also be identified during the production of the Wynyard Masterplan and will be required to enable sustainable growth in the area.
- 5.35 In addition to recognising housing growth to the west of Wynyard Village and north of the A689 at Wynyard Park, this policy also reaffirms a planning commitment at Wellington Drive. This permission allowed 44 low density executive homes in an attractive setting. Delivery of these homes is linked to the provision of a 5-star golf hotel at Wynyard Golf Club, which would not only support the aspiration to achieve destination status for the Golf Club, but would also provide facilities for the local Wynyard community.
- 5.36 Wynyard Village is located adjacent to Wynyard Park registered park and garden. It is essential that development at this location responds positively to this and associated heritage assets to ensure that enhancements to their significance are maximised. It will be important to ensure that development proposals respect the unique character of the settlement. Like the West Stockton Urban Extension, Wynyard is situated adjacent to the Castle Eden Walkway. Development proposals to the west of the settlement, in particular detailed planning applications related to commitments in this plan, will be required to avoid harm to and enhance this strategic green infrastructure asset.

Meeting Housing Needs

Policy H4 – Meeting Housing Needs

- 1. To ensure new development delivers homes that meet the needs and aspirations of communities, the Council will give significant weight to the most up-to-date evidence, including housing need and local housing market conditions, when determining applications.**
- 2. Support will be given to higher density development within areas with a particularly high level of public transport accessibility. Elsewhere housing densities will be considered in the context of the surrounding area in accordance with policy SD8.**
- 3. The Council require 20% of new homes to be affordable on schemes of more than 10 dwellings or with a combined gross floorspace of above 1000sqm. A mix of affordable housing for ownership, rent and intermediate housing, based on the most up-to-date evidence of local need, as well as the Governments expectation that 10% of new homes will be affordable home ownership products. Where the delivery of affordable housing is not in accordance with the above, robust justification is required and the proposal will be considered in accordance with policy SD7.**
- 4. Affordable housing will normally be provided on-site as part of, and integrated**

- within housing development to help deliver balanced communities. Unless the nature of affordable provision requires a different approach this should be distributed across sites in small clusters of dwellings. Off-site affordable housing or a commuted sum will only be acceptable where:**
- a. All options for securing on-site provision of affordable housing have been explored and exhausted; or**
 - b. The proposal is for exclusively executive housing; or**
 - c. The proposal involves a conversion of a building which is not able to accommodate units of the size and type required; or**
 - d. Any other circumstances where the Council considers off-site provision to be preferable to on-site provision.**
- 5. Where off-site provision is to be considered acceptable, the amount will be equivalent in value to that which would have been viable if the provision was made on-site. Where a commuted sum is considered acceptable it will be equivalent to that which would have been viable on-site and calculated in accordance with the Affordable Housing Supplementary Planning Document 8 or any successor.**
 - 6. The Council will support proposals for specialist housing, including extra care and supported housing to meet identified needs. Accommodation will seek to deliver and promote independent living.**
 - 7. Extensions to dwellings to provide accommodation for dependent relatives will be supported where they are designed to be used as part of the main dwelling when no longer required for that purpose.**
 - 8. To ensure that new homes provide quality living environments for residents both now and in the future and to help deliver sustainable communities, from the 1st April 2019 the following standards will apply, subject to site viability:**
 - a. For new housing developments, excluding low-rise non-lift serviced flats, 60% of homes are to meet building regulation M4 (2) “Category 2 - accessible and adaptable dwellings”.**
 - b. All specialist housing for older people to aim to meet Building Regulation M4(3)(2)(b).**
 - c. 7% of new homes where the local authority is responsible for allocating or nominating a person to live in that dwelling should meet building regulation M4 (3) (2) (b). When providing for wheelchair user housing, early discussion with the Council is required to obtain the most up-to-date information on specific need in the local area. Where there is no specific need identified, then M4 (3) (2) (a) will apply, to allow simple adaptation of the dwelling to meet the future needs of wheelchair users.**
 - 9. To widen the overall housing offer, the Council will support the delivery of custom and self-build housing. The Council will:**
 - a. Regularly monitor the demand for custom and self-build housing and assist in facilitating the delivery of land/sites, where appropriate.**
 - b. Encourage applicants to consider incorporating plots for custom and self-build housing within larger housing developments.**
 - 10. Planning applications for student accommodation will be required to demonstrate they are compatible with the wider social and economic regeneration objectives, and are conveniently located for access to the relevant education establishments and local facilities. Proposals will be designed with an internal layout which is adaptable to alternative residential uses.**

11. To ensure the existing residential areas remain sustainable places to live the Council will:

- a. Actively seek to bring long-term empty homes back into use.
- b. Improve the condition of existing homes through the delivery of schemes, including those to enhance energy efficiency.
- c. Explore options with local communities for the regeneration of residential areas. This may include:
 - i. The renovation and renewal or demolition and redevelopment of existing housing stock as appropriate to meet local housing need and aspirations.
 - ii. Public realm improvements.

12. Support is given to the completion of the Parkfield/Mill Lane Regeneration Scheme- H1(2.S8).

13. The Council will require allocations to deliver a suitable range and mix of house types, which are appropriate to their location and housing needs. The following significant allocations will deliver a mix of house types as specified below:

Site Name	House Type
Boathouse Lane- H1(3.1)	Range of house types with a presumption towards apartments/townhouses
Queens Park North- H1(3.4)	Full Range of House Types
West Stockton Sustainable Urban Extension- H1(4)	Full Range of House Types
Wynyard Park- H1(6)	Full Range of House Types

14. At the following specific re-affirmed commitments, the Council require the delivery of the following mix of house types through the current planning permission or any subsequent application.

Site Name	House Type
Allens West- H1(2.E2)	Full Range of House Types
Mount Leven- H1(2.Y4)	Housing specific to meeting the needs of the ageing population
Land at Wynyard Village- H1(2.W1)	Executive Housing
Wellington Drive- H1(2.W2)	Executive Housing
Betty's Close Farm- H1(2.IB6)	Custom and self-build housing
Lowfield- H1(2.IB7)	Custom and self-build housing

5.37 This policy deals with the Council's approach to meeting housing needs and aspirations of communities, including the identification of sites which will deliver housing to meet identified needs.

5.38 The NPPF requires the Council to "Plan for a mix of housing to meet the needs of the community, including families with children, older people and people with disabilities." A starting point for this is ensuring that a range of house types and sizes is provided as part of new development within appropriate tenures. The Stockton-on-Tees Strategic Housing Market Assessment (SHMA) 2016 provides the most up-to-date evidence of housing need in the Borough. The SHMA identifies a need for market housing focused heavily towards the provision of 3 bedroom homes followed by the provision of 2 and 4 bedroom homes. With regards to affordable housing the SHMA identifies that priority should be towards the delivery of 2 and 3 bedroom homes.

- 5.39 The approach to housing densities is to ensure that they respect local character and distinctiveness. Higher densities will be supported in areas with particularly high levels of public transport accessibility, such as Stockton, Billingham and Thornaby town centres.
- 5.40 Affordable housing provides opportunities for people to access housing where they would not otherwise be able to do so and assists with reducing homelessness and overcrowding. Currently affordable housing is delivered within the Borough by Registered Housing Providers and private developers. The Council are acutely aware of the need for affordable housing and are actively exploring ways in which to promote its delivery, in accordance with national planning policy and legislation.
- 5.41 Ensuring an appropriate range of types, sizes and tenures of affordable housing is delivered as part of new developments is fundamental to meeting affordable housing needs. When affordable housing is required as part of new development it will meet the current affordable housing mix (and house sizes detailed above), identified in the SHMA, of 70% affordable rented and 30% intermediate tenures as well as the Government's stated intention that 10% of all new dwellings should be affordable home ownership products unless justification is provided identifying that it would be unviable to do so. Where robust justification is presented, the Council will consider the affordable housing requirement in accordance with policy SD7. This could include tenure mix, phasing and reducing the requirement if necessary. Where a development site is sub-divided into separate development parcels below the affordable housing threshold, the developer will be required to deliver the affordable housing units proportionately over the development parcels.
- 5.42 There is an increasing demand for specialist housing which helps support people in the community with very specific needs, for example the elderly, people with physical or learning disability and other vulnerable people. The SHMA provides information on the likely needs of groups with needs for specialist housing. In particular, the SHMA identifies the growing elderly population within the Borough and the potential needs emerging for specialist housing. Meeting the needs of the growing elderly population is essential when planning for new housing with the principal of delivering specialist accommodation which promotes independent living being integral to this.
- 5.43 Meeting the needs of our ageing population and those living with a disability presents challenges for housing provision, which is already evidenced by the funding being spent on adapting homes to meet need and the impact on public services of treating people who fall in the home. Providing more accessible homes will ensure that the Borough's housing stock is more easily adaptable and will help people to maintain their independence for longer. This policy recognises the existing commitment at Mount Leven in Yarm, which is anticipated to deliver housing provision specific to the ageing population.
- 5.44 The optional standards relating to accessible and adaptable homes that this policy bring into effect are governed by Building Regulations and set out within the Building Regulations 2010, 2015 edition incorporating 2016 amendments: 'Access to and use of buildings: Approved Document M'. In order to allow for an appropriate transitional period, the standards will only be applied to outline or full applications approved after 1st April 2019. It will not be applied retrospectively to those applications for reserved matters where the outline permission was determined or is subject to a resolution to grant permission prior to that date.
- 5.45 Custom and self-build is the process by which an individual (or association) purchases a plot of land and then builds their own home; the process can vary from the individual undertaking the whole process themselves to commissioning architects or builders to assist in the process. The Council are keen to support this process and make land available for such development as this is important to boosting housing supply and meeting housing aspirations. Whilst there is limited evidence of demand for custom and self-build within the

SHMA and on the authorities Custom and Self-build Register, the Council are keen to widen opportunities for people to build their own homes as this will drive demand.

- 5.46 The International Study Centre serving Durham University and Stockton Riverside College are located on Teesdale, south of the River Tees. These educational establishments are of key importance to the Borough attracting students from a wide variety of locations. It is important that the need for student accommodation to support these institutions is satisfied in appropriate locations which have good access to both the educational establishments they serve and the local services students require.
- 5.47 Numerous initiatives have been undertaken by the Council and Registered Providers to improve existing housing stock and the urban fabric of residential communities. The Council actively work with tenants and landlords in the private rented sector to improve housing standards, and support owners of empty homes with a view to bringing them back into use. There is an on-going relationship with Registered Providers to bring empty homes back into use as affordable dwellings.
- 5.48 Recent and on-going housing regeneration schemes include Meadow Rise (Hardwick Green), Mandale Park (Thornaby), Norton Park (Norton), Parkfield and Mill Lane (Stockton), and Victoria Estate (Stockton). The regeneration scheme at Norton Park and the remainder of the scheme at Parkfield and Mill Lane are identified on the policies map as re-affirmed commitments. In addition to this, the Council have recently implemented the Energy Company Obligation (ECO) scheme which has seen the delivery of external wall insulation to 3,268 private sector dwellings across 4 wards since 2012. Future schemes are identified in policy SD4.

Gypsy and Traveller Accommodation

Policy H5 – Gypsy and Traveller Accommodation

- 1. Need for Gypsy and Traveller accommodation will be met on existing sites, where possible. Where need cannot be met on an existing site, a new site will be permitted where the proposed development:**
 - a. Accords with policy SD8 ‘Sustainable Design Principles’;**
 - b. Is accessible to schools, shops, health care and other local facilities;**
 - c. Is large enough to provide for adequate on site facilities for parking, storage and residential amenity; and**
 - d. Reflects the scale of and does not dominate the nearest settled community.**
- 2. The Council will safeguard the existing site for Gypsies and Travellers at Mount Pleasant Grange, Bowsfield Lane unless the Council is satisfied that there is no longer a need for this provision.**

- 5.49 As specified within the NPPF, providing accommodation for Gypsies, Travellers and Travelling Showpeople is essential to meeting the housing needs. A Gypsy and Traveller Accommodation Assessment (GTAA) was undertaken as part of the SHMA to ensure that the evidence base for meeting needs aligns with ‘Planning Policy for Traveller Sites (August 2015)’. The study identifies a small need for pitches. This need can be met on existing sites but a criteria-based approach will be applied where this is not possible to ensure any proposals are appropriately located to meet the needs of potential residents of the site, and, respects local character and the settled community. The GTAA did not find any need for provision to accommodate Travelling Showpeople and does not consider that there is a need to identify any transit provision at this time.

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ECONOMIC GROWTH





An economically successful Tees Valley with Stockton-on-Tees Borough at the heart is a central component of the Council's vision for economic growth. Strengthening the economy, through the provision of more skilled, higher paid jobs, increased economic activity and reduced unemployment will improve the quality of life for residents and workers.

This chapter builds on the commercial needs already identified for the Borough and the overarching planning strategy to facilitate economic growth. The policies in this chapter set out the site allocations and criteria to match the strategy. At the same time, the policies in this chapter do not seek to impose significant planning policy burdens on commercial developers and businesses.

6 Economic Growth

Growing Strategic locations

EG1 - Strategic Growth Sites

1. New general employment proposals will be directed to existing premises and allocated sites in the following locations:

Site	Area (ha) Gross	General Role
a. North Shore	3 ha	Mixed use development including residential and commercial uses. Retail and leisure uses will be prioritised in the part of the site within Stockton Town Centre. The area benefits from designation as an Enterprise Zone and is classed as a Principal Office Location where office based development will be encouraged to locate.
b. Teesdale and Thornaby Place	2 ha	Mixed use site including residential and office opportunities. The area is identified as a Principal Office Location providing large scale opportunities for office based businesses.
c. Wynyard	14 ha	High quality strategic inward investment location providing opportunities for major employers to locate in the Tees Valley.
d. Preston Farm	11 ha	General employment development focusing on manufacturing and engineering (B2 use class) and car sales (sui generis). Office development will be encouraged where there are no more central locations for the use.
e. Belasis	16 ha	High quality proposals for office development, laboratories, research and development, and light industrial uses linked to the process industries. This area benefits from designation as an Enterprise Zone.
f. Portrack Lane	16 ha	General employment development focusing on logistics (B8 use class) manufacturing and engineering (B2 use class)
g. Durham Lane	30 ha	
h. Teesside	31 ha	
i. Cowpen	4 ha	
j. DTVA	20 ha	General employment land providing large-scale opportunities including logistics (B8 use class) which support the operation of the airport

2. General employment development will also be directed to sites and premises in established industrial estates, including Bowesfield, Black Path, St Ann's, Bon Lea & Mandale Triangle, Primrose Hill, and Stillington.

3. At Wynyard Park approximately 23 ha of land is safeguarded for employment use and proposals for alternative uses on this site must consider policy EG1.4.

4. In order to maintain an adequate supply of land for economic growth, sites and premises allocated for office, industrial and logistics uses which are viable and attractive to the market will be protected from alternative uses.

5. The following sites within Stockton Town Centre are allocated for major mixed use developments, including all main town centre uses and residential development:

a. Land to the rear of 90 to 101a High Street, Stockton.

b. Southern Gateway, Stockton.

6. Proposals which support the continued regeneration of Billingham and Thornaby District Centres will be supported.

- 6.1 Recognising the significant investment which has already, and is likely to take place in established employment locations across the Borough, this policy directs new general employment development to a number of locations operating in employment use and recognised by the market for this purpose. The policy also specifies the types of use which would be supported in each location, depending on the individual uses in that area, the potential for further growth and the sequential approach to locating new office development.
- 6.2 The figures identified in the policy are a rounded gross figure, showing the total extent of the sites allocated. This totals approximately 150ha. However, analysis in the Employment Land Review (ELR) suggests that the total unrounded net developable area of these allocations is more likely to be about 138 ha. It should also be noted that 5 ha of land is identified as mixed-use and may actually be developed for non-B class uses.
- 6.3 Whilst the policy provides a mechanism to protect existing employment sites this also provides flexibility to respond to changes in circumstances, which would allow for alternative uses to be brought forward on employment sites. This will only occur in circumstances where it is demonstrated that there is adequate alternative land provision or that the site is no longer attractive or viable for employment use. In these circumstances, the onus will be on the applicant to provide evidence to justify any loss of employment land.
- 6.4 In addition to the identified site allocations, the Local Plan safeguards an area of expansion land at Wynyard Park for future employment use. The site has not been allocated as there are more readily available sites in the Borough. Furthermore, housing allocations elsewhere on the Wynyard Park site ensure that a sufficient supply of homes is available in the area, meaning de-allocation for housing is not appropriate. As employment land remains the most sustainable long-term use for this site, the Local Plan recognises that the sites future potential and safeguards the site for employment use. Therefore, any alternative proposal would therefore need to consider the long-term implications of this loss of land, should a planning application be submitted.
- 6.5 The plan also identifies where there are growth opportunities in these locations which can meet the commercial development needs, which are identified in policy SD4 and build on the strategic locations identified in policy SD4. The main economic growth allocations encompass sites to meet town centre use developments (retail, leisure and tourism) and general employment development (office, industrial and warehousing), whilst specialist use allocations are identified under policy EG4 and EG5 below.
- 6.6 Town centres are also strategic locations for future economic growth. This policy provides site allocations where future redevelopment will be encouraged, with recommendations made in line with the sequential approach to locating new development, as set out in national planning policy.
- 6.7 The main site allocations for town centre use are located at the Southern Gateway to Stockton Town Centre and to the rear of Stockton High Street, which also has a prominent frontage in the centre. In order to respond flexibly to operator demand these allocations are mixed use development proposals. This also provides an opportunity for development to consider appropriately designed schemes, which accommodate more than one land use. In addition to the site allocations, a number of planning

commitments exist which will also contribute to delivering the floorspace to address retail capacity across the Borough, these are not identified on the policies map.

- 6.8 Development of employment land at Wynyard and mixed use developments in Stockton Town Centre and North Shore will need to be sensitively designed to ensure they avoid harm to and maximise enhancements to the significance of the High Burntoft Farm Scheduled Monument and Stockton Town Centre Conservation Area (including its individual heritage assets) respectively.

