

# MIDDLESBROUGH LOCAL DEVELOPMENT FRAMEWORK



**CORE STRATEGY**  
ADOPTED FEBRUARY 2008

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# 1 BACKGROUND

## INTRODUCTION

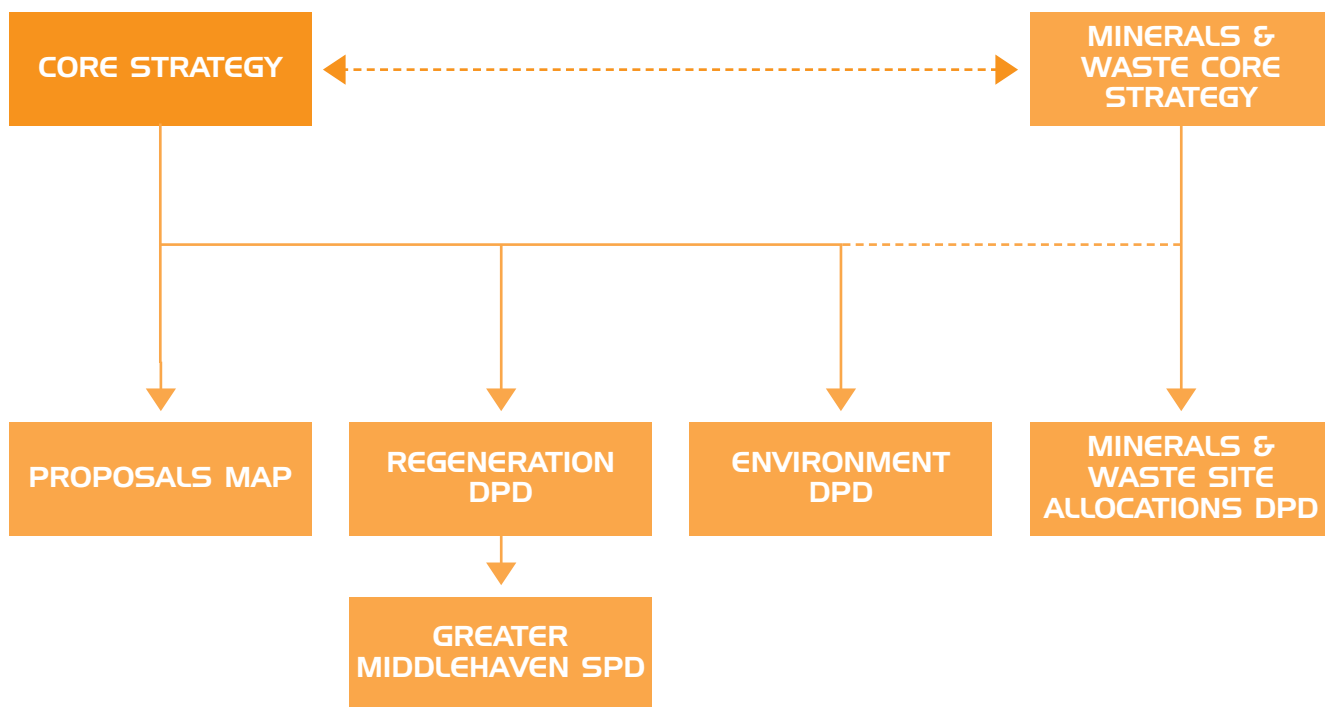
- 1.1 The Planning and Compulsory Purchase Act 2004 requires local planning authorities to produce a Local Development Framework (LDF) for their area, to replace the old system of Structure Plans, and Local Plans. LDFs must contain clear and up to date spatial planning frameworks to enable efficient delivery of new development, especially housing. Middlesbrough Council embraces this new system and is looking to have in place the principal elements of its LDF as soon as it can. The LDF, which will be a shorter and more focused document than the Middlesbrough Local Plan, will be made up of a portfolio of documents. The Core Strategy is the first of these documents to be prepared under this new system.
- 1.2 The Core Strategy should look forward over a fifteen year period post adoption. As the Core Strategy was adopted in 2008 it looks forward to 2023. This is two years beyond the timeframe of the Regional Spatial Strategy (RSS) which goes to

2021. Where necessary rates of development from the later periods of the RSS have been extended to continue to 2023. It is likely that both the RSS and Core Strategy will be reviewed before this date.