Town Centres

EG 2 – Managing Centres

MAINTAINING VITALITY & VIABILITY

- 1. The Council will seek to maintain and enhance the retail function of units in all centres in the Town Centre Hierarchy as defined in policy SD4, and represented on the policies map. Proposals for change of use away from retail (A1) will be supported if it can be demonstrated that:**
 - a. The proposal will contribute to the centre’s vitality and viability and does not detrimentally impact on the retail function of the centre; and**
 - b. The proposal does not result in the loss of a key retail unit which due to its size, location or other characteristic is an important component of the retail function of the centre; and**
 - c. The proposal does not result in an over-concentration of non-retail or evening economy uses to the detriment of the vitality and viability of the centre ; and**
 - d. The premises is no longer attractive for retail use.**
- 2. Within town, district and local centres, the Council will support proposals for food (A3 and A5 use class), drink (A4 use class) and other evening economy uses providing the activities in the area do not result in a harmful over-concentration of that use in that area, either as a proportion of the centre overall or as a cluster within the centre.**

STOCKTON TOWN CENTRE

- 3. The sustainability of the Primary Shopping Area, as defined on the policies maps, as the main town centre shopping location in the Borough will be maintained and enhanced by:**
 - a. Retaining a high concentration of retail uses in the Stockton Shopping Frontage, as defined on the policies map.**
 - b. Reducing the number of vacant ground floor commercial premises in the Stockton Shopping Frontage to the national average.**
 - c. Directing proposals for pay-day loan shops, bookmakers, hot-food takeaways and uses that operate principally outside daytime hours away from the Stockton Shopping Frontage, with significant clusters of these uses resisted elsewhere in the town centre.**
 - d. Resisting proposals for ground floor residential development within the primary shopping area.**
- 4. In order to consolidate the retail offer of the centre, proposals which reduce the proportion of retail uses (A1 use class) in the wider town centre, outside of the Primary Shopping Area, that provide further opportunities for a wider variety of town centre uses, including offices (B1 use class), hotels (C1 use class) and assembly and leisure (D2 use class), will be encouraged.**
- 5. Proposals to reconfigure and modernise commercial units throughout the town**

centre, whilst recognising the historic character of the area, will be encouraged.

DISTRICT & LOCAL CENTRES

- 6. The Council will, where appropriate, work with the owners of Billingham and Thornaby District Centres and local communities to develop schemes to maintain and enhance the vitality and viability of these modern district centres, particularly where the proposal will generate significant regeneration benefits for the wider centre.**
- 7. The Council will monitor the level of evening economy uses (A3, A4 and A5) in Norton and Yarm District Centres. New proposals will only be permitted where they demonstrate that they are in accordance with EG2.1, EG2.2 and that they would not have a detrimental impact on the amenity of local residents.**
- 8. Proposed new retail and leisure uses within Billingham, Norton, Thornaby and Yarm District Centres will only be permitted where they would not have a significant impact upon:**
 - a. Existing, committed and planned public and private investment in other town and district centres; and**
 - b. The vitality and viability, including local consumer choice and trade in other town and district centres.**
- 9. To support Yarm and Norton Centre's historic High Street frontages and mix of uses, residential properties within and adjacent to the centres, as defined on the policies map, will be protected in that use.**

- 6.9 The NPPF requires Local Plans to outline policies for the management and growth of town centres. Point 1 and 2 of this policy outlines the general considerations, which will be applied to development proposals across town, district and local centres, whilst the remainder of the policy provides guidance specific to certain centres in addition to points 1 and 2. In general, the retail role of town centres continues to be recognised. However, the changing nature of shopping patterns and the resulting pressure on these areas is also recognised, and the policy provides criteria to allow alternative uses, where appropriate.
- 6.10 Stockton Town Centre contains the Primary Shopping Area where new retail development is directed in the first instance. EG2.3 sets out policy which recognises the importance of the retail function of the centre and sets out criteria in addition to EG2.1 to ensure that planning applications weigh up the importance of the retail function of the centre. The area has suffered from high vacancy rates in recent times, and there is a requirement to diversify the offer of the town centre. However, there is a need to restrict certain uses in the primary shopping area and to prevent over-concentrations, which could further threaten the vitality and viability of the main retail area.
- 6.11 Elsewhere in the centre, EG2.3 encourages further flexibility to allow uses, which will complement the Primary Shopping Area and assist in the ambition to consolidate the retail offer of the centre. The loss of smaller retail units outside the Primary Shopping Area will be encouraged, but will also need to be considered against EG2.1. At the same time, throughout the centre, businesses and developers will be encouraged to, where appropriate, modernise premises to meet the evolving needs and formats of businesses. Solutions may include, amongst other things, the amalgamation of units or improvements to service areas in the centre.
- 6.12 It is important that District and Local Centres continue to allow communities to access goods and services in close proximity to their homes. Retailing will continue to be an

important aspect of these centres. It is also important that the District Centres do not affect the vitality and viability of Stockton Town Centre.

- 6.13 Thornaby and Billingham District Centres are strategically managed centres which in recent years have benefitted from regeneration schemes and, other than isolated areas, are operating successfully. New uses will be considered against the general principles set out in this policy and support will continue to be given to proposals to further enhance these centres.
- 6.14 In contrast, retail units in Yarm and Norton District Centres are in multiple-ownership, are not strategically managed and in recent decades the evening economy of the centre has grown to a significant level. Furthermore, due to the number of listed buildings in the centres, the Council has the ability to exert more control on the uses in the centre. The historic character of Yarm and Norton and the pressure of the evening economy mean that it is appropriate to monitor the amount of evening economy uses in these centres.
- 6.15 In addition, both Yarm and Norton District Centres benefit from a historic setting, which mixes commercial and residential properties in close proximity. The Local Plan protects a number of residential properties on sites, which are both inside and outside of these centres, protecting the historic character of these areas and also preventing the loss of residential units for commercial purposes, impacting on the housing supply in the Borough. The properties identified in this policy are identified on the proposals map and in Appendix 4.

EG3 – Protecting Centres

- 1. Subject to the scale and catchment of the proposal, retail (A1 use class) development will be directed to suitable and available sites and premises in defined centres, as identified on the policies maps, in the following sequence:**
 - a. Stockton Town Centre Primary Shopping Area; then,**
 - b. Sites within the boundaries of Stockton Town Centre; then,**
 - c. Sites within the ground floor shopping frontages of the District Centres; then,**
 - d. Sites within the boundaries of the District Centres; then,**
 - e. Sites on the edge of Stockton Town Centre which have the opportunity to connect to the defined Primary Shopping Area; then,**
 - f. Sites on the edge of the District Centres which have the opportunity to connect to the District Centre's main shopping areas or frontages; then,**
 - g. Sites within the Local Centres; and finally,**
 - h. Sustainable out-of-centre locations within the limits to development.**
- 2. Other main town centre uses will be directed to suitable and available sites and premises in the following locations, subject to the scale and catchment of the proposal:**
 - a. Town and District Centres, and for office development only, Principal Office Locations; then,**
 - b. Sites on the edge of the Town and District Centres, which are well served by public transport and have a high likelihood of forming links with the centre; then,**
 - c. Within the boundaries of the Local Centres; then,**
 - d. Sustainable out-of-centre locations within the limits to development.**
- 3. Proposals will only be supported in sequentially less preferable locations where it has been demonstrated that there are no available and suitable sites or premises**

in sequentially preferable locations, and that a flexible approach to scale and format has been applied.

- 4. Town centre use proposals on out-of-centre sites, which demonstrate that the business model cannot be located in a town centre location, will be the subject of restrictive conditions to protect the future vitality and viability of the Boroughs town centres.**
- 5. New retail development will require an impact assessment where the scale, nature, location and likely turnover, could have an adverse impact upon existing centres. Convenience retail proposals in excess of 500 square metres (net) and comparison retail proposals in excess of 1,000 square metres (net) will only be supported outside of the town centre hierarchy where it can be demonstrated through a proportionate impact assessment that the development will not have a significant adverse impact, both individually and cumulatively, on:
 - a. Existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and**
 - b. The vitality and viability of existing centres in the catchment area of the proposal, including local consumer choice and trade in the centre and wider centre up to five years from when the application is made (for major schemes, up to ten years from when the application is made).****
- 6. Development proposals in out of town locations for other town centre uses will require an impact assessment where the proposal is of a scale and format which threatens significant leisure, entertainment, office, arts, culture and tourism facilities or major investment which is planned or committed in town, district and local centres.**

- 6.16 The NPPF provides the basis for applying a town centre first approach to locating new town centre use. This policy sets out the sequence of locations which should be followed in applying this test.
- 6.17 In terms of retail uses, this directs new development to the Primary Shopping Area in Stockton Town Centre, the main location for new retail development. This use will then be directed to sites and premises in town and district centres, edge-of-centre sites, local centres and then to suitable out-of-centre locations.
- 6.18 Other town centre uses follow a similar sequence to new retail development, however, at the outset they will not be directed to the primary shopping area. This policy also includes a reference to Principal Office Locations which are locations classed as sustainable locations for new office development.
- 6.19 The policy also recognises that not all town centre use development can be accommodated in town centres, and that the sequential test may lead to an approval of a town centre use in a location which is suitable and available, but outside of a town centre. Circumstances may include where the development is too large for a centre, or it is a small-scale proposal designed to meet a localised catchment area. In the latter circumstance, proposals should be considered against policy EG6 below.
- 6.20 The policy is also clear that in particular circumstances planning conditions may be applied to limit the future operation of any new use outside of a defined centre. Circumstances include where a business model of a proposal has affected the application of the sequential assessment and led to an out-of-centre site being selected.
- 6.21 The evidence base has identified that there is a requirement to include an impact assessment threshold below the 2,500sq m trigger identified in national policy. The

Council's evidence base has identified that due to the health of a number of centres and the scale of forecast retail floorspace in the Borough, a locally set threshold should be set which requires a proportionate assessment of the impact of a proposal, which is tailored to the development proposed.

- 6.22 The policy also provides scope to consider the impact of planning applications on existing town centre facilities and major investment in town centre locations and regeneration schemes recognising the qualitative need to improve the range and choice of provision in Stockton Town Centre and Billingham District Centre. This policy should be applied flexibly, having regard to the scale and nature of the development proposed and the significance and status of the investment in town centres.
- 6.23 The evening economy is important to many of Stockton-on-Tees' designated centres. Amongst other uses, public houses, restaurants, nightclubs and takeaway uses draw people into the centres at the end of the working day and into the evening, providing valuable meeting places and community hubs, as well as providing employment and generating spend.
- 6.24 The Council's policy is therefore to direct food and drink uses to designated centres of an appropriate scale, unless there is an over-concentration of this type of use. Given the varying circumstances in centres across the Borough, the Council has not sought to define in policy what constitutes an 'over-concentration'. This issue can therefore be considered on a case by case basis, or in evidence in future town centre surveys or health checks.

Specialist Uses

Policy EG4 – Seal Sands, North Tees and Billingham

- 1. Development proposals for hazardous installations, uses related to the process industries, or emerging specialist sectors will be directed to available sites and expansion land in the following locations:**
 - a. Billingham Chemical Complex including 45 ha of available land.**
 - b. North Tees including 46 ha of available land.**
 - c. Seal Sands including 144 ha of available land.**
- 2. Development proposals in the Seal Sands area will recognise the cumulative importance for bird species associated with the Teesmouth and Cleveland Coast SPA and Ramsar site. Appropriate development proposals will be encouraged at locations within the limits to development where:**
 - a. If necessary, land has been identified to provide appropriate strategic mitigation; or**
 - b. The applicant can demonstrate that the proposed development, in-combination with other proposals, will not adversely impact the Teesmouth & Cleveland Coast SPA and Ramsar site.**
- 3. Proposals for port and river based uses will be directed to sites and premises at Billingham Riverside, which includes approximately 38 hectares of available land. The following uses are considered to be suitable at port and riverside locations:**
 - a. Operational facilities, including wharves, jetties, slipways;**
 - b. River based logistics, warehousing, hard standing, and storage;**
 - c. Storage of hazardous substances awaiting import or export;**
 - d. Fabrication, maintenance or decommissioning of marine vessels, oil rigs and other large structures requiring transportation by sea; and**
 - e. Energy generation plants and infrastructure that are reliant on a port/riverside**

location.

- 4. Alternative uses may be supported at Billingham Riverside if:**
- a. The proposal complements anticipated investment in the area; or**
 - b. There are no other locations within the employment land portfolio which can accommodate the proposed development; or**
 - c. The proposed development is essential for sustainable development, operational relationships with existing processes in the area, or other sustainability considerations.**
- 5. Proposals which require hazardous substance consent will be designed and located to prevent an unacceptable increase in the level of risk to human health and the environment from an industrial accident or prejudice adjacent operational facilities or allocated sites.**

6.25 This policy builds on policy SD4 providing additional criteria for specialist use development.

6.26 The Council is aware of the potential to extend the SPA and has worked proactively within the Tees Estuary Partnership, which has been set up to consider any implications. This extension would effectively result in the SPA extending along the working river corridor past Newport Bridge to Tees Barrage. The extension of the SPA has been considered as part of the Habitats Regulation Assessment, whilst any planning applications at North Tees, Seal Sands and Billingham Riverside will consider the issue in accordance with policy ENV5.

6.27 The strategic mitigation mentioned in Policy EG4 (2a) refers to the approach being developed under the Strategic Master Plan (SMP) for the Estuary that is being prepared by the Tees Estuary Partnership. The SMP is seeking to “*create an estuary that is exemplar for nature conservation with thriving habitats and populations of birds and animals, and which drives sustainable economic growth and business investment in the area*”. This is linked to Policy ENV5. For further details see the supporting paragraphs 8.49 to 8.59, inclusive.

6.28 In addition, a number of brownfield sites exist along the River Tees, which have previously been developed for industrial and river related uses. The close proximity to the river also presents a potential flood risk constraint to the area, which means that the sites are therefore allocated for port and river based uses only. In total about 38 hectares of land are available with 9 ha at the Billingham Reach estate, 6 ha at the nearby Casebourne Site, and 23 ha of available land at Haverton Hill.

6.29 The Council recognises that proposals may emerge for general employment development, which would not normally be encouraged in these areas. The tests within this policy provide a basis to deal with development proposals whilst protecting existing and future investment in the area. To demonstrate that the new use is complementary to existing uses in the area, the applicant will be required to demonstrate that their proposal would not be adversely affected by existing, new or expanded heavy industrial processes which could take place in the area.

6.30 The policy recognises the sensitivity of this type of development and the need for some proposals to be appropriately designed to prevent an increased risk to society. Extensions of existing facilities or new development that introduces a new industrial facility, which increase the risk to the public are subject to consultation with the Health and Safety Executive.

Policy EG5 Durham Tees Valley Airport

- 1. Approximately 140 ha of land at Durham Tees Valley Airport are safeguarded for the continued operation of a regional airport. Airport related uses supported within this area, include, operational infrastructure; terminal facilities; car facilities; maintenance facilities; ancillary offices; warehousing/distribution; training centres and hotel accommodation.**
- 2. In order to promote a thriving and sustainable airport, 50 ha of land is allocated for airport related uses to the south of the runway. To support this expansion a further 20 ha of general employment land is also allocated south of the runway.**
- 3. Development of employment land to the south of the runway will be supported by an appropriate surface water and foul drainage network utilising, where practicable, a Sustainable Urban Drainage System.**
- 4. The following transport improvements will be supported to enable future aviation and economic growth at the airport:**
 - a. Public transport access to the airport; and**
 - b. Link road access to the Southside employment site taking in to consideration the public safety zone at the eastern end of the runway and the airport safeguarding zones surrounding the airport.**
- 5. Future revisions of the masterplan will require the airport operator to:**
 - a. Identify an appropriate time horizon setting out realistic short, medium, and long term growth aspirations for the airport;**
 - b. Specify the type and scale of any development or infrastructure requirements needed to deliver this growth; and**
 - c. Assess the significant environmental implications of airport growth during the masterplan process.**
- 6. New development proposals which are not identified within points 1 and 2 above, or which come forward from an airport masterplan, will only be permitted where it can be demonstrated that:**
 - a. The proposed development is necessary to enable the long term sustainability and viability of the airport;**
 - b. The amount and type of development will not adversely impact on the Council's ability to deliver the locational strategy and key development sites of the Local Plan and its wider strategic objectives;**
 - c. The developer can clearly demonstrate that existing land, buildings and facilities are not suitable for the development; and**
 - d. The environmental impacts of any proposal is mitigated.**
- 7. Within the established 13km (bird strike hazard area) and the 15km (radius of critical airspace) safeguarding areas surrounding the airport, as identified on the policies map, relevant development proposals will require consultation with the operator of the airport, and must consider the operational integrity of the airport, its surveillance systems, and the safety of air traffic services, in accordance with Government Circular 1/2003, or any successor guidance.**
- 8. Within the Public Safety Zones adjacent to the airport runway, as identified on the policies map, there is a general presumption against new development, unless the proposal accords with guidance in Government circular 1/2010 or any successor guidance.**

6.31 National planning policy states that planning for airports should take in to account the growth and role in serving business, leisure, training and emergency service needs, as well as the principles set out in the Government Framework for UK Aviation. As the

airport crosses the administrative boundary with Darlington Borough Council, the two local authorities' strategies for the airport have been developed in tandem.

- 6.32 The Aviation Framework recognises that aviation infrastructure plays an important role in contributing to economic growth, increased trade, connectivity, business efficiency, time savings and improved reliability. The aviation policy framework sets out the requirement for all regional airports to set out a masterplan.
- 6.33 During 2014, the operators of the airport prepared a masterplan, which sought to secure the future of the airport. This policy takes account of the masterplan by specifically allocating the airport and non-airport related development situated to the south of the runway. The airport masterplan covers the period to 2020 and beyond, it is therefore possible that the document could be reviewed during the plan period. As airport masterplans are not statutory documents, it is important that a framework is set out to ensure that any future airport master plan seeks to protect the site as regional airport. Therefore additional criteria are included in the policy should this situation occur.
- 6.34 The masterplan has now been adopted by the airport operator and has been the subject of a scrutiny review by Stockton on Tees Borough Council. This review was generally supportive of the masterplan but encouraged the airport operator to continue to grow and encourage leisure, holiday and business flights, but also recognised the importance of the southside development to the airport and the need to develop appropriate public transport to the airport.
- 6.35 Given the economic importance of the airport, the land associated with the site is safeguarded to ensure that the site is retained in this use over the plan period. The Durham Tees Valley Airport master-plan continues to support the economic development uses to the south of the runway. This policy recognises this approach, but also provides a criteria based policy to allow the Council to respond to changes in circumstance over the plan period.
- 6.36 Flights operating from the airport connect businesses in the Tees Valley to important destinations, as well as providing routes to tourist destinations. Although passenger numbers have declined during the economic crisis; the operator and other stakeholders remain committed to maintaining a sustainable airport in the long term. The airport also provides premises for a number of businesses.
- 6.37 Increases in passenger numbers and economic development at a successful airport can directly create new jobs, provide an attractive business location and increase tourism to the area. In addition, the quality of an airport influences the perception of the sub-region to visitors, and may influence future inward investment decisions. Therefore, the continued role of the site as a thriving regional airport is of vital importance to the sub-regional economy.
- 6.38 Policy EG5 safeguards the role of the airport in line with national planning policy, whilst encouraging the growth required at the airport over the course of the plan period and beyond. The boundary of the site recognises the aerodrome licence for the airport, as well as an area of land required to provide an access road to the south of the runway. The policy also recognises the planning permission, which was granted for a logistics focused development to the south of the airport runway, as the main land use allocation required in Stockton on Tees Borough to deliver this growth.
- 6.39 Whilst this significant release of land exists at the airport, 50 hectares of the site is limited to airport related uses (see figure 13 below). This limit recognises the unique importance of the airport as an economic driver, whilst protecting more sustainable

business locations within the main urban area. However, a small area of general employment land has been permitted to support the expansion of the airport, an approach which was first established in the now abolished Regional Spatial Strategy.

6.40 As well as safeguarding the on-going use of the airport, the policy identifies additional safeguarding zones, which have been identified in Government circulars, these include:

- Circular 1/2003, produced jointly by the Office of the Deputy Prime Minister and the Department for Transport, ensures that the operation of aerodromes and technical sites is not inhibited or put at risk by buildings and structures; distracting lighting; and developments which have the potential to increase the number of birds or bird hazard risk.
- Circular 1/2010 protects zones at the ends of runways within which development is restricted to in order to control the number of people on the ground at risk of death or injury in the event of an aircraft accident on take-off or landing. The circular states that there should be a presumption against new or replacement development, or change of use of existing buildings within PSZs and sets out the limited circumstances in which exceptions to that presumption may be permitted.

Figure 15 – Airport Related Uses

Category	Uses
Operational Infrastructure	Runways; Taxiways; Aircraft Apron; Control Tower; Fire Station; Internal Highways; Service Vehicle Maintenance etc; Aviation Fuel Farm; and Vehicle fuel storage.
Terminal Facilities	Airlines Sales, Reservations and Bookings; Passenger Facilities, including Catering; Passenger Retail Facilities; and Public Transport Facilities.
Car Facilities	Car Hire; Public Car Parking; Staff Parking; and Petrol Filling Station.
Maintenance	Aircraft Maintenance; and Avionics Maintenance and Supply.
Offices	Ancillary Uses; and Supporting Functions.
Distribution	Freight Forwarding; Freight Agents; In-flight Catering Facilities; and Flight Packaging and Provision Facilities.
Training	Airline Training Centres; and Related Training Centres.

6.41 In terms of access, the airport already benefits from significant investment in a grade separated road junction on to the A66(T), which was delivered in 2008. Two further elements of infrastructure required to deliver the growth of the airport include: a new access road to the site allocation, and a new passenger station (located within the Darlington administrative area) as part of the Tees Valley Rail Improvement Scheme. It is likely that the access road would be located within the public safety zones identified in this policy. Paragraph 18 of Circular 1/2010 states that ‘Low intensity transport infrastructure, such as minor or local roads, can be permitted within Public Safety Zones’. However, any new road access, and associated street furniture, should also be considered against the airport safeguarding zones and circular 1/2003.

Sustainable Communities

EG6 –Small Scale Facilities

1. **Proposals for small-scale town centre uses and hot food takeaways designed to meet a localised catchment will be directed to defined town, district and local centres first, and then if no suitable premises are available, to existing available and suitable premises in other existing shopping parades in the catchment area of the proposal.**

- 2. Within major new residential and employment developments, where no similar facilities exist within reasonable walking distance, developers should provide new shopping, service and community facilities of a scale which meet the day-to-day needs of future occupiers, subject to taking into account the range, choice and accessibility of existing local provision.**
- 3. Support will only be given to the development of, or change of use to, small-scale (under 150sq m) town centre uses which would meet a local need outside of defined town, district, and local centres and shopping parades where they:
 - a. Are of a scale and function intended to serve a localised catchment area;**
 - b. Do not have a significant adverse impact upon the vitality and viability of any designated centre; and**
 - c. Are situated within the limits to development.****
- 4. Proposals which would be likely to lead to the loss of important local shops, services and facilities, including public houses and village shops, will not be approved. The assessment of such proposals will take into account the local need for both the proposed development and the existing facility, the provision of other existing town centre uses and their accessibility by non-car modes of transport, and where applicable, the viability of retaining the existing facility in its current location.**
- 5. As part of the Council's commitment to improving health and tackling childhood obesity, proposals for hot food takeaways outside designated centres will be resisted where the premises fall within 400m of the boundary of an existing primary school, secondary school, park or playground boundary.**
- 6. Outside of town, district and local centres development proposals for new hot-food-takeaways, betting offices or public houses will be resisted where they result in a harmful over-concentration of those uses.**

6.42 As noted above, the Council recognises that it may not be desirable to direct small-scale proposals to the main centres in the Borough. This policy provides support for small-scale uses to be supported in locations outside of the main centres identified in this plan. The policy recognises the role that is played by existing and future commercial premises in meeting local needs in the 40+ shopping parades located across the Borough, which were identified in the Local and Neighbourhood Centre Study. Whilst the plan does not seek to protect these parades, vacant units within these areas may provide suitable and available premises to meet local needs within the catchment of the proposal.

6.43 In order to satisfy this policy, applicants should review and identify any vacant retail (A1 use class), professional and financial service (A2 use class) café/restaurant (A3 use class) public house (A4 use class) or hot food takeaway (A5 use class) units in shopping parades in the local area, and consider whether the premises are suitable or available for the proposed use.

6.44 There may also be circumstances where defined centres and shopping parades cannot accommodate a new development, or a major development scheme requires some small-scale convenience provision. This policy provides the criteria to assess proposals in these exceptional circumstances.

6.45 Although Hot Food Takeaways are not identified in national policy as a main town centre use, the Council will direct hot-food takeaway premises to properties within defined centres, including shopping parades. As these locations are largely commercial areas, they will be better suited to accommodate this form of development, improving the potential for linked trips and protecting residential amenity. However, it is

important that hot-food takeaways are managed in order to maintain attractive street frontages and to and to protect residential amenity where appropriate.

- 6.46 Where there are no suitable and available units for Hot Food Takeaways, they will be encouraged to locate in locations which comply with the Town Centre Hierarchy set out in Policy EG3. However, new Hot Food Takeaways (including changes of use) will be resisted further where they are within 400m of schools, parks or play areas, where they present an obstacle to encouraging healthy eating and can contribute to childhood obesity.

Farm Diversification & Horticultural Nurseries

Policy EG7 - Farm Diversification, Horticultural Nurseries & Equestrian Development

- 1. The Council will support proposals for farm diversification providing they are small in scale and ancillary to the main use of the farm.**
- 2. The Council will support retail development associated with farm shops and horticultural nurseries where:**
 - a. Proposals are small in scale and ancillary to the main use of the farm/nursery;**
 - b. The operation does not cause significant harm to a local centre or a nearby village shop; and**
 - c. The goods sold will predominantly (at least 75%) be those produced on site or from other local farms/nurseries.**
- 3. Proposals for farm diversification must be accompanied by a comprehensive whole farm diversification plan, which establishes how the proposed changes will assist in retaining the viability of a farm and its agricultural enterprise.**
- 4. Development will be commensurate with the scale, nature and degree of permanence of the proposals.**

- 6.47 Whilst agricultural buildings benefit from permitted development rights, the Council recognises that new build schemes and larger conversions will still need planning permission. The diversification of an existing agricultural enterprise is supported. However, farm diversification schemes should be planned on a comprehensive basis to retain a viable agricultural unit by seeking additional incomes from other sources still related to the countryside. In order to protect the quality and distinctiveness of the local landscape, the Council wishes to prevent uncoordinated development in rural areas and the gradual stripping of assets from farms without regard for the on-going viability of the holding. Any proposals for farm diversification, including their design and layout, should not create the requirement for further development which would be inappropriate in itself.

- 6.48 Retail development associated with farm shops and horticultural nurseries are supported to aid the rural economy and farm diversification. The Council recognise that in order to provide a service throughout the year it may be necessary to bring in produce to overcome problems associated with seasonality, selection of produce and provide continuity of employment. The Council will, therefore, condition up to 25% of the value of goods sold to be an acceptable level of imported produce. Further conditions may also be attached to permissions to define the type of produce for sale, depending on the business model of the proposal, as well as an agreement on the localised catchment of the proposal

- 6.49 It will be important that any farm diversification, horticultural nursery or equestrian development is designed and sited appropriately. In this regard, many Local Plan

policies will need to be considered in determining any application; this will include SD4, SD5 and SD8, amongst others.

Agricultural, Forestry and Other Rural Based Enterprise Dwellings

Policy EG8 – Agricultural, Forestry and Other Rural Based Enterprise Dwellings

- 1. The Council will support temporary agricultural or forestry accommodation where they are essential to support either new or established agricultural or forestry enterprises/businesses, providing:**
 - a. Clear evidence of a firm intention and ability to develop the enterprise concerned;**
 - b. Clear evidence that the enterprise has a functional need;**
 - c. Clear evidence that the proposed enterprise has been planned on a sound financial basis;**
 - d. The functional need could not be fulfilled by another existing building on the unit, or any other existing accommodation in the area which is suitable and available for occupation by the workers concerned;**
 - e. The temporary accommodation is of a size commensurate with the established functional requirement; and**
 - f. The temporary accommodation is sited so as to meet the identified functional need and to be well-related to existing farm buildings, or other dwellings.**
- 2. The Council will support new permanent agricultural or forestry dwellings where it supports existing activities on well-established agricultural or forestry units, providing:**
 - a. There is a clearly established existing functional need;**
 - b. The need relates to a full-time worker, or one who is primarily employed in agriculture or forestry and does not relate to a part-time requirement;**
 - c. The unit and the agricultural or forestry activity concerned have been established for at least three years, have been profitable for at least one of them, are currently financially sound, and have a clear prospect of remaining so;**
 - d. The functional need could not be fulfilled by another existing building on the unit, or any other existing accommodation in the area which is suitable and available for occupation by the workers concerned;**
 - e. The new dwelling is of a size commensurate with the established functional requirement; and**
 - f. The new dwelling is sited so as to meet the identified functional need and to be well-related to existing farm buildings, or other dwellings.**
- 3. Where permission for temporary accommodation is granted, permission for a permanent dwelling will not subsequently be given unless the criteria within point 2 are met.**
- 4. New dwellings associated with other rural based enterprises will be subject to the above criteria.**

6.50 It will often be as convenient and more sustainable for workers associated with agriculture, forestry or other rural based enterprises to live in nearby towns or villages, or suitable existing dwellings, so avoiding new and potentially intrusive development in the countryside. However, there are special circumstances where it is essential for a rural worker to live permanently at or near their place of work in the countryside and this is supported within the Local Plan. Whether this is essential in any particular case

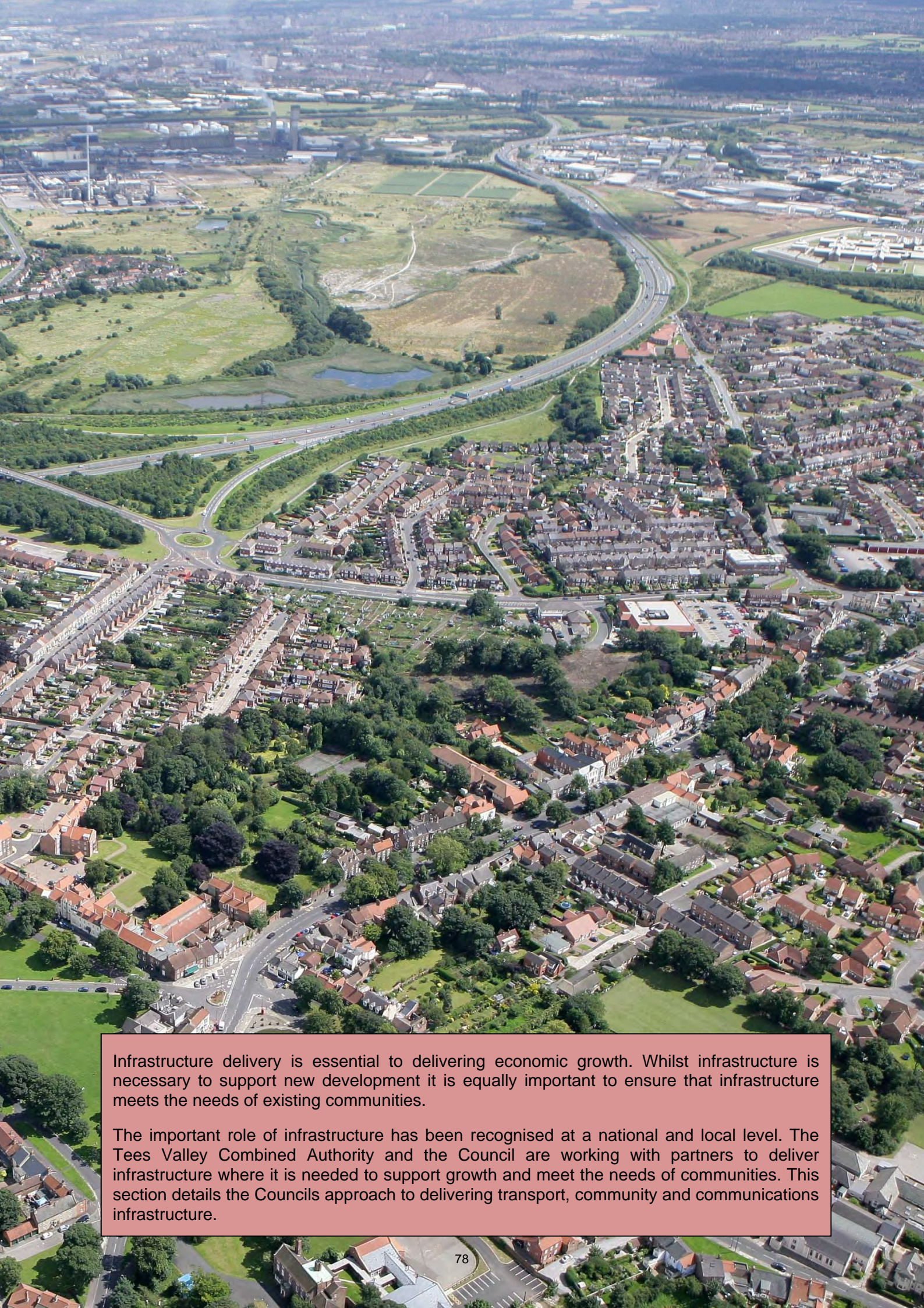
will depend on the needs of the enterprise concerned and not on the personal preferences or circumstances of any of the individuals involved.

- 6.51 A *'functional test'* is necessary to establish whether it is essential for the proper functioning of the enterprise for one or more workers to be readily available at most times. Such a requirement might arise, for example, if workers are needed to be on hand day and night. Where a functional requirement is established, it will then be necessary to consider the number of workers needed to meet it, for which the scale and nature of the enterprise will be relevant.
- 6.52 The protection of livestock from theft or injury by intruders may contribute on animal welfare grounds to the need for a new agricultural dwelling although it will not by itself be sufficient to justify one. Requirements arising from food processing, as opposed to agriculture, cannot be used to justify an agricultural dwelling. Nor can agricultural needs justify the provision of isolated new dwellings as retirement homes for farmers.
- 6.53 New permanent accommodation cannot be justified unless the enterprise is economically viable. A *'financial test'* is necessary for this purpose, and to provide evidence of the size of dwelling which the unit can sustain. In applying this test, the local planning authority will take a realistic approach to the level of profitability, taking account of the nature of the enterprise concerned. Some enterprises which aim to operate broadly on a subsistence basis, but which nonetheless provide wider benefits (e.g. in managing attractive landscapes or wildlife habitats), can be sustained on relatively low financial returns.
- 6.54 New dwellings should be of a size commensurate with the established functional requirement. Dwellings that are unusually large in relation to the agricultural needs of the unit, or unusually expensive to construct in relation to the income it can sustain in the long-term, should not be permitted. It is the requirements of the enterprise, rather than those of the owner or occupier, that are relevant in determining the size of dwelling that is appropriate to a particular holding.
- 6.55 Any grant of planning permission may include a condition preventing the exercise of permitted development rights for extensions and/or curtilage buildings.
- 6.56 Temporary accommodation should normally, for the first three years, be provided by a caravan, or a wooden structure, which can be easily dismantled, or other temporary accommodation.
- 6.57 There may also be instances where special justification exists for new isolated dwellings associated with other rural based enterprises. In these cases, the enterprise itself, including any development necessary for the operation of the enterprise, must be acceptable in planning terms and permitted in that rural location, regardless of the consideration of any proposed associated dwelling.
- 6.58 Where the need to provide accommodation to enable farm, forestry or other workers to live at or near their place of work has been accepted, permission will only be granted subject to occupancy conditions. This is to ensure that dwellings are kept available for meeting this need for as long as it exists.

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TRANSPORT & INFRASTRUCTURE





Infrastructure delivery is essential to delivering economic growth. Whilst infrastructure is necessary to support new development it is equally important to ensure that infrastructure meets the needs of existing communities.