## WHAT IS THE CORE STRATEGY?

- 1.3 The Core Strategy sets out the principal elements of the planning framework for Middlesbrough. When adopted it will comprise a spatial vision and strategic objectives for the area; a spatial strategy; core policies; and a monitoring and implementation framework with clear objectives for achieving delivery. It must be kept up-to-date and, once adopted, all other development plan documents must be in conformity with it. The Core Strategy should normally be the first development plan document to be produced. The relationship between the Core Strategy and the other elements of the Local Development Framework is shown in Fig1.1.

Fig 1.1 MIDDLESBROUGH LOCAL DEVELOPMENT FRAMEWORK



- 1.4 The Core Strategy identifies the priorities that the Council will seek to address through the planning system. These are identified in Section 2 of this report, and are used to derive the overall spatial vision and objectives for Middlesbrough. Priorities include:
- addressing population decline;
  - creating a prosperous Tees Valley city region;
  - creating sustainable communities;
  - meeting local transport needs more effectively;
  - promoting the economic vitality of Middlesbrough;
  - reinforcing the role of Middlesbrough town centre within the Tees Valley city region;
  - improving health;
  - maximising educational achievement;
  - transforming the local environment; and
  - creating a balanced housing market.

### THIS STAGE

- 1.5 This is the final stage in the process of preparing the Core Strategy. It follows on from consultation on Issues and Options, Preferred Options and Submission Representations which were considered by an independent inspector appointed by the Secretary of State at a public examination, held in November 2007. The inspector's report, which found the Core Strategy sound, was published in February 2008.

### POLICY CONTEXT

- 1.6 The Core Strategy has not been produced in a policy vacuum. It has been necessary to have regard to a number of policy documents that set the framework within which the LDF needs to be prepared. This Core Strategy has been prepared to be in conformity with the submission draft Regional Spatial Strategy (RSS).
- 1.7 Other documents that have provided the policy framework for producing the Core Strategy include:
- Middlesbrough Community Strategy (2005);
  - Planning Policy Guidance notes;
  - Planning Policy Statements;
  - Northern Way;
  - Stockton-Middlesbrough Initiative (SMI);
  - Regional Economic Strategy; and
  - Regional Housing Strategy.

### COMMUNITY ENGAGEMENT

- 1.8 The Core Strategy is a product of extensive community engagement and consultation. An Issues and Options report, seeking views on the issues that needed to be addressed by the Core Strategy, was consulted on during the summer of 2005. Two rounds of Preferred Options engagement were also undertaken, in December 2005 and September 2006. Comments from both were analysed and, where appropriate, the Core Strategy has been amended.

Fig 1.2 THE LDF PROCESS





An aerial view of the Hemlington Grange site

1.9 Further details of the community engagement undertaken is contained in a statement of compliance that has been published alongside this report. The feedback received at all stages of engagement to date is summarised below.

### Spatial strategy

1.10 There was general consensus that Middlehaven should be a priority for the Council. It was felt, however, that whilst the delivery of Middlehaven is important, it should be seen as one of a number of complementary development proposals. Both Middlehaven and the SMI should be recognised as priorities identified in the draft RSS, as should Middlesbrough town centre. The Boho area linking the town centre with Middlehaven was seen as a crucial connection important to the success of both areas. Development of previously developed land should be prioritised ahead of the release of greenfield land. The release of sites for housing should support, and not undermine, the Housing Market Renewal initiatives. Some concern has been expressed over the phasing and pace of development that is likely to occur at Middlehaven.

### Greater Hemlington

1.11 Greater Hemlington was seen as an important component of the strategy to stem outward migration. It is important to ensure that the development of Greater Hemlington, and Hemlington Grange in particular, addresses the following issues:

- i impact upon the local and strategic highway networks;
- ii relationships with other priority schemes within Middlesbrough, especially Greater Middlehaven; and,
- iii the successful regeneration of the Hemlington area.

A number of those making comments were unconvinced that Hemlington Grange was the correct location for a new strategic southern extension of Middlesbrough, and identified alternative locations.

### Design

1.12 The general consensus was that design should be given a high priority within the LDF, and underpin the spatial vision and strategy.