The important role of infrastructure has been recognised at a national and local level. The Tees Valley Combined Authority and the Council are working with partners to deliver infrastructure where it is needed to support growth and meet the needs of communities. This section details the Councils approach to delivering transport, community and communications infrastructure.

7 Transport and Infrastructure

Transport Infrastructure

Policy TI1 – Transport Infrastructure

DELIVERING A SUSTAINABLE TRANSPORT NETWORK

1. To support economic growth and provide realistic alternatives to the private car the Council will work with partners to deliver a sustainable transport network. This will be achieved through improvements to the public transport network and routes for pedestrians, cyclists and other uses.
2. A comprehensive, integrated and efficient public transport network will be delivered by:
 - a. Retaining essential infrastructure that will facilitate sustainable passenger movements by bus, rail and water;
 - b. Supporting proposals for the provision of infrastructure which will improve the operation, punctuality and reliability of public transport services;
 - c. Supporting upgrades to railway stations within the Borough to improve access and safety;
 - d. Improving public transport interchanges to allow integration between different modes of transport;
 - e. Working with public transport operators to maintain and enhance provision wherever possible;
 - f. Working with partners to promote the provision of accessible transport options for persons with reduced mobility; and
 - g. Ensuring appropriate provision is made for taxis and coaches.
3. Accessible, convenient, and safe routes for pedestrians, cyclists and other users will be delivered by:
 - a. Improving, extending and linking the Borough's strategic and local network of footpaths, bridleways and cycleways; and
 - b. Improving the public realm and implementing streetscape improvements to ensure they provide a safe and inviting environment.
4. Sites and routes which will play a role in developing infrastructure to widen transport choice will be safeguarded from development which would impact negatively on their delivery or attractiveness to potential users, routes include:
 - a. Bridge and link across the Rivers Tees between Ingleby Barwick and Eggescliffe;
 - b. Cycleway/footway between Tees/Surtees Bridge and Victoria Bridge on the western bank of the River Tees;
 - c. Cycleway/footway on the northern bank of the River Tees at Yarm;
 - d. Cycleway/bridleway from Durham Road, Thorpe Thewles to Wynyard Woodland Park;
 - e. Cycleway/footway to the north of Mill Lane, Long Newton;
 - f. Cycleway/footway from Greatham Creek to Transporter Bridge;
 - g. Cycleway/footway from Elton Interchange to Durham Lane Industrial Estate;
 - h. Cycleway/footbridge across the A689 (via a bridge) to connect with the wider cycleway network at Wynyard Road; and
 - i. Car parking to the west of Eggescliffe Station and footbridge over the railway line.
5. Essential infrastructure that will facilitate sustainable freight movements by rail

and water will be retained.

HIGHWAYS INFRASTRUCTURE

- 6. To support economic growth it is essential that the road network is safe and that journey times are reliable. The Council will seek to provide an efficient and extensive transport network which enables services and facilities to be accessible to all, whilst also minimising congestion and the environmental impact of transport.**
- 7. Targeted improvements will be delivered at the following priority locations (routes are safeguarded as identified).**
 - a. Strategic road network:**
 - i. A66 (including A66 Elton Interchange);**
 - ii. A19 Widening Norton to A689 (route safeguarded);**
 - iii. A19/ A689 Interchange;**
 - iv. A689 at Wynyard;**
 - v. New Tees Crossing; and**
 - vi. A19/A67 Interchange (Crathorne).**
 - b. Local road network:**
 - i. A1046 Portrack Relief Road (route safeguarded);**
 - ii. Junctions associated with the West Stockton Sustainable Urban Extension;**
 - 1. Darlington Back Lane and Yarm Back Lane junction,**
 - 2. Horse and Jockey Roundabout (Durham Road, Junction Road and Harrowgate Lane),**
 - 3. Harrowgate Lane and Leam Lane;**
 - iii. Junction of A1027, Junction Road and Norton High Street, Stockton; and**
 - iv. Junction of Durham Road, A1027 and Bishopton Avenue, Stockton.**
- 8. The Council and its partners will support the development of the Key Route Network which through continual assessment of the strategic and local road network, will help identify and ensure appropriate improvements are delivered**

AVIATION

- 9. The Councils approach to development at Durham Tees Valley Airport is outlined in policy EG5.**

NEW DEVELOPMENT

- 10. Existing sustainable transport and public transport infrastructure will be protected from development which would impair its function or attractiveness to users.**
- 11. All major development proposals likely to generate significant additional journeys are required to be accompanied by a Transport Assessment and a Travel Plan.**
- 12. The Council and its partners will ensure that all new developments (including alterations to existing developments and changes of use, where appropriate), offer prospective residents and/or users with genuine sustainable transport options. This will be achieved by seeking to ensure that:**
 - a. Transport choices are widened. New developments will provide access to existing sustainable and public transport networks and hubs. Where appropriate networks will be extended and new hubs created. When considering how best to serve new developments, measures to make best use of capacity on existing bus services should be explored before proposing new services; consideration should be given to increasing the frequency of**

existing services or providing feeder services within the main network.

b. Suitable access is provided for all people and modes of transport.

c. Sufficient accessible and convenient operational and non-operational parking for vehicles and cycles and where practicable, incorporate facilities for charging plug-in and other ultra-low emission vehicles. Any new or revised parking provision should be of a sufficient size and layout to facilitate its safe and efficient operation.

d. Appropriate infrastructure to support Travel Demand Management which reduces travel by the private car and incentivises the use of sustainable transport options.

13. New development will be required to deliver transport infrastructure in accordance with policy SD7.

- 7.1 The Tees Valley Statement of Transport Ambition (2011) recognises the need to deliver an environmentally sustainable transport system for the Tees Valley that protects and enhances the natural environment, as well as delivering economic and social benefits. The statement of ambition identifies the following three areas of challenge:
- Resilient Network Connectivity;
 - Access to Employment; and
 - Reducing Carbon Emissions.
- 7.2 Good connectivity both within the Borough and to the wider regional and national transport networks is essential to support economic growth. The Local Plan supports the delivery of an improved transport network for the Borough to ensure effective integration of land-use and transport planning. This approach is directly linked to the ambitions identified within the Tees Valley Statement of Transport Ambition.
- 7.3 The Strategic Economic Plan (SEP) identifies 'Develop and Provide Infrastructure' as one of the six strategic priorities. This policy has been developed to incorporate priority schemes identified within the SEP, which was refreshed in 2016. Transport priorities, including longer term priorities will be incorporated within the Tees Valley Strategic Transport Plan (TVSTP).
- 7.4 A number of documents will also support the Strategic Transport Plan including:
- Individual local transport delivery plans – setting out local measures to be delivered by each of the five Tees Valley Local Authorities;
 - An updated Tees Valley Area Action Plan – a prioritised programme of local highway improvements to support our strategic priorities, which include facilitating housing and employment growth;
 - A Tees Valley Freight Strategy – identifying investment priorities to facilitate planned freight growth across the Tees Valley and beyond;
 - A Tees Valley Rail Statement – outlining the further enhancement of local rail services through active involvement in the new North East Rail Management Unit, to build on franchise improvements and recent Tees Valley Combined Authority investment in station facilities;
 - A Tees Valley Bus Strategy – further network enhancement to build on the recent Tees Valley Bus Network Improvements investment. The Buses Bill will provide the opportunity to work with operators to develop the future network that is needed; and
 - A Tees Valley Walking & Cycling Strategy – continued development of a complementary programme of cycling, walking and other sustainable transport measures to support economic growth as well as health and well-being.

Public Transport Network

- 7.5 The public transport network facilitates opportunities for people to commute and access shopping and leisure facilities. To ensure that public transport is attractive to users it is essential that improvements are made where appropriate to facilitate access, allow integration between different modes of transport and to expand and improve services. It is also important to ensure that new development makes use of and supports the network and does not negatively impact upon it.

Bus Network

- 7.6 The bus network is an important part of the public transport network in the Borough. To assist in promoting sustainable travel the Council will work closely with bus operators to maintain and enhance bus provision wherever possible as well as supporting the introduction of infrastructure to support increased punctuality and reliability. A key element of enhancing the bus network will be through the improvement of information provision; particularly through Real Time Information.
- 7.7 The Tees Valley Bus Network Improvement scheme (TVBNI) was designed to offer significant improvements to bus services, provide a real alternative to the private car on key corridors, and increase the number of opportunities for better access to employment and training. The TVBNI has upgraded a number of core bus routes in the Borough and across the sub-region. The physical works are largely complete meaning that no site allocations have been made within the Local Plan.

Rail Network

- 7.8 The Borough has six rail stations (Allens West, Billingham, Eaglescliffe, Stockton, Thornaby and Yarm), along two rail lines. This network plays a vital role in providing access to local and mainline services. The Council will work with rail operators and other partners to deliver infrastructure which enhances the rail network; this includes access improvements to stations.
- 7.9 Eaglescliffe Station has seen a significant increase in patronage in recent years due to the extended range of services offered from the station, particularly direct services to London. This has led to pressure on existing infrastructure at the station, including the car park. Whilst the car park was significantly extended in 2014, it is anticipated that increased patronage will require the provision of another car park. As there is no further land availability on the east side of the line, it is critical to ensure land to the west of the station is made available for this provision. The introduction of a connecting footbridge will also promote sustainable commuting by providing a convenient link between residential areas and Durham Lane Industrial Estate.

Footpath, Cycleway and Bridleway Network

- 7.10 The Borough has an extensive network of footpaths, cycleways and bridleways. However, there are opportunities to improve accessibility, convenience and safety through improvements to existing routes and expansions to the network. The network provides opportunities for commuting and recreation, and provides access to services and facilities. Improvements will be prioritised where they will have maximum benefit.
- 7.11 A number of routes have been safeguarded from development as they will play an important role in developing infrastructure to widen transport choice. The benefits of implementing these schemes are detailed below.
- **Bridge and link across the River Tees between Ingleby Barwick and Egglecliffe** - residents access adjoining settlements for employment and

services. The provision of a suitable crossing point will allow travel by sustainable means as there are currently no convenient routes between settlements. Whilst no funding has been identified the scheme is a desirable addition to the network and should be safeguarded should funding become available.

- **Cycleway/footway between Tees/Surtees Bridge and Victoria Bridge on the western bank of the River Tees-** The realignment and improvement of the existing footway to a cycleway and footway at this location is an aspiration of the Council to deliver a sustainable transport link which forms part of the Eight Bridges Cycle Way from Victoria Bridge to the Transporter Bridge. This realignment is through the Boathouse Lane housing site and it will be essential that any development respects this proposal.
- **Cycleway/footway on the northern bank of the River Tees at Yarm-** A challenging route exists along Yarm High Street, which includes an identified pinch point at Yarm Bridge. A route running along the north bank of the River Tees has been identified which would improve the alignment of an existing right of way, moving it away from the river and making the gradient more attractive to commuters. Implementing the proposal would require a bridge across the River Tees; at this time no funding has been identified. However, the lack of realistic alternative solutions to the identified issue means this route has been safeguarded.
- **Cycleway/bridleway from Durham Road, Thorpe Thewles to Wynyard Woodland Park-** The development of an off-road cycle/bridleway link from Durham Road in Thorpe Thewles to Wynyard Woodland Park would provide a safe and attractive 'gateway' to this popular countryside site. Utilising the existing pedestrian A177 underpass, the proposed path would provide a direct, traffic free link between the village and the park, and would also provide an alternative route for users of National Cycle Network Route 1, which currently crosses the A177 dual carriageway to the north east of Thorpe Thewles.
- **Cycleway/footway to the north of Mill Lane, Long Newton-** A cycleway/footway to the north of Mill Lane would close a gap in the cycle network between Darlington and Stockton. At present National Cycle Network Route 14 is continuous from Darlington to Middleton St George to the west and from Long Newton to central Stockton to the east, with just this section not benefitting from either a segregated cycleway or quiet road route. Mill Lane is the main link from the A66 through to Durham Tees Valley airport and as such carries a large volume of vehicles including HGV's and is a 60mph limit road. Construction of a link to the northern side of Mill Lane would complete this strategically important cycle route between Darlington and Stockton as well as providing safer local connectivity for residents of Middleton St George and Long Newton.
- **Cycleway/footway from Greatham Creek to Transporter Bridge-** The development of an off-road route for walkers and cyclists in the area to the east of Billingham to connect with other access routes near Greatham Creek to the north and the River Tees to the south is an important strategic priority. A route through this area could form part of the developing England Coast Path, as well as increasing opportunities for people to cycle to work in the Tees Estuary and Seal Sands area. It would also provide sustainable transport links between important visitor attractions including Teesmouth National Nature Reserve, RSPB Saltholme and the Transporter Bridge at Port Clarence.
- **Cycleway/footway from Elton Interchange to Durham Lane Industrial Estate-** A Strategic Urban Extension (SUE) is proposed at West Stockton. In order to

facilitate commuting via sustainable means it is appropriate to provide a cycleway/footway that connects this development (from National Cycle Network Route 14) to Durham Lane Industrial Estate.

- **Bridge and its linkages across the A689 at Wynyard-** The creation of a sustainable settlement at Wynyard is proposed within this Local Plan. To deliver this it is important that both sides of the A689 are linked by a safe, sustainable footway and cycleway, connected to the existing rights of way network. It is considered that this can best be achieved by a bridge over the road. Therefore, the preferred route of the bridge and its linkages to the existing network has been safeguarded from development which would prejudice their delivery.

Highways Infrastructure

- 7.12 The strategic road network within the Borough consists of the A19, A66 and A689. Unlike the local road network, which is maintained by the Council as the local highway authority, the strategic road network is improved, managed and maintained by the Highways England, with the Department for Transport acting as the highway authority.
- 7.13 The continued functioning of the strategic and local road network is essential to supporting development and attracting investment to the Borough. To ensure levels of growth in the locations proposed within this Local Plan can be accommodated improvements are required to both the strategic and local road network. A plethora of studies have been undertaken at a strategic and local level to identify necessary improvements.
- 7.14 A Key Route Network (KRN) will be established for the Borough made up of links to the strategic road network, 'A' roads and other key local roads, serving strategic demand flows of people and freight. The Network will help identify infrastructure improvements needed across that part of the highway system.

Devolution and the Tees Valley Combined Authority

- 7.15 The Devolution Deal signed in November 2015 includes a number of key strategic transport schemes that are seen as essential to facilitate growth in Tees Valley, which are deliverable in the next 10 years and are now supported and endorsed by TfN. These are:
- A new A19 Tees Crossing and associated enhancements to the strategic A19 corridor.
 - Darlington Station Redevelopment, to be HS2/NPR ready and to improve the gateway into and across Tees Valley.
 - The delivery of improved East-West connectivity from the A1 to the international gateway at Teesport.
 - The major upgrade of the Northallerton to Middlesbrough/Teesport rail line to improve connectivity for businesses and passengers.
- 7.16 In mid-January 2017 the Department for Transport (DfT) allocated a proportion of the available NPIF funding to Transport Authorities. The Tees Valley Combined Authority seeks to direct the funding to improving east – west connectivity across the conurbation.
- 7.17 Specific improvements required to support anticipated traffic growth on the A66 to facilitate better east-west connectivity will be identified through on-going studies and incorporated within the Local Plan as appropriate.

Tees Valley Area Action Plan

- 7.18 The Tees Valley Area Action Plan (TVAAP) is a jointly prepared plan that brings together development proposals and the required transport improvements and delivery and funding plans. It is a collaborative project between Highways England, Tees Valley Combined Authority, and the five Tees Valley Local Authorities.
- 7.19 The TVAAP is a constantly evolving transport planning response to the changing development aspirations of the Tees Valley, and seeks to facilitate the economic growth that is being sought by the Tees Valley Strategic Economic Plan. It is vital that the strategic transport network is able to accommodate the traffic pressures that come with it. This will be achieved through the maintenance, adaptation and expansion of the existing network allied to measures to encourage the use of buses, trains, walking and cycling. This is summarised within the aim of the AAP as stated below:

“Taking all of the predicted and aspirational future economic growth into consideration – develop a series of transport interventions and prioritise them by growth delivered, value for money, affordability, and timescale.”

The AAP is currently under review and an update will be produced in 2017. The last major revision was in 2009. However, the development database which underpins the future year traffic predictions and is used to inform the modelling of the impact of new developments has been updated on an annual basis.”

North West Stockton and the A19/A689

- 7.20 The A19 has been identified as having particularly high traffic densities per lane compared to other roads nationally, and operates beyond its theoretical capacity. It has been acknowledged as a barrier to growth across the Tees Valley. A number of schemes have been identified to assist in facilitating reliable journey times including a scheme to widen the carriageway to three lanes between Norton and the A689.
- 7.21 Improved traffic flows have been achieved at the A19/A689 junction through improvements implemented through the successful bid for Pinch Point Programme funding. However, to deliver growth at Wynyard there will be a requirement to upgrade infrastructure at this junction and on the A689. Highways infrastructure improvements will be detailed within the emerging Wynyard Masterplan.

A66 East-West Connectivity

- 7.22 The A66 is important for all residents, businesses and visitors of the Tees Valley with many relying upon it daily. A key priority in the Tees Valley Strategic Economic Plan is to improve east-west road connectivity to provide a high quality, resilient corridor along the A66 from the A1(M) to the international gateway at Teesport. A66 corridor improvements within the Borough relate to the provision of extra lanes on the A66 and junction improvements at Elton Interchange.

West Stockton Strategic Urban Extension and A66 Elton Interchange

- 7.23 An identified improvement on the A66 includes a scheme associated with the West Stockton Strategic Urban Extension (SUE). Modelling work undertaken as part of the masterplan for the SUE identified the necessity for improvements to the junction at Elton Interchange. However, in the longer term there is an ambition to support further and more significant improvements to this junction which would benefit the highway network and facilitate additional highway capacity.
- 7.24 As part of the West Stockton SUE improvements to the local road network have been identified; these include improvements to the junctions of:

- Darlington Back Lane and Yarm Back Lane.
- Horse and Jockey Roundabout (Durham Road, Junction Road and Harrowgate Lane).
- Harrowgate Lane and Leam Lane.

Portrack Relief Road and New Tees Crossing

- 7.25 Two specific schemes on the local road network have been identified within the Tees Valley Area Action Plan (TVAAP) to relieve congestion on the strategic road network. These are Portrack Relief Road and a New Tees Crossing. The route of the proposed Portrack Relief Road is safeguarded and identified on the policies map. Feasibility work is on-going to establish the proposed route for the New Tees Crossing.
- 7.26 A wider North Stockton transport model (focusing on A177 Durham Road, B1274 Junction Road and the A1207) is under preparation to ascertain improvements that are required in this area to ensure the highways network can accommodate cumulative increases in traffic movements. Particular focus of this study will be the following principle junctions:
- A1027, Junction Road and Norton High Street, Stockton.
 - Durham, A1027 and Bishopton Avenue, Stockton.

Community Infrastructure

Policy TI2 – Community Infrastructure

- 1. There is a need to ensure that community infrastructure is delivered and protected to meet the needs of the growing population within the Borough. To ensure community infrastructure meets the education, cultural, social, leisure/recreation and health needs of all sections of the local community the Council will:**
 - a. Protect, maintain and improve existing community infrastructure where appropriate and practicable;**
 - b. Work with partners to ensure existing deficiencies are addressed; and**
 - c. Require the provision of new community infrastructure alongside new development in accordance with policy SD7.**
- 2. Planning permission for the re-use or redevelopment of any land or buildings used for community infrastructure will be permitted where the community's ability to meet its day-to-day needs for services are not reduced.**
- 3. Where proposals for planning permission affect a designated Asset of Community Value, the applicant must additionally demonstrate that the land or buildings could not viably remain in continued or similar use, having been marketed for a six week period and, if a community group has expressed an interest in being treated as a potential bidder for the site, a six month period has passed.**
- 4. To ensure needs for community infrastructure are met the Council will:**
 - a. Support opportunities to widen the cultural, sport, recreation and leisure offer;**
 - b. Support proposals of education, training and health care providers to meet the needs of communities;**
 - c. Encourage the multi-purpose use of facilities to provide a range of services and facilities within one accessible location;**
 - d. Safeguard land at the former Blakeston School site for the provision of a crematorium;**

- e. Identify land for the delivery of cemetery provision within Stockton and to the south of the Borough to meet identified needs;**
- f. Support the provision of additional river accesses with increased landing stages/moorings/marina at appropriate locations where they are of a scale appropriate to the location; and**
- g. Safeguard areas of land at Ingleby Barwick for:**
 - i. Leisure facility adjacent to the Local Centre, and**
 - ii. Community Centre at Sandgate.**
- 5. Community Infrastructure is to be delivered alongside residential development at the West Stockton Sustainable Urban Extension and Wynyard Sustainable Settlement in accordance with policies H2 and H3 to ensure the creation of sustainable communities.**
- 6. The loss of playing fields, in whole or part will be resisted unless:**
 - a. The playing field(s) have been identified as surplus to requirements, or**
 - b. The proposed development is ancillary to the principal use of the site as a playing field(s), and does not affect the quantity or quality of pitches or adversely affect their use, or**
 - c. The proposed development affects only land incapable of forming, or forming part of, a playing pitch, and does not result in the loss of or inability to make use of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing areas of any playing pitch or the loss of any other sporting/ancillary facilities on the site, or**
 - d. The playing field(s), which would be lost as a result of the proposed development, would be replaced by a playing field(s) of an equivalent or better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of development, or**
 - e. The development is for an alternative sports and recreational provision the needs for which clearly outweigh the loss.**

- 7.27 The Local Plan seeks to deliver sustainable communities and promote community cohesion. This is only possible if all sections of the local community have access to facilities to fulfil their education, cultural, social, leisure/recreation and health needs. Community facilities give residents opportunities to fulfil healthy and fulfilling lifestyles which contributes to numerous objectives of the Local Plan.
- 7.28 Community infrastructure includes many venues and facilities including places of worship, libraries, theatres, museums, retail centres, town squares and meeting places, schools, health centres (including hospitals), pubs and cafes, parks, open spaces and other public venues. Community use proposals which can also be classified as town centre uses, should also consider policies in the Economic Growth section of this Local Plan.
- 7.29 The Local Plan seeks to provide a range of facilities within existing communities. To deliver this it is essential that the plans of other service providers are taken into account. In particular, the Council are keen to ensure that the education and health needs of communities are met and will support proposals of providers to meet identified needs.
- 7.30 The NPPF sets out clear guidance for local authorities through decision-making and plan-making to ensure adequate provision of community services and to guard against unnecessary loss. This policy reflects those ambitions and additionally reflects the specific designation applied to some community infrastructure through the Localism Act

(2011) which provides an opportunity for community interest groups to register buildings or land as an Asset of Community Value if:

- Current primary use of the building/land or use of the building/land in the recent past furthers the social well-being or social interests (cultural, recreational, or sporting interests) of the local community;
- It is realistic to think that now or in the next five years there could continue to be primary use of the building/land which will further the social well-being or social interests of the local community (whether or not in the same way as before).

- 7.31 Owners of an Asset of Community Value cannot dispose of them without letting the local authority know that they intend to sell the asset and have undertaken an appropriate period of marketing the property. However, for such land or buildings planning permission might, if required, be sought by the owner to change the use, or redevelop land or buildings. This policy draws upon the conditions for sale of a Community Asset to inform the Councils determination of applications affecting such land and buildings.
- 7.32 There is an identified need for the provision of a crematorium within the Borough. The merger of Blakeston School and Norton School resulted in the formation of North Shore Academy in a new purpose built facility at the former Tilery Sports Centre. This has released land at Blakeston School for the provision of a crematorium. There is also limited provision for burial space within central Stockton and some areas to the south of the Borough (specifically the communities of Yarm, Eaglescliffe, Preston and Ingleby Barwick). The Council will therefore seek to identify land to deliver cemetery provision within these locations.
- 7.33 A review of River Based Leisure Facilities undertaken in 2008 identified a long standing demand for increased access to the River Tees for boat users, canoeists and rowers; this is particularly true of attractive upstream areas of the River Tees around Thornaby, Ingleby Barwick, Yarm and Eaglescliffe. This policy seeks to support the delivery of infrastructure to increase access to the River Tees.
- 7.34 A number of areas of land have been safeguarded at Ingleby Barwick for the provision of community infrastructure. This includes a community centre and leisure facility (incorporating a leisure centre, library and customer service point).
- 7.35 A Playing Pitch Strategy (PPS) for Stockton has been prepared that will provide a clear, strategic framework for the maintenance and improvement of existing playing pitches and ancillary facilities between 2015 and 2025. When planning for built sports facilities the Council will be guided by evidence within the 'Stockton-on-Tees Borough Council Indoor, Built and Specialist Facilities Assessment Report' (2016).

Communications Infrastructure

Policy TI3: Communications Infrastructure

- 1. The Council supports the expansion of communications networks, including telecommunications and high speed broadband; especially where this addresses gaps in coverage.**
- 2. The Council will aim to keep the number of radio and telecommunication masts and base stations to a minimum consistent with the efficient operation of the network. Existing masts, buildings and other structures should be used, unless the need for a new mast or base station has been justified.**
- 3. Where a new mast or base station has been justified, any equipment should be sympathetically designed and camouflaged where appropriate.**

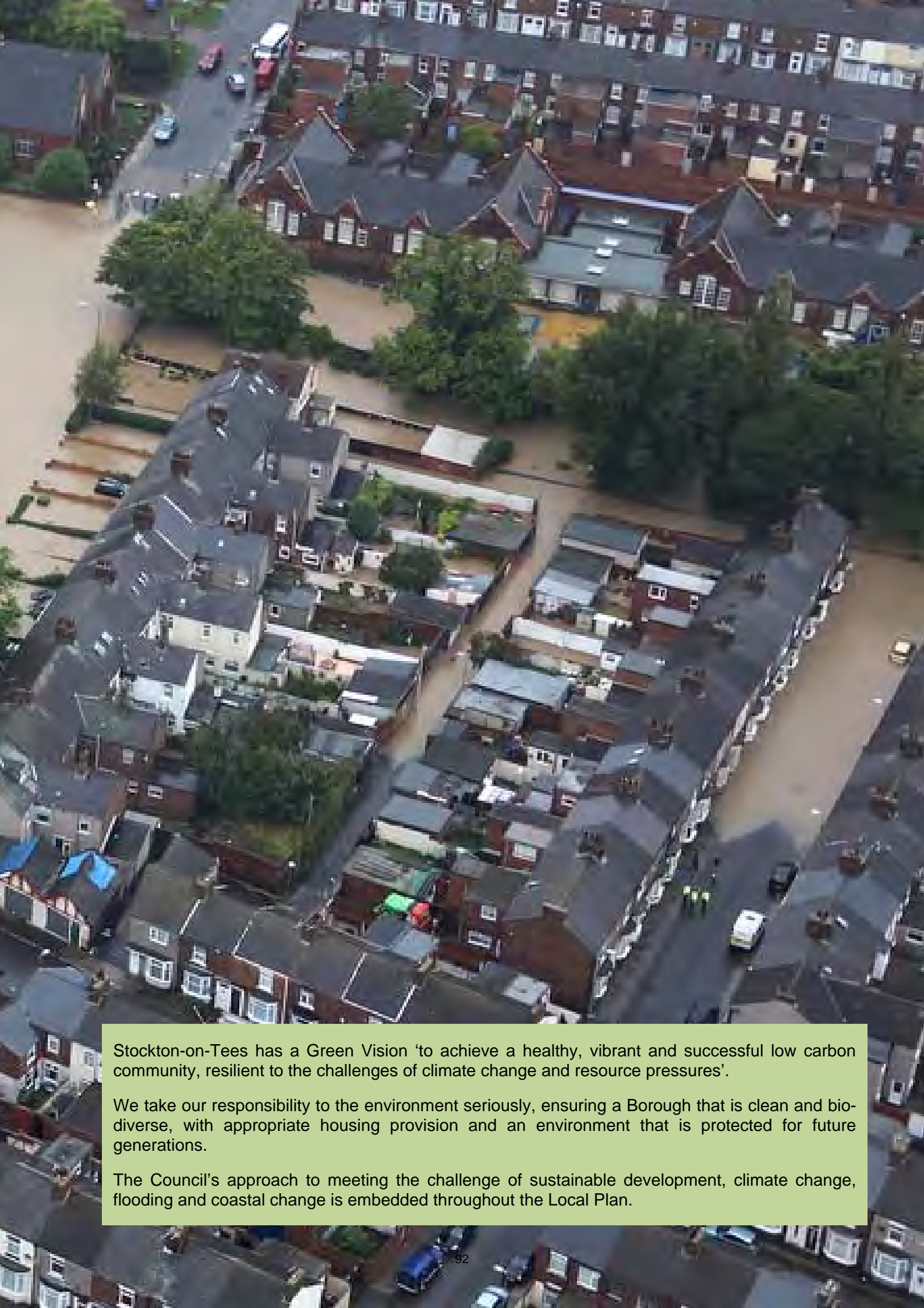
- 4. When considering applications for telecommunications development, the Council will have regard to the operational requirements of communications networks and the technical limitations of the technology.**
- 5. Telecommunications development will be supported where it has been demonstrated that the proposal does not cause significant and irremediable interference with other electrical equipment, air traffic services or instrumentation operated in the national interest. Consideration should also be given to the possibility of the construction of new buildings or structures interfering with telecommunications services.**
- 6. Applications for telecommunications development should be supported by:**
 - a. The outcome of consultations with organisations with an interest in the proposed development, in particular with the relevant body where a mast is to be installed near a school or college or within a statutory safeguarding zone surrounding an aerodrome or technical site; and**
 - b. Where appropriate a statement that self-certifies that the cumulative exposure, when operational, will not exceed International Commission guidelines.**
- 7. Developers should demonstrate how proposals for new homes, employment or main town centre uses will contribute to and be compatible with local fibre and internet connectivity. This could be through a 'Connectivity Statement' provided with planning applications.**
- 8. Taking into consideration viability the Council require developers of new homes, employment or main town centre uses to deliver, as a minimum, on-site infrastructure including open access ducting to industry standards, to enable new premises and homes to be directly served by local fibre and internet connectivity. This on-site infrastructure should be provided from homes and premises to the public highway or other location justified as part of the planning application. Where possible, viable and desirable, the provision of additional ducting will be supported where it allows the expansion of the network.**

- 7.36 The provision of high quality communications networks is increasingly important in the modern world and is essential for sustainable economic growth. The Council are supportive of expanding and enhancing communications infrastructure and are actively working with partners to improve broadband connectivity in key locations where this will deliver economic growth.
- 7.37 The Council is committed to ensuring that telecommunications developments are supported by necessary evidence to ensure that they are designed and sited appropriately.
- 7.38 The world of telecommunications and connectivity is a changing environment with new technological advances occurring all the time. However, the provision of fibre connections is the most robust and future-proof method of connectivity. Therefore, it should be the aim to ensure that infrastructure is provided to facilitate fibre connections to all new developments.

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Environment & Climate Change





Stockton-on-Tees has a Green Vision 'to achieve a healthy, vibrant and successful low carbon community, resilient to the challenges of climate change and resource pressures'.

We take our responsibility to the environment seriously, ensuring a Borough that is clean and bio-diverse, with appropriate housing provision and an environment that is protected for future generations.

The Council's approach to meeting the challenge of sustainable development, climate change, flooding and coastal change is embedded throughout the Local Plan.

8 Environment & Climate Change

Energy Efficiency, Renewable Energy and Low Carbon

- 8.1 Internationally, climate change is recognised as one of the greatest long term threats to our lives, health and well-being, the economy and natural environment. Since 2002, the Council and its partners have prioritised the challenge of mitigating and adapting to climate change, and to that end, in January 2016 adopted its latest Climate Change Strategy and Action Plan. That document sets out seven priorities in continually reducing greenhouse gas emissions from domestic and commercial premises, as well as increasing resilience of communities and environments to the impact of future severe events. If the Borough is to contribute to the national target of an 80% reduction in CO² emissions by 2050, then the energy efficiency and building standards of new development and existing stock needs to be enhanced and the Borough's local energy generating capacity expanded and decarbonised.
- 8.2 Total emissions of CO² in 2014 were 2,654,900 tonnes, a reduction of 16.3% from 2013 emissions of 3,173,000 tonnes. 74.9% of all emissions in Stockton-on-Tees in 2014 were from industrial and commercial operations. The Council has adopted a target to reduce total greenhouse gas emissions from the Borough by 18%, and per capita emissions by 21%, on 2013 levels by March 2020.
- 8.3 The NPPF states that planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy.
- 8.4 In terms of adaptation, national and local data analysis and intelligence provides a valuable insight into potential future scenarios for the Borough including hotter, drier summers, milder and wetter winters, and increasing likelihood of more intense combined events including rainfall. Further detail and justification for climate change responses can be found in the adopted Climate Change Strategy 2016.
- 8.5 There are also significant opportunities for economic growth in moving towards a low carbon, high value economy in Stockton-on-Tees in areas such as district heat and power, onshore and offshore renewables, hydrogen and syngas, and carbon capture and storage.
- 8.6 In the domestic sector, energy efficiency of homes and maintaining affordable warmth remain a challenge for many with 10.7% of all households finding themselves in fuel poverty. Ensuring the energy efficiency of existing domestic properties is improved while making sure all new development is designed and constructed to minimise the risk of fuel poverty occurring remains a high priority.
- 8.7 This section sets out our policies in ensuring that all new development including the location, design, construction and operation of individual buildings to new communities is energy and resource efficient, supports renewable and low carbon energy generation and consumption, and contributes to creating a low carbon community with reducing fuel poverty levels.

Policy ENV 1 – Energy Efficiency

- 1. The Council will require all development to minimise the effects of climate change and encourage all developments to meet the highest feasible environmental standards that are financially viable during construction and occupation. The Council will:**

- a. **Promote zero carbon development and require all development to reduce carbon dioxide emissions by following the steps in the energy hierarchy, in the following sequence:**
 - i. **Energy reduction through ‘smart’ heating and lighting, behavioural changes, and use of passive design measures; then,**
 - ii. **Energy efficiency through better insulation and efficient appliances; then,**
 - iii. **Renewable energy of heat and electricity from solar, wind, biomass, hydro and geothermal sources; then**
 - iv. **Low carbon energy including the use of heat pumps, CHP and CCHP systems, then**
 - v. **Conventional energy.**
 - b. **Require all major development to demonstrate how they contribute to the greenhouse gas emissions reduction targets set out in Stockton-on-Tees’ Climate Change Strategy 2016; and**
 - c. **Support and encourage sensitive energy efficiency improvements to existing buildings.**
- 2. Proposals are encouraged where development:**
- a. **Incorporates passive design measures to improve the efficiency of heating, cooling and ventilation; and**
 - b. **Includes design measures to minimise the reliance on artificial lighting through siting, design, layout and building orientation that maximises sunlight and daylight, passive ventilation and avoids overshadowing.**
- Domestic**
- 3. All developments of ten dwellings or more, or of 1,000 sq m and above of gross floor space, will be required to:**
- a. **Submit an energy statement identifying the predicted energy consumption and associated CO₂ emissions of the development and demonstrating how the energy hierarchy has been applied to make the fullest contribution to greenhouse gas emissions reduction; and**
 - b. **Provide at least 10% of the total predicted energy requirements of the development from renewable energy sources, either on site or in the locality of the development.**
- Non domestic**
- 4. All new non-residential developments up to and including 499 sq m of gross floor space will be completed to a Building Research Establishment Environmental Assessment Method (BREEAM) minimum rating of ‘very good’ (or any future national equivalent).**
- 5. All new non-residential developments of 500 sq m and above of gross floor space will be required to:**
- a. **Submit an energy statement demonstrating how the energy hierarchy has been applied to make the fullest contribution to CO₂ reduction; and**
 - b. **Be completed to a Building Research Establishment Environmental Assessment Method (BREEAM) minimum rating of ‘very good’ (or any future national equivalent).**

- 8.8 It is the responsibility of local planning authorities to develop pro-active strategies to mitigate and adapt to climate change. The NPPF (paragraphs 95, 96 and 97) also expects local planning authorities to:**

- support energy efficiency improvements to existing buildings;
- when setting local requirements for sustainability, do so in a way that is consistent with the government's zero carbon policy, and adopt nationally described standards;
- take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption; and
- have a positive strategy to generate energy from renewable and low carbon sources.