### Economy and Employment

1.13 The priorities for economic development were identified as the regeneration of Middlehaven, development along the A66 corridor and developing the town centre as a focus for office and retail development. These are the locations where good infrastructure and opportunities to create employment exists. Supporting this overall strategy is the need to create local employment opportunities in areas of high unemployment and deprivation. Where possible, these employment opportunities should be provided as part of mixed use developments.

1.14 It was also recognised that Riverside Park remains the most significant employment location within Middlesbrough, outside of the town centre. The estate itself faces significant problems in terms of accessibility and poor environmental quality. These are all issues that will need to be addressed if the estate is to meet its full potential.

- 1.15 An important employment issue in Middlesbrough is the loss of the traditional industrial estate, now surrounded by residential uses. These estates often perform an important role in the local economy providing relatively cheap premises and start up locations for local companies. Where possible, their loss should be prevented.

### Housing

- 1.16 By far the most important issue was the lack of good quality family housing. Where possible sites should be selected using a sequential approach prioritising previously used land. It will be necessary to strike a balance between the two matters. To address the lack of good quality housing and, to provide a balanced housing supply, it may be necessary to identify some greenfield sites.
- 1.17 Phasing of housing development, particularly in the context of the draft RSS requirements, is an issue that needs to be addressed. Whilst Middlehaven is seen as a priority, it cannot by itself deliver all of Middlesbrough's housing requirement, nor would it be desirable for it to do so. Any other sites brought forward will need to complement the development of Middlehaven in terms of types, numbers and phasing.
- 1.18 Housing Market Renewal is seen as a priority in addressing a number of the housing issues facing



The recently refurbished Carter Park

Middlesbrough. Generally, replacement housing should be at lower densities than the housing it is replacing.

### Retail and Leisure

- 1.19 There was a general consensus that Middlesbrough town centre's role as a sub-regional centre should be reinforced and strengthened. There was less agreement as to which direction any town centre expansion should take. The Council should have regard to the provisions of PPS6 when assessing the direction of town centre expansion.

### Education, Health and Culture

- 1.20 Many of the comments received centred on improvements to education facilities and the diversification of the types of school available, in particular the creation of faith schools. There was a recognition of the need for a greater integration between planning and education in the decision making process.

### Transport

- 1.21 Several of those commenting felt that the core transport network was adequate to meet most of Middlesbrough's needs, but specific pinch points and bottlenecks needed to be tackled. The Highways Agency, in particular, expressed concern about the impact of major development on the capacity of the strategic highway network.
- 1.22 There was a general recognition that the public transport system is in need of improvement if a reliable sustainable alternative to the private car was to be available. This includes the provision of new rail halts, improvements to existing stations and the introduction of park and ride.

### Environment

- 1.23 There was general support for the protection of all open space and recognition of the role that a good quality environment plays in attracting investment into an area and providing a high quality place where people want to live.
- 1.24 There was consensus on the important role that historic buildings play in helping to create a high

quality environment. The historic environment can play an important part in the regeneration of an area.

### **SUSTAINABILITY APPRAISAL**

- 1.25 The SA accompanying this report is an update of that undertaken at Preferred Options stage and appraises the significant changes that have been made to the Core Strategy. The Council has also undertaken an Appropriate Assessment of the Core Strategy in accordance with the provisions of the Habitat Regulations. An environmental statement accompanies this adopted Core Strategy.

### **HABITAT REGULATIONS ASSESSMENT**

- 1.26 To the east, the Teesmouth and Cleveland Coast Special Protection Area (SPA) is a significant environmental resource. The SPA is a wetland of international importance due to its breeding, wintering and migrant bird populations. The SPA comprises intertidal sand and mudflats, rocky shores, sand dunes, saltmarsh and freshwater marsh, which provide nesting, feeding and roosting habitats. Areas outside the designated site are used by SPA species for feeding and roosting birds.
- 1.27 The Core Strategy has been subject to an Appropriate Assessment (AA) as required under European and Domestic regulations. The assessment concluded that there were unlikely to be any significant effects upon the Teesmouth and Cleveland Coast Special Protection Area (SPA)/Ramsar or North York Moors SPA/Special Area of Conservation (SAC) sites. Sufficient safeguards are in place, in the form of over-arching policies (CS1, CS4 and CS21) to ensure that the Core Strategy would not have a significant effect on the integrity of these sites.

- 1.28 The Habitats Regulations provide a framework within which subsequent land use plans will be examined. An AA will be undertaken on all emerging Development Planning Documents and Supplementary Planning Documents which will include, where appropriate, criteria based policies to ensure that any significant impact on the integrity of International and European designated sites is avoided, mitigated or compensated; and to inform scheme level decisions.

### **STRATEGIC FLOOD RISK ASSESSMENT**

- 1.29 In accordance with Planning Policy Statement 25: Development and Flood Risk, the Tees Valley Strategic Flood Risk Assessment (2007) has been prepared. This will enable a sequential test to be undertaken to ensure that land use allocations in the Regeneration DPD are located in areas of least probability of flood risk. The SFRA will also inform the application of the exceptions test in those circumstances where the wider sustainability benefits of a development are considered to outweigh the flood risk. The above tests will be assessed through the sustainability appraisal for the Regeneration DPD.



## 2 SPATIAL PORTRAIT AND ISSUES

### SPATIAL PORTRAIT

#### Population

- 2.1 Middlesbrough Council is a Unitary Authority serving an area covering approximately 5,400 hectares with a population of 137,900 (2004 ONS). It is one of five unitary authorities in the Tees Valley sub-region, which has a population of 650,000, just over a quarter of the population of the north east. The town centre is the principal retail centre for the Tees Valley conurbation and the third largest retail centre in the north east. Middlesbrough is situated approximately half way between Newcastle (40 miles north) and Leeds (65 miles south).
- 2.2 Middlesbrough has a flourishing Asian community and has the highest proportion of minority ethnic communities in the Tees Valley at 6% of the town's population.
- 2.3 Middlesbrough's population is in decline. Since peaking at about 160,000 in the 1960s the population has been steadily falling. If this decline is not halted it is estimated that the population will fall to 130,000 by 2021. The decline has come about as a result of out migration as opposed to declining birth rates or increasing death rates. People are choosing to move to the surrounding villages in North Yorkshire, or new housing estates such as Ingleby Barwick. If this rate of decline is allowed to continue it could impact upon Middlesbrough's role within the Tees Valley city region, and the ability to deliver quality services to the population.
- 2.4 Reversing out migration will be one of the key drivers of change that will need to be tackled through the LDF.

#### Environment

- 2.5 Middlesbrough is predominantly urban in character with high inner area housing densities and only 30% of the land in agricultural use. In the north, a corridor of industrial decline and underused land assets along the River Tees runs through the heart of the conurbation between Middlesbrough and Stockton. A number of initiatives have been established to address this including the SMI. Implementation of the SMI will assist in creating a rejuvenated urban core at the heart of the Tees Valley encompassing the two centres of

Middlesbrough and Stockton. This in turn will act as a driver for sub-regional and regional regeneration, and go a long way towards addressing the physical legacy of industrial decline and promotion of economic vitality.

- 2.6 To the south, in North Yorkshire, there is easy access to beautiful countryside, coast and commuter settlements. A number of wooded beck valleys, that permeate the heart of the urban area from the open countryside in the south, have great value as green wedges, for leisure and as habitat.
- 2.7 There is a legacy of late Victorian and Edwardian architecture, some of which has been demolished but much remains. Some of this architecture is worthy of protection, but there is a lot that is of a poor quality not only in terms of its design but also the fact that it is no longer fit for the purpose for which it was originally built. More recently, poor design of new buildings has become an issue. It is all the more important therefore, to conserve more of what little remains of Middlesbrough's good quality heritage and to achieve excellence in new building and public realm. Significant steps are being made in improving the public realm as can be seen by developments such as the Middlesbrough Institute of Modern Art (mima) and the creation of the new civic square.

#### Economy

- 2.8 From its mid 19th century origins, the economy of Middlesbrough was built upon iron, steel and heavy manufacturing along the river and around its port. The traditional economic base of heavy industry and petrochemicals went into decline, shed labour and became more capital intensive in the face of external competition. Since, the economy of Middlesbrough has restructured by diversification into light and general industry and by enhancing the town centre as the focal point for retail, leisure, commercial and civic administration for the whole Tees Valley conurbation. Middlesbrough town centre is the single largest employment destination within the Tees Valley employing over 20,000 people and is as such the principal economic driver within the borough. Much of this employment, nearly 90%, is within the service sector. Despite the importance of the town centre to the sub-regional



economy, there is constant external competition. In the face of such challenges Middlesbrough must continue to strive to enhance its town centre and improve the quality of its employment, land and premises portfolio. Only by doing so can the town continue to grow and become part of the economic centre at the heart of a competitive and prosperous Tees Valley city region.