- 8.9 The Government's Housing Standards Review began in 2012 and set out to rationalise standards for new homes including those for energy, water efficiency and materials. On 27 March 2015, the Ministerial Statement announced a new approach to the setting of technical housing standards with the Deregulation Act (2015) introducing requirements for housing standards, in particular energy and carbon emission performance, to be integrated into the Building Regulations.
- 8.10 The Ministerial Statement also noted that "A local planning authority in England may in their development plan documents include policies imposing reasonable requirements for a proportion of energy used in the development in their area to be energy from renewable sources in the locality of the development". This permissive power allows local authorities to continue to be able to set and apply policies in their Local Plans, which encourage renewable energy and reduction in CO₂ emissions.
- 8.11 The Ministerial Statement expects Local Planning Authorities to take the government's intentions into account and not set energy efficiency conditions above a Code 4 Level requirement (which equates to 19% below Part L Building Regulations 2013). It also noted the continued intention of government to implement the Zero Carbon Homes standard in 2016, with the recognition that this should not apply to small sites. However, a subsequent policy paper 'Fixing the Foundations' (July 2015) announced that the government did not intend to pursue the zero carbon homes allowable solutions offsetting scheme, but would keep national policy on energy efficiency under review.
- 8.12 Whilst Building Regulations address the standard of energy efficiency in buildings, the Local Plan seeks to ensure that development is environmentally sustainable and as such applications will need to demonstrate that energy efficiency considerations have guided the design process, using the energy hierarchy set out in policy ENV1 above.
- 8.13 This includes consideration of opportunities to incorporate passive design measures, for example maximising the potential for solar gain and natural ventilation through the siting, orientation and layout of a development. Other key considerations include potential to connect to or incorporate district energy systems, renewable energy, water recycling and waste reduction.
- 8.14 Non-residential development was not affected by the Housing Standards Review described in section 8.9 and Planning Authorities are still enabled to require better than Building Regulations standards for new non-domestic buildings. The Building Research Establishment Environmental Assessment Method (BREEAM) is regarded as the measure of best practice in environmental design and management of non-domestic buildings. BREEAM assesses buildings' performance in aspects such as construction, energy use, pollution and water consumption and efficiency. In order to meet our adopted targets such as emissions reduction (where 75% of all CO₂ emissions in Stockton-on-Tees is from industrial and commercial premises) then application of BREEAM is of significant value.
- 8.15 The Council also has a desire to significantly increase the energy efficiency of all properties in contributing to reducing the incidence of fuel poverty in Stockton-on-Tees.

Fuel poverty affects the most vulnerable residents in our communities and can have significant adverse impacts on their health and well-being. The levels of fuel poverty have been increasing across the UK, with 2.38 million households nationally living in fuel poverty in 2014 compared to 1 million households in 2004.

- 8.16 As of 5th December 2014, successive Governments are bound by a statutory fuel poverty target: ‘to ensure that as many fuel poor homes, as is reasonably practicable, achieve a minimum energy efficiency rating of band C by 2030’. (A band C rating is equivalent to a SAP rating of 69-80 points). The interim milestones to support this statutory target are:
- as many fuel poor homes as is reasonably practicable to band E by 2020 (A band E rating is equivalent to a SAP rating of 39 – 54 points).
 - as many fuel poor homes as is reasonably practicable to band D by 2025 (A band D rating is equivalent to a SAP rating of 55 – 68 points).
- 8.17 The energy efficiency of a property is measured by the Standard Assessment Procedure (SAP) rating on a scale of 1 to 100 e.g. the higher the number the more energy efficient the house. Households suffering from fuel poverty are more likely to be living in properties with low SAP ratings. ‘Cutting the cost of keeping warm – a fuel poverty strategy for England’ (2015) estimates that less than 5% of fuel poor homes in England have an energy efficiency rating of band C and above. This compares to around 18% across all households.
- 8.18 Tackling fuel poverty and promoting affordable warmth is a high priority for Stockton-on-Tees Borough Council, as set out in the adopted Affordable Warmth Strategy (2017), with an ambition to increase the average SAP rating of domestic housing stock year on year. While the rate of fuel poverty in Stockton-on-Tees at 12.3% (DECC annual estimates – June 2017) is the lowest in the Tees Valley and only just above the 10.6% average for England, this does represent 9,907 households experiencing fuel poverty and remains a significant challenge to be tackled. Encouraging higher standards to improve the thermal properties and energy efficiency of homes across our Borough are the very foundation of our Affordable Warmth Strategy that can be realised through the design and construction standards of new builds and the comprehensive retrofit across the existing stock, especially properties with lower SAP ratings. Stockton-on-Tees Borough Council will support proposals which seek to build to higher energy levels than currently required by Building Regulations in order to reduce carbon emissions and design out fuel poverty.
- 8.19 The standards set out in the policy will be reviewed to reflect any future change in national standards and/or any equivalent standards that might be introduced.

Policy ENV 2: Renewable and Low Carbon Energy Generation

- 1. Appropriate proposals will be supported where renewable energy measures are considered from the outset, including incorporating small-scale renewable and low carbon energy generation into the design of new developments where appropriate, feasible and viable, and where there would be no unacceptable adverse effects on landscape, ecology, heritage assets and amenity. The Council encourage and support:
 - a. The local production of energy from renewable and low carbon sources to help to reduce carbon emissions and contribute towards the achievement of renewable energy targets; and**
 - b. Community energy schemes that reduce, manage and generate energy to bring benefits to the local community.****
- 2. No suitable areas for wind energy generation have been identified in the Local Plan and planning applications for commercial wind turbines in the countryside will be resisted.**
- 3. Planning applications for energy generation from renewable and low carbon sources, other than wind energy generation, will be considered against the principles in policy SD8. Proposals should be supported by a comprehensive assessment of the landscape, visual and any other impacts of the proposal.**
- 4. Developers should, where appropriate, provide details alongside a planning application of a satisfactory scheme to restore a site to at least its original condition when the scheme has reached the end of its operational life.**
- 5. To ensure that the Council can monitor the effectiveness of renewable and low carbon technologies, major developments will be required to install appropriate monitoring equipment.**

- 8.20 The need to tackle climate change by reducing carbon emissions, through the use of renewable energy is well established at national, regional and local levels. The Government's Energy White Paper set a target that by 2010, 10% of the UK's electricity would be from zero carbon or carbon neutral sources with 20% by 2020. Renewable sources of energy include wind, wave, tidal, hydro or solar power and biomass.
- 8.21 The NPPF states that local planning authorities should design their policies to maximise renewable and low carbon energy development while ensuring that adverse impacts are addressed satisfactorily, including cumulative landscape and visual impacts. This policy seeks to support, in principle, schemes to generate energy from renewable and low carbon sources within the Borough where any impacts from the proposals can be satisfactorily addressed. The Council recognises the important contribution made by renewable energy generation in moving towards a low carbon economy.
- 8.22 This policy will contribute directly to promoting the use of renewable energy and addressing climate change. Supporting small scale renewable and low carbon energy generation provides an opportunity to deliver the Local Plan. Whilst amendments to planning legislation may restrict the inclusion of policies in relation to building performance for housing, existing powers within the Planning and Energy Act 2008 in relation to development and renewable or low carbon energy have not been altered. The NPPF also retains requirements regarding new housing development and low carbon infrastructure such as district heating networks.
- 8.23 Paragraph 97 of the NPPF highlights the duty placed on local planning authorities to be proactive in supporting the delivery of renewable and low carbon energy. It states that local planning authorities should 'have a positive strategy to promote energy from renewable and low carbon sources' and 'identify opportunities where development can

draw its energy supply from decentralised, renewable or low carbon energy supply systems'. The development of renewable and low carbon energy could have a significant positive impact in terms of reducing carbon emissions in Stockton-on-Tees and improving energy security for the future.

- 8.24 The Wind Farm Development and Landscape Capacity Studies: East Durham Limestone and Tees Plain identified a small area within and around the north west of the Borough, including land within the boundaries of County Durham, Hartlepool and Darlington authorities, as having some capacity for medium-small wind farm developments. However, due to a number of wind developments and planning applications coming forward in the above area, an Addendum Study was carried out to assess the cumulative impact of these wind farms and the likelihood of reaching saturation for the landscape. This study found that not all of the proposed wind farm developments could be accommodated within the landscape.
- 8.25 In addition to this study and its addendum, a further study into the potential for wind developments within the Borough has been carried out. The Stockton Renewables Phase One: Wind Study identifies the location of major constraints, which are incompatible with wind energy, and variable constraints which are uncertain in their extent or which have the possibility of mitigation. These constraints are mapped against areas where wind speeds could support wind farm development. It was determined that the Borough is very heavily constrained with limited opportunities for commercial wind farm development. The study identifies that there are no areas of the Borough without any constraints and much of the Borough is covered by major constraints. As such no suitable areas for wind turbines have been identified within the Local Plan. In accordance with Planning Practice Guidance, planning applications for wind turbines should not be approved unless the proposed development site is an area identified as suitable for wind energy development in a Local or Neighbourhood Plan. Therefore, this policy does not apply to proposals for wind turbines unless the prevailing national guidance alters.
- 8.26 Alternative sources of renewable energy generation for the Borough include biomass. Biomass powered energy plants often require a location suitable for heavy industry and will require good road and river freight links. It is considered that the specific requirements of a biomass powered energy plant would allow its location within the North Tees and Billingham areas.

Policy ENV 3 – Decentralised Energy Generation and Supply

- 1. The Council will promote and support decentralised energy such as District Heat and Power Networks by:**
 - a. Working with local partner organisations and developers to implement decentralised energy networks in Stockton-on-Tees Borough in line with the District Energy Masterplan;**
 - b. Requiring any developments with the potential to produce waste heat (such as power generation, energy from waste or chemical processing) to be CHP ready so that heat can be supplied into new or existing networks;**
 - c. Identifying and safeguarding potential network routes; and**
 - d. Requiring all major developments to assess the feasibility of connecting to an existing decentralised energy network, or where this is not possible, assess the feasibility of establishing a new network or future proofing energy infrastructure to make future connection feasible.**
 - e. The Council will require all major development to investigate the use of decentralised energy networks for heat and power as part of the feasibility assessment and energy statement.**

- 8.27 Decentralised energy is generated and consumed off the main grid ranging from micro-renewables, to large scale heating and cooling. It can refer to energy from waste plants, combined heat and power (CHP), district heat and power networks, as well as geothermal, biomass or solar energy.
- 8.28 The Council is actively pursuing the development of a large scale heat and power network across Stockton-on-Tees and supports the provision of infrastructure for low carbon decentralised energy systems. Policy ENV3 of the Local Plan encourages all major development proposals to consider and take advantage of low carbon decentralised energy systems.
- 8.29 A study into the potential for district heating systems within the Tees Valley (2010) indicated that there was potential for developments in Central Stockton to incorporate this technology. However, a follow on study into the strategic use of waste heat and supply of private sector customers found that while these projects were technologically feasible, they had only marginal commercial viability. Further, more detailed investigations into a potential heat and power network in the Borough have since identified potential networks to serve wide ranging customers including large commercial and public sector users. This North Tees District Heat and Power Scheme is supported by feasibility funding from the Department for Business, Energy and Industrial Strategy through the Tees Valley City Deal. A Stockton-on-Tees Masterplan including detailed heat mapping and exploration of network routes work were developed. Following this, a business case will be prepared before site specific proposals are developed and implemented.
- 8.30 The fundamental concept of the district energy scheme is based on waste heat and surplus electricity being captured from several companies who are in surplus, and supplied to those companies and the wider community who purchase gas and electricity from the grid. The benefits are wide ranging:
- Improving the economic conditions for local energy intensive companies by providing lower energy costs, also potentially supporting job protection and creation and the associated benefits to the local economy).
 - Providing additional revenue streams for the heat and power providers, contributing to their continued viability.
 - Reduce the volatility of future energy prices through providing long-term contracts, allowing companies to plan on a longer-term horizon and reducing any uncertainty / risks that energy price volatility may have on their operations.
 - The additional capacity built in will be used to attract further inward investment to the area.
 - Significant environmental benefits such as reducing CO₂ and other greenhouse gas emissions from reducing the need to fire gas in boilers.
- 8.31 Whilst the main focus is on the larger industrial and commercial users as they offer the economy of scale to initiate the scheme, there is also potential to leverage off these networks and also supply heat to some social housing providers/tenants. This will generate financial and environmental savings for the local community and in the longer term could provide a platform to address wider social issues such as fuel poverty.

Climate Adaptation and Mitigating Flood Risk

- 8.32 Climate change will result in hotter, drier summers, and warmer, wetter winters, with more extreme events occurring more regularly. Winter rainfall locally has almost doubled since 1960 and the Council's Climate Change Strategy sets out the evidence for the need for future development to take account of expected changes in weather events. Responding to climate risk and change through adaptation is fundamental for the built and natural environment to continue to survive and meet the needs of future generations.

- 8.33 The NPPF notes that Local Plans should take account of climate change over the longer term (paragraph 99). Any new development should also be planned to avoid any increased vulnerability to the impacts of climate change. National Planning Practice Guidance highlights the importance of effective spatial planning in building a successful response to climate change. It also notes the importance of helping to increase resilience to the impacts of climate change through the location, mix and design of development. The Council will require development to be resilient to climate change and risk, adopting appropriate climate change mitigation and adaptation principles in line with policy SD5.

Policy ENV4 - Reducing and Mitigating Flood Risk

- 1. New development will be directed towards areas of low flood risk (Flood Zone 1). In considering proposals elsewhere, the sequential and exception tests will be applied. Site specific flood risk assessments and drainage strategies will be required in accordance with national policy.**
- 2. In exceptional circumstances developments may be permitted in higher flood risk areas to meet strategic regeneration objectives within the Regenerated River Tees Corridor as identified within policy SD3 or to provide essential infrastructure. Where necessary mitigation measures would have to be identified through a detailed Flood Risk Assessment.**
- 3. Development proposals will be designed to ensure:**
 - a. They will be safe over the lifetime of the development, taking account of climate change;**
 - b. Flood risk is not increased elsewhere and will where possible, reduce flood risk overall;**
 - c. Foul and surface water flows are separated;**
 - d. Sustainable Drainage Systems (SuDS) are prioritised; and**
 - e. SuDS accord with the Tees Valley Authorities Local Standards for Sustainable Drainage (2015).**
- 4. Surface water run-off should be managed at source wherever possible and disposed of in the following hierarchy of preference sequence:**
 - a. To an infiltration or soak away system; then,**
 - b. To a watercourse open or closed; then,**
 - c. To a sewer.**
- 5. Disposal to combined sewers should be the last resort once all other methods have been explored.**
- 6. For developments which were previously developed, the peak runoff rate from the development to any drain, sewer or surface water body for the 1-in-1 year rainfall event and the 1-in-100 year rainfall event should be as close as reasonably practicable to the greenfield runoff rate from the development for the same rainfall event, but should never exceed the rate of discharge from the development prior to redevelopment for that event. For greenfield developments, the peak runoff rate from the development to any highway drain, sewer or surface water body for the 1-in-1 year rainfall event and the 1-in-100 year rainfall event should never exceed the peak greenfield runoff rate for the same event.**
- 7. Within critical drainage areas or other areas identified as having particular flood risk issues the Council may:**
 - a. Support reduced run-off rates.**
 - b. Seek contributions, where appropriate, towards off-site enhancements directly related to flow paths from the development, to provide increased flood risk**

benefits to the site and surrounding areas.

- 8. The incorporation of SuDS should be integral to the design process and be integrated with green infrastructure. Where SuDS are provided arrangements must be put in place for their whole life management and maintenance.**
- 9. Through partnership working the Council will work to achieve the goals of the Stockton-on-Tees Local Flood Risk Management Strategy & Northumbria Catchment Flood Management Plan. This will include the implementation of schemes to reduce the risk of flooding to existing properties and infrastructure. Proposals which seek to mitigate flooding, create natural flood plains or seek to enhance and/or expand flood plains in appropriate locations will be permitted.**
- 10. To reduce the risk of flooding the Council is working in partnership with the Environment Agency to deliver a Flood Alleviation Scheme on Lustrum Beck.**

- 8.34 Reducing and mitigating flood risk is an important issue for planning particularly as the effects of climate change are being realised. To ensure sustainable economic growth is achieved, it is essential that development (new and existing) is safe from flooding and incorporates approaches to reduce risk. When addressing flood risk it is important to consider all sources of flooding which include fluvial, surface water, sewer and groundwater flooding. The Borough has been subject to severe flooding in the last few years. Over 200 homes and businesses suffered damage and disruption from severe weather events in September 2012, May 2013, September 2013 and December 2013.
- 8.35 The latest flood zone maps for the Borough are accessible through the Environment Agency and identify areas of land at risk from all sources of flooding. This policy seeks to direct new development to areas at lowest risk of flooding in accordance with the flooding sequential test, which directs development to flood zone 1. If it is not possible to direct uses to the lowest risk areas, then the exception test must be applied. This considers the wider sustainability benefits of the proposal and involves a site-specific flood risk assessment which must demonstrate the development is safe and does not increase flood risk elsewhere.
- 8.36 The Council have undertaken a Strategic Flood Risk Assessment (SFRA) which provides further information regarding flood risk including the impacts of climate change. The Council as the lead Local Flood Authority is responsible for preparing a local flood risk management strategy and maintaining a register of flood risk assets. Flood alleviation schemes have recently taken place at Port Clarence and Greatham South, and Lustrum Beck. The Council have identified in the Local Flood Risk Management Strategy opportunities to reduce and mitigate flood risk; this includes engagement in the development management process through the provision of pre-application advice.
- 8.37 Sustainable drainage systems (SuDS) are now the preferred approach to managing rainfall from hard surfaces and can be used on any site. The primary purpose of SuDS is to mimic the natural drainage of the site prior to development. This is achieved by capturing rainfall, allowing as much as possible to evaporate or soak into the ground close to where it fell, then conveying the rest to the nearest watercourse to be released at the same rate and volumes as prior to development. There are many different SuDS features available to suit the constraints of a site. SuDS schemes provide many benefits beyond just reducing flood risk, such as assisting in improving water quality, creating new habitats for wildlife, providing a valuable amenity asset and passive cooling.
- 8.38 To provide more information and technical guidance on SuDs techniques, the five Tees Valley Authorities (Middlesbrough Council, Stockton Borough Council, Darlington Borough Council, Redcar & Cleveland Council and Hartlepool Borough Council) have

jointly produced the Tees Valley Authorities Local Standards for Sustainable Drainage (2015).

- 8.39 It should be noted that, ground conditions in the Borough are not usually suitable for infiltration, and infiltration/ soak away systems are not usually accepted as a method for surface water disposal. Appropriate assessments should be undertaken to determine ground conditions to determine the most appropriate methods for managing surface water.
- 8.40 The Council will require new development to take account of future predicted climate change in line with the priorities set out in the adopted Climate Change Strategy 2016, and ensure it is resilient to risk, adopting appropriate climate change mitigation and adaptation principles in line with policy SD5.
- 8.41 The SFRA identifies Lustrum Beck, Billingham and Yarm as critical drainage areas; they have a significant history of flooding or are at risk of significant flooding. This flooding may be from a single source or multiple sources with complex interactions. In these areas and other areas with flood risk issues it may be beneficial to restrict runoff rates to a level to provide flood risk benefits. The Council may also seek contributions towards off-site enhancements directly related to flow paths from the development, to provide increased flood risk benefits to the site and surrounding areas.
- 8.42 Communities along Lustrum Beck have been the subject of severe flooding, most recently in September 2012. The Council are working in partnership with the Environment Agency to deliver a flood alleviation scheme for Lustrum Beck. The first phase of the scheme was completed in March 2017 and involved a range of measures including a new bespoke lifting screen at Primrose Hill culvert, the demolition and replacement of Londonderry Bridge, flood walls and embankments and a sustainable drainage scheme, on the site of the former adult training centre on Wrenfield Road. A second phase of the scheme will use natural flood risk management techniques to hold back flows in the upper catchment of Lustrum Beck (Hartburn Beck) in the Coatham Woods area. Any development which would discharge into the Lustrum Beck catchment should not compromise the scheme and where possible enhance its benefits.

Natural Environment

- 8.43 The natural environment is vital in planning for our future due to its crucial role in sustaining human life. The natural environment delivers essential 'ecosystem services' such as the recycling of air and water; capturing and storing carbon in peat, woodland and soil; flood protection; and waste purification. People's connection with nature can improve their health and well-being, one of a range of social, economic and environmental services provided by the natural environment without which society could not function.
- 8.44 The planning system should contribute to and enhance the natural and local environment by:
- protecting and enhancing valued landscapes, geodiversity and soils;
 - recognising the wider benefits of ecosystem services;
 - minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including the establishment of coherent ecological networks that are more resilient to current and future pressures;
 - preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability; and

- remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

8.45 Paragraph 114 of the NPPF states that Local Planning Authorities should 'set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure'. Policy SD5 – Environment and Climate Change Strategy provides the overarching strategic policy aimed at protecting and enhancing the local environment. The policies contained within this section seek to further develop policy SD5.

Policy ENV5 – Preserve, protect and enhance biodiversity and geodiversity

- 1. The Council will protect and enhance the biodiversity and geological resources within the Borough. Development proposals will be supported where they enhance nature conservation and management, preserve the character of the natural environment and maximise opportunities for biodiversity and geological conservation.**
- 2. The Council will preserve, restore and re-create priority habitats alongside the protection and recovery of priority species.**
- 3. Sites designated for nature or geological conservation will be protected and, where appropriate enhanced, taking into account the following hierarchy and considerations:**
 - a) Internationally designated sites – Development not directly connected with or necessary to the management of the site will be assessed against the prevailing legal protection and national policy afforded to those sites.**
 - b) Nationally designated sites - Development that would have an adverse effect on a site(s) will not be permitted unless it meets the relevant legal requirements. A precautionary approach will be taken towards developments that may have indirect impacts on such a site and appropriate strategic mitigation measures or contributions to avoid detrimental impacts will be sought.**
 - c) Locally designated sites: Development that would have an adverse effect on a site(s) will not be permitted unless the reasons for the development clearly outweigh the harm to the conservation interest of the site. All options should be explored for retaining the most valuable parts of the sites interest as part of the development proposal with particular consideration given to conserving irreplaceable features or habitats, and those that cannot readily be recreated within a reasonably short timescale, for example ancient woodland and geological formations. Where development on a site is approved compensatory measures will be required in order to make development acceptable in planning terms and to mitigate against any loss of interest.**
- 4. Development proposals should seek to achieve net gains in biodiversity wherever possible. It will be important for biodiversity and geodiversity to be considered at an early stage in the design process so that harm can be avoided and wherever possible enhancement achieved (this will be of particular importance in the redevelopment of previously developed land where areas of biodiversity should be retained and recreated alongside any remediation of any identified contamination). Detrimental impacts of development on biodiversity and geodiversity, whether individual or cumulative should be avoided. Where this is not possible mitigation and lastly compensation, must be provided as appropriate. The Council will consider the potential for a strategic approach to biodiversity offsetting in conjunction with the Tees Valley Local Nature Partnership and in line with the above hierarchy.**

- 5. When proposing habitat creation it will be important to consider existing habitats and species and opportunities identified by the Tees Valley Nature Partnership. This will assist in ensuring proposals accord with the 'landscape scale' approach and support ecological networks.**
- 6. Existing trees, woodlands and hedgerows of amenity or nature conservation value will be protected wherever possible. Where loss is unavoidable replacement of appropriate scale and species will be sought, where practicable.**

- 8.46 Stockton has a rich and diverse natural environment. The Borough contains designated sites of international, national and local importance which form an essential part of the Borough's ecological and green infrastructure networks. There is the potential for conflict between the natural environment and current/future land uses. Therefore, it is essential that the Local Plan satisfactorily manages development to ensure it does not harm the natural environment and where possible enhances it.
- 8.47 Within Stockton there is one internationally designated site; the Teesmouth and Cleveland Coast Special Protection Area (SPA) and Ramsar site which is situated in the north east of the Borough. The intertidal part of the SPA is termed a European Marine Site. Stockton has five nationally important Sites of Special Scientific Interest (SSSIs), these are Seal Sands, Cowpen Marsh, Whitton Bridge Pasture, Briarcroft Pasture, and the Tees and Hartlepool Foreshore and Wetlands. Parts of the SSSI within the Borough at Teesmouth are designated as a National Nature Reserve (NNR). Locally designated sites include twelve Local Nature Reserves and 56 Local Wildlife and Geological Sites. It is noted that Natural England are proposing to extend and add features to the existing Teesmouth and Cleveland Coast Special Protection Area (SPA) and review of Sites of Special Scientific Interest (SSSI) within the area. The Local Plan will respond to this as further details emerge.
- 8.48 Natural England have reviewed evidence with a view to recommending to Government an extension of the Teesmouth and Cleveland Coast SPA. If accepted by Ministers for formal consultation the extended SPA will become a 'potential' SPA with the same level of protection as the existing, designated SPA.
- 8.49 Development proposals likely to have a significant affect upon a European site will need to be the subject of a thorough Habitats Regulations Assessment (HRA) and be tested against the legal protection and national policies prevailing at the time. Any development where the HRA cannot rule out adverse effects upon the integrity on a European site, having taken into account any mitigation, will be refused unless there are imperative reasons of overriding public interest and there are no alternative solutions. Where an adverse effect upon integrity is identified but the project must none-the-less go ahead, the authority will notify the Secretary of State to allow the application to be called in for determination. In these situations, compensatory measures must be secured to ensure that the overall coherence of Natura 2000 is maintained.
- 8.50 The Tees Estuary is an area of significant economic importance, not only for the Tees Valley but also within a national and international context. As identified by the nature of allocations within policies SD4 and EG4 the area is of particular importance to the chemical and processing sectors and provides access to deep water port facilities. The Council, will continue to support further growth and investment in the area, while recognising the national and international importance of the Estuary and its surroundings for nature conservation.
- 8.51 The Council alongside other relevant local authorities, the Local Enterprise Partnership, the Local Nature Partnership, statutory agencies, private sector businesses, and wildlife groups are members of the Tees Estuary Partnership which is coordinated by the Tees

Industry Nature Conservation Association (INCA). Tees Estuary Partnership (TEP) has set a vision to “create an estuary that is an exemplar for nature conservation with thriving habitats and populations of birds and animals, and which drives sustainable economic growth and business investment in the area. All users of the estuary will have a common understanding of the environmental and socio-economic value of the Tees and the needs of other stakeholders. This promotes integrated and sustainable development of the estuary alongside improvement of the habitats and infrastructure.”

- 8.52 The TEP is currently in the process of producing a Strategic Master Plan for the estuary with key components relating to economic development and improving the environment where economic development takes place, and to habitat creation and enhancement opportunities. The TEP is also working with regulators and businesses to produce a Memorandum of Understanding in relation to the provision of advice, consents and assent. The Council supports the production of a Strategic Master Plan and Memorandum of Understanding for the Tees Estuary and will have regard to these when implementing Local Plan policies.
- 8.53 The Tees Valley Nature Partnership acts as the Local Sites Partnership in the Tees Valley. The partnership has produced a guidance document for the selection of Local Wildlife and Geological Sites in the Tees Valley in accordance with Defra (2006) guidance. The Local Sites guidance is based on local scientifically based knowledge within the partnership, with criteria covering 8 habitat types and 15 species/groups. This guidance has been used to designate sites and will be used to monitor site conditions. Ancient woodland is captured within the criteria for Local Sites.
- 8.54 It is important that any features of value are identified early in the planning process so that adequate measures can be taken to secure their protection. Developers will be expected to incorporate and enhance such features within a site wherever possible and adequate measures should be taken to protect them from damage during construction. Networks of habitats will be protected from development and where possible strengthened by it.
- 8.55 Through the Tees Valley Nature Partnership (TVNP) and the implementation of the Stockton-on-Tees Green Infrastructure Strategy, partners are working together to enhance ecological networks in rural and urban areas. This includes projects to restore, create and manage habitats on individual sites, including many of the Borough's designated and non-designated wildlife sites.
- 8.56 The importance of creating larger and better connected areas of natural habitat is now recognised as a key strategy for maintaining biodiversity and enabling wildlife to adapt to climate change. Many organisations are now promoting the creation of ecological networks and the use of landscape-scale approaches to conservation. As part of the Natural Network and Opportunities Maps (figure 16), TVNP has mapped and collated information on important biodiversity sites and species across the Tees Valley.
- 8.57 Based on this, and analysis of other data, TVNP have identified 6 broad 'landscape areas' for habitat conservation, restoration and creation. Within the Borough a number of priority habitats and species, mostly concentrated within Teesmouth but also along the River Tees corridor and scattered across the open farmland have been identified. This forms the basis for the three landscape areas of the River Tees, Teesmouth and Central Farmland, which are identified within the Borough and shown below.

Figure 16 – Priority Habitats and Species within Stockton-on-Tees

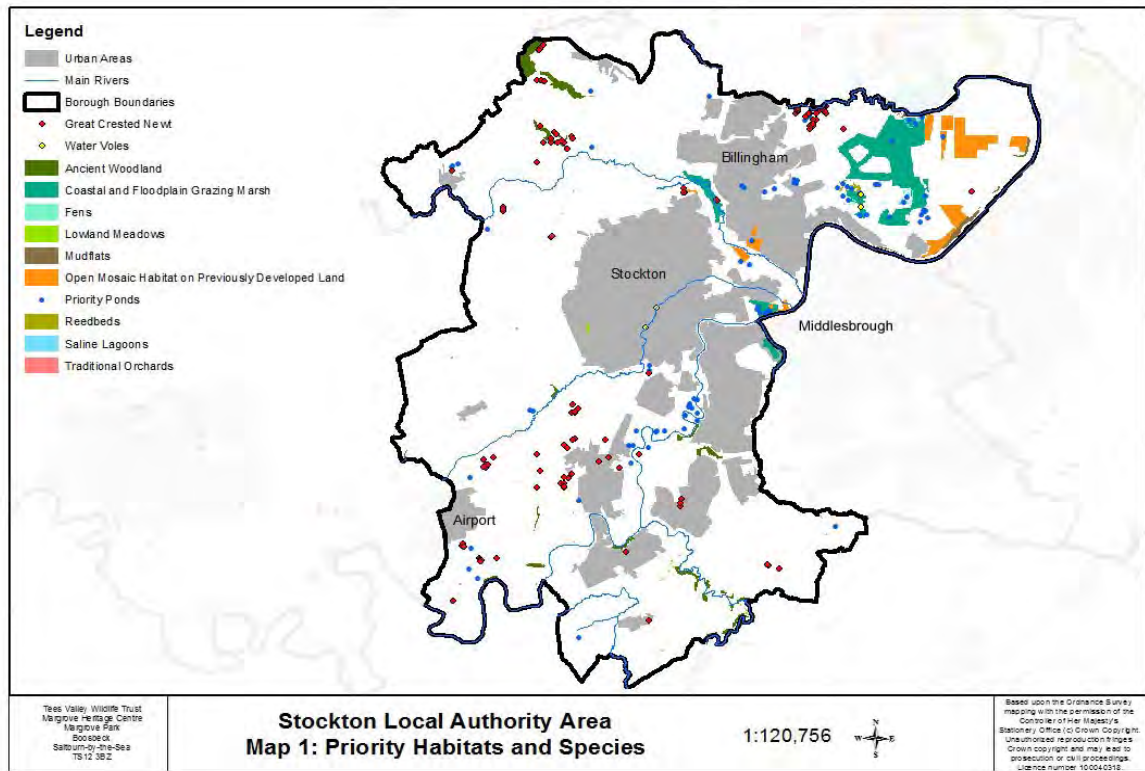
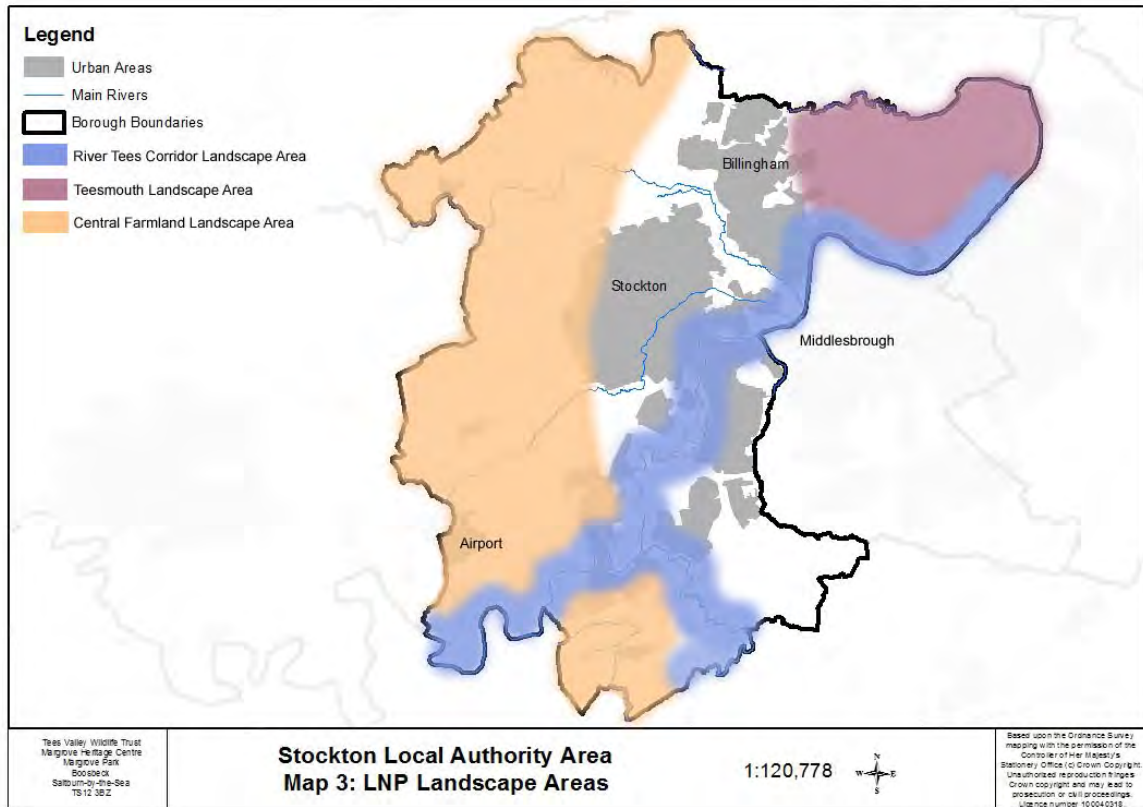


Figure 17 - Landscape Areas for habitat conservation, restoration and creation



- 8.58 This Natural Networks and Opportunities Mapping will provide a basis on which to work at a 'landscape scale' to conserve, restore and create ecological networks, prioritising specific habitats and species where appropriate. Within the larger landscape areas the Tees Valley Nature Partnership have undertaken work to identify Biodiversity Opportunity Areas (BOA) which are key areas for potential biodiversity enhancement. This is where targeted maintenance, restoration, creation, mitigation and offsetting measures should be adopted to enhance biodiversity and in turn help to deliver a wide range of ecosystem services. Collectively the BOAs form a strategic network, representing a significant environmental asset for the Tees Valley. At a more local level the Council will identify projects within the Green Infrastructure Delivery Plan.
- 8.59 The concept of biodiversity off-setting may offer a future role in providing compensation for development which results in a loss of nature conservation value. Biodiversity offsetting generates extra investment for habitat creation by appropriate compensation schemes. A key principle of biodiversity accounting is that it is only after avoidance, mitigation and on-site compensation have been fully investigated that any residual environmental damage can be considered for compensation off-site.

Policy ENV6 – Green Infrastructure, ecological networks and open space

- 1. Through partnership working the Council will protect and support the enhancement, creation and management of green infrastructure to improve its quality, value, multi-functionality and accessibility in accordance with the Stockton-on-Tees Green Infrastructure Strategy and Delivery Plan.**
- 2. The Council require green infrastructure to be integrated, where practicable, into new developments. This includes new hard and soft landscaping, and other types of green infrastructure. Proposals should illustrate how the proposed development will be satisfactorily integrated into the surrounding area in a manner appropriate to the surrounding townscape and landscape setting and enhances the wider green infrastructure network.**
- 3. The Council will protect and enhance open space throughout the Borough to meet community needs and enable healthy lifestyles. The loss of open space will not be supported unless:**
 - a. It has been demonstrated to be surplus to requirements; or**
 - b. It has no recreational, nature conservation or amenity value; or**
 - c. The loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or**
 - d. The proposal is for another sports or recreational provision, the needs for which, clearly outweigh the loss; or**
 - e. The proposal is ancillary to the use of the open space.**
- 4. Where appropriate development proposals will be required to make contributions towards open space provision to serve and support the development. Provision will be made in accordance with standards and guidance provided within the Open Space, Recreation and Landscaping Supplementary Planning Document or any successor.**
- 5. Ecological networks will be protected, enhanced and extended. A principal aim of this will be to link sites of ecological importance by avoiding or repairing the fragmentation and isolation of natural habitats. Priority sections of the Borough's Ecological Network are:**
 - River Tees Corridor;**
 - Teesmouth;**

- **Lustrum Beck Corridor;**
- **Stainsby Beck Corridor;**
- **Billingham Beck Corridor; and,**
- **River Leven Corridor.**

8.60 Green Infrastructure is defined within the NPPF as “A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.” Stockton-on-Tees Green Infrastructure Strategy was adopted in 2011 identifying ten broad themes or ‘Strategic Objectives’ which will be addressed through the future development and on-going management of the Borough’s green infrastructure. The strategy highlights the existing green infrastructure components and assets which are significant at the Tees Valley or Borough-scale. These major green infrastructure components form the basis for the Borough’s existing strategic green infrastructure network which incorporates:

- Primary Green Infrastructure Corridors: nine corridors identified within the Tees Valley Green Infrastructure Strategy. These corridors extend beyond the Borough boundary.
- Secondary Green Infrastructure Corridors: thirteen corridors identified as part of the Stockton-on-Tees Green Infrastructure Strategy.

8.61 The Borough’s strategic green infrastructure network has been identified on the strategic diagram. Green infrastructure is a strategic concept requiring consideration as part of the planning application process. Policies regarding the countryside, green wedges, urban open space and nature conservation sites play an important role in contributing to the green infrastructure network. Other important elements of the green infrastructure include heritage assets and green infrastructure which contributes to their setting, and important landscapes.

8.62 The Stockton-on-Tees Green Infrastructure Strategy also recognises neighbourhood-scale green infrastructure networks as being important. This third tier of green infrastructure is termed the ‘Green Grid’ and comprises local networks of urban open space, street trees and other landscape features. These ‘Green Grids’ exist in most urban and rural areas and collectively they make an important contribution to the overall aims of the Stockton-on-Tees Green Infrastructure Strategy. While they are not identified within the Local Plan and accompanying policies map it is possible to identify, plan and manage these ‘Green Grid’ networks; for example, they could form part of a neighbourhood plan or a new development proposal.

8.63 The Open Space Assessment and Strategy (2017) which provides a robust and up-to-date quantitative and qualitative assessment of open space across the Borough has been undertaken. Standards and guidance emerging will be incorporated within Supplementary Planning Documents and will replace those within the current Open Space, Recreation and Landscaping SPD.

8.64 Specific proposals for the development and enhancement of green infrastructure are set out in the Borough’s Green Infrastructure Delivery Plan. The Delivery Plan is regularly updated and it is proposed that the Open Space Assessment and Strategy will inform a comprehensive review of the Delivery Plan. The revised Delivery Plan will identify a range of priority schemes.

8.65 It is important that designated sites, as described in policy ENV5, are not considered in isolation, but rather that they are viewed as important components of the Borough’s ecological and green infrastructure network. More specifically they form part of a network

that provides a diverse range of habitats which collectively support a wide variety of plant and animal species. Such networks also performs numerous other functions; for example, helping to reduce pollution and flood risk, improving water quality, and contributing to people's health and well-being.

- 8.66 Six priority elements of the Borough's ecological network have been identified within this policy. Three of these priority sections align with 'landscape areas' identified within the National Networks and Opportunity Mapping in figure 17. These are detailed in figure 18 below:

Figure 18 – Ecological Networks Priority sections and Landscape Areas

National Networks and Opportunity Mapping- Landscape Area	Priority Ecological Networks (as identified within policy EN6)
River Tees Corridor	River Tees Corridor & River Leven Corridor
Teesmouth	Teesmouth

- 8.67 All six priority elements of the Borough's ecological network also align with the green infrastructure network (as identified within the Green Infrastructure Strategy and on the Local Plan Key Diagram) indicating there is an overlap and synergy between them. The priority sections of the ecological network should not be seen as the only elements of the Borough's ecological network, and the principle of creating and linking habitats should be an important consideration when development is proposed.

Policy ENV7 – Ground, Air, Water, Noise and Light Pollution

1. Development proposals that may cause groundwater, surface water, air (including odour), noise or light pollution either individually or cumulatively will be required to incorporate measures to prevent or reduce their pollution so as not to cause unacceptable impacts on human health, amenity or the environment.
2. Development that may be sensitive to existing or potentially polluting sources will not be sited in proximity to such sources. Potentially polluting development will not be sited near to sensitive developments or areas unless satisfactory mitigation measures can be demonstrated.
3. Where development has the potential to lead to significant pollution either individually or cumulatively, proposals should be accompanied by a full and detailed assessment of the likely impacts. Development will not be permitted when it is considered that unacceptable effects will be imposed on human health, amenity or the environment, taking into account the cumulative effects of other proposed or existing sources of pollution in the vicinity. Development will only be approved where suitable mitigation can be achieved that would bring pollution within acceptable levels.
4. Where future users or occupiers of a development would be affected by contamination or stability issues, or where contamination may present a risk to the water environment, proposals must demonstrate via site investigation/assessment that:
 - a. Any issues will be satisfactorily addressed by appropriate mitigation measures to ensure that the site is suitable for the proposed use, and does not result in unacceptable risks which would adversely impact upon human health and the environment; and
 - b. Demonstrate that development will not cause the site or the surrounding environment to become contaminated and/or unstable.
5. Development of 'best and most versatile' agricultural land will be supported

where it can be demonstrated that:

- a. **The need for the development clearly outweighs the need to protect such land in the long term; and**
 - b. **There are no suitable alternative sites on previously developed land or lower quality land.**
- 6. Groundwater and surface water quality will be improved in line with the requirements of the European Water Framework Directive and its associated legislation and the Northumbria River Basin Management Plan. Development that would adversely affect the quality or quantity of surface or groundwater, flow of groundwater or ability to abstract water will not be permitted unless it can be demonstrated that no significant adverse impact would occur or mitigation can be put in place to minimise this impact within acceptable levels.**
- 7. To improve the quality of the water environment the Council will:**
- a. **Support ecological improvements along riparian corridors including the retention and creation of river frontage habitats;**
 - b. **Avoid net loss of sensitive inter-tidal or sub-tidal habitats and support the creation of new habitats; and**
 - c. **Protect natural water bodies from modification, and support the improvement and naturalisation of heavily modified water bodies (including de-culverting and the removal of barriers to fish migration).**

- 8.68 Development has the potential to increase pollution which can affect people's health, undermine quality of life and have a detrimental impact upon the environment. It is important to locate, design and manage new development so as not to give rise to unacceptable effects on sensitive land uses or features. Certain land uses or features are particularly sensitive to pollution and should be given particular attention when considering development proposals; this includes but is not limited to the countryside, green wedge, heritage assets, water bodies and sites of nature conservation. It is also important not to locate new sensitive land uses in locations where they may be affected by the otherwise acceptable effects of established land uses.
- 8.69 Stockton-on-Tees Council is committed to improving air quality as part of its commitment to protecting and enhancing the environment as well as improving public health. The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion (Defra: Abatement cost guidance for valuing changes in air quality). Local Air Quality Management Policy Guidance expects Local Authorities to work towards reducing emissions and / or concentrations of particulate matter PM2.5. The new Public Health Outcomes Framework includes particulate PM2.5 as an air pollution indicator. The National Air Quality Strategy introduced a system of local air quality management areas and Local Authorities are required to carry out periodic reviews of air quality and to assess current and likely future air quality against the air quality standards. During the preparation of the Local Plan, all Government air quality objectives were being met and there were no air quality management areas within the Borough or adjoining Boroughs.
- 8.70 Stockton Borough has a legacy of previously developed land which can make an important contribution to its land supply for development. It is the responsibility of the developer and/or landowner to ensure development on site(s) affected by contamination or land stability issues result in a safe development.
- 8.71 Planning applications for new development on sites which are contaminated or are underlain by potentially unstable land must be accompanied by information which shows that investigations have been carried out to determine the nature and extent of any

hazard as well as the possible impact it is likely to have on future users and the environment. Any assessment should set out the detailed measures needed to allow the development to proceed safely, including, as appropriate those needed to improve and treat the land, address land stability and any other public safety issues. A Preliminary Risk Assessment should be submitted as a minimum which includes a desk study, conceptual model and initial assessment of risk; this information must satisfactorily demonstrate to the local planning authority that the risk to human health and controlled waters has been fully understood and can be addressed through appropriate measures. After remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990. The aim is not to prevent development of the land but to ensure that new development is appropriate for its location and that the physical constraints on the land are taken into account at the planning application stage.

- 8.72 It is important to consider the protection of water quality to ensure it is maintained, and where possible, enhanced to meet European and national standards. It is important that discharges from new developments do not compromise the quality of river and coastal waters, nor should development be put at risk from water pollution. Assessment of land quality will be required during the redevelopment of sites with a previous industrial use to ensure any unacceptable risks identified are mitigated / remediated, where necessary, to protect controlled waters, in accordance with current guidance and best practice.
- 8.73 Protecting and enhancing soils is an important element of the NPPF, with Local Authorities being required to protect the best and most versatile land in their area. Agricultural land is graded on a scale of 1 to 5, with the best and most versatile land defined as grades 1, 2 and 3a. The Council will avoid the use of the best and most versatile agricultural land through the allocation of sites. However, where proposals do come forward, it is important to direct development to alternative locations wherever possible.

Historic Environment

- 8.74 The Borough's rich archaeological heritage includes sites as varied as a Roman Villa at Ingleby Barwick, several Anglo-Saxon cemeteries at Norton and the medieval ports of Yarm and Stockton. These ancient sites are complimented by more recent heritage such as the new town of Billingham, founded around ICI in the early 1920s and the latter 20th century oil and chemical industry based at Seal Sands. The legacy of this history can be seen in the landscape, buildings and documents we have today.
- 8.75 The historic environment encapsulates all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. Those elements of the historic environment that hold significance are called heritage assets. As a valuable and irreplaceable asset that is potentially vulnerable to damage and destruction through development and neglect, the historic environment needs to be identified, protected, conserved and enhanced. In addition to their cultural significance, the conservation of the historic environment also has social and economic implications and benefits.

Policy HE1 – Conservation and Enjoyment of the Historic Environment

- 1. To ensure the conservation and enjoyment of the Borough's historic environment the Council will:**
 - a. Maintain and promote the use of the Historic Environment Record;**
 - b. Review and regularly update the SPD4 Conservation and Historic Environment Folder or any successor. This will include review and regular update of:**
 - i. Conservation Area Appraisals and Management Plans,**
 - ii. Article 4 directions, and,**
 - iii. Local List;**
 - c. Produce and maintain a heritage asset at risk register, and pro-actively seek to reduce the number of heritage assets on the register by:**
 - i. Exploring innovative ways to bring assets into viable uses consistent with their conservation, and,**
 - ii. Appropriate enforcement;**
 - d. Actively explore opportunities to secure funding and partnership opportunities to deliver schemes that improve the historic environment including the removal of heritage assets from the at risk register; and**
 - e. Deliver and implement the Council's Heritage Strategy Action Plan.**

- 8.76 The NPPF states that Local Planning Authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment. This policy, alongside other policies within the development plan, provides a positive strategy.
- 8.77 Essential to delivering a positive strategy for the conservation and enjoyment of the historic environment is a robust and up-to-date evidence base to allow an understanding of what makes up the historic environment including the value, significance and condition of heritage assets.
- 8.78 A comprehensive evidence base exists; this includes, but is not limited to, the existing Conservation and Historic Environment Folder (CaHEF) SPD4 and the Historic Environment Record (HER). It will be important to keep this evidence base up-to-date to ensure that a positive strategy for the conservation and management of the Borough's historic environment emerges. This will be supplemented with additional monitoring, including a heritage asset at risk register, to ensure that the Council can proactively conserve and enhance the historic environment.
- 8.79 The Heritage Strategy for the Borough is based around five heritage themes. The strategy sets out a proactive cross-Council strategy for celebrating and managing heritage. The strategy provides a framework for the work of various Council services, community groups and heritage agencies.
- 8.80 The Heritage Strategy sets out 4 statements (listed below) which form the foundation of our vision for heritage in the future. Underlying these statements are on-going and future objectives, which in turn will be implemented in the Action Plan which will be contained within a separate document alongside the Heritage Strategy.
- We recognise and will continue supporting the contribution made to celebrating, protecting and interpreting our heritage by local communities, societies and volunteers.
 - To provide the greatest possible access to our heritage for all of our communities and visitors to the Borough.
 - To market our heritage as part of a wider strategy in re-shaping the perception and image of the Borough.

- To continue to conserve the historic and natural environment with the support of local groups, societies and volunteers through our ongoing regeneration, environment and research programmes.

Policy HE2 – Conserving and Enhancing Stockton’s Heritage Assets

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

necessary, field evaluation. Where in-situ preservation is not essential or feasible, a programme of archaeological works aimed at achieving preservation by record will be required.

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

8.81 To understand the potential impact a proposal will have upon the significance of a heritage asset(s) the Council will require the applicant to detail this in an assessment supporting the planning application; as part of this the applicant will also be required to detail how the proposal has been informed by the historic environment. The level of detail should be proportionate to the assets importance and no more than is sufficient to understand the potential impact of the proposal on their significance. The assessment should consider the information and guidance contained within the following documents; where appropriate:

- Historic England 'Conservation Principles: policies and guidance'
- Conservation Area and Historic Environment Folder
- Historic Environment Record
- North Yorkshire and Lower Tees Valley Historic Landscape Characterisation

8.82 The CaHEF is divided into sections covering all aspects of historic sites, buildings and monuments in the area, and seeks to outline the legislation surrounding them, the role they have within the Borough, and what may be done to maintain them for future generations to enjoy.

8.83 The HER is a database of the heritage assets within the Borough and will form a vital part of the evidence base for the determination of planning applications. It includes information on all archaeological finds and sites as well as historic buildings and landscapes. The HER is publicly accessible being held and maintained by Tees Archaeology, a joint service shared with other Local Authorities. Where the Council require the recording and advance understanding of the significance of a heritage asset impacted upon by development it will be necessary for the information to be submitted so that it can be recorded on the HER. The historic landscape characterisation is held within the Historic Environment Record; it seeks to identify and interpret the historic development of today's landscape. It places emphasis on the contribution that past historic processes make to the character of the landscape as a whole, not just selected 'special sites' and can contribute to a wider landscape assessment. This will help to guide decisions on its future change and management.

8.84 Some heritage assets possess a level of interest that justifies designation and particular procedures apply to decisions that involve them. Designated heritage assets within the Borough include 8 Scheduled Monuments, 2 Registered Parks and Gardens, 11 Conservation Areas and almost 500 Listed Buildings (with the highest concentration being in Yarm, Norton and Stockton).

8.85 There are also non-designated assets with local significance that are worthy of protection. These include but are not limited to Non-Scheduled Archaeology and assets on the Local List. Any other building, monument, site, place, area or landscape will be considered a heritage asset where the Council identify it as having significance.

Policy HE3 – Stockton & Darlington Railway

1. The Council will support development which safeguards the route of the historic Stockton & Darlington railway of 1825, the branch line to Yarm and associated structures, and which preserves and enhances this cultural asset, its

archaeological remains and setting.

- 2. The Council will require any proposal for development on or adjacent to the line(s) to show how the proposal has regard to the preservation of any physical remains along the route(s) and their interpretation on the ground, and otherwise respects and interprets the route(s) where those remains no longer exist.**

- 8.86 The Stockton & Darlington Railway was opened on 27th September 1825 and was the first occasion passengers were pulled by a locomotive steam engine. It is of international importance in the development of rail transport and industrial technology.
- 8.87 Part of the line of the railway is still in use by the Rail Industry; however, a significant re-alignment of the route took place between Eaglescliffe and Mount Pleasant on 25th January 1853. This re-alignment meant that a significant length of the original line went out of use and now survives at various levels of preservation. In addition, a branch line to Yarm was opened on 17th October 1825 and abandoned due to a re-alignment in 1871. The route of this branch also survives with a number of ancillary features and this policy seeks to preserve this heritage asset.
- 8.88 Stockton & Darlington Railway Historic Environment Audit was commissioned by Darlington Borough Council, Durham County Council and Stockton-on-Tees Borough Council which have within their boundaries the remains of the Stockton & Darlington Railway (S&DR). The report identifies why the S&DR was important in the history of railways and sets out its significance and unique selling point. This report provides an action plan and makes recommendations for the conservation, interpretation and management of this world class heritage so that it can take centre stage in a programme of heritage led economic and social regeneration by 2025 and the bicentenary of the opening of the line.
- 8.89 The purpose of this policy is to seek to ensure the continued preservation of these sections of the line and associated structures. The precise alignment is shown on the Policies Map.

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