- 2.9 The flow of people who travel to work in Middlesbrough from outside of the town is greater than that of people who live in the town but travel to work outside in other districts. Whilst this illustrates the importance of Middlesbrough as an employment centre there are still many local people who cannot gain access to the job market because of a lack of skills or education. This reflects the relatively low education attainment levels within Middlesbrough's schools. It is important that a skilled and well trained workforce is in place to support a growing and prosperous economy.
- 2.10 The success and contribution that the University of Teesside and Middlesbrough's colleges make to the overall economic prosperity of the town should not be underplayed. They are important drivers in developing the town's and city region's economies. This is particularly so for the digital economy sector, for which the University has an international reputation. It is important that the skills of the University and its graduates are harnessed and

used to foster further investment and growth. There are a number of initiatives being pursued to do just this. These include the Institute of Digital Innovation, Boho, and the relocation of Middlesbrough College to Greater Middlehaven.

### Town Centre and District Centres

- 2.11 Over recent decades the Council has played a major role in developing the town centre and attracting major private investment including the Cleveland, Hill Street and Captain Cook Square shopping centres and the pedestrianisation of Linthorpe Road. Following a strategic study in 1997, a town centre partnership company (The Middlesbrough Town Centre Company) was established. It has co-ordinated a step change in investment, high quality public realm (Corporation Road) the arts and entertainment (including the multi-screen cinema and Middlesbrough Leisure Park) and a cultural quarter comprising the Middlesbrough Institute of Modern Art (mima), the Town Hall performance space and new civic square. New quality specialist shops, restaurants and bars have emerged along Linthorpe Road, building upon a thriving university, student population and urban economy. There has been a decline in office employment following competition from modern out of town development (particularly at Teesdale in Stockton) and from regional centres. However, recent new development and major refurbishments (e.g. Centre North East) are helping to redress this trend.



A building in the Boho district

- 2.12 Further expansion of the town centre is constrained by the A66 and railway in the north and the older terraced housing in the south. Major regeneration activities in Greater Middlehaven provide an opportunity to examine the potential of this development to contribute to the town centre as an economic driver. The recently completed Middlesbrough Retail Study (2005) shows that there is capacity for further retail growth in the town, and that to accommodate this growth it will be necessary to identify opportunities for the town centre to expand.
- 2.13 The two district centres at Berwick Hills and Coulby Newham are thriving and each provides a comprehensive range of shopping (anchored

on a superstore), leisure, library, health and other community and employment facilities for the large catchments they serve. However, several small local centres are in decline particularly those serving more deprived communities in areas needing regeneration.

## Deprivation

- 2.14 Despite recent improvements in the local economy and employment, the majority of Middlesbrough's inner area terraced housing and social rented housing estates in east and west Middlesbrough, experience high levels of multiple deprivation (16 wards are in the worst 10% of IMD national ranking (2000). There is a complex relationship of social and economic factors including high long-term and male unemployment, low income, benefit dependency, poor educational achievement, ill health, low car ownership often linked to other factors such as poor housing and high local crime rates. There is a process of residualisation, whereby those who can afford it move out, leaving the less affluent, the elderly and a more transitory population. This pattern is polarised by housing type and tenure. By contrast the more affluent private housing suburbs such as Linthorpe, Acklam, Coulby Newham, Marton and Nunthorpe are at, or exceed, national averages of such indicators.

## Housing

- 2.15 The housing stock in Middlesbrough does not match the aspirations of the population and is no longer fit for purpose. There is too much terraced housing and not enough detached dwellings or apartments. Whilst the picture is changing in terms of apartments there is still a need to provide more family dwellings. Recent market research shows a strong demand for more middle and upper market sector housing (semi-detached and detached housing) to attract and retain economically active households in Middlesbrough. Only by providing the type of housing that people want, in the right locations and environment, can the population begin to grow. The diversification of the housing stock to ensure that it is more balanced is one of the key challenges facing the LDF.

- 2.16 A strategic approach to tackle these issues across the Tees Valley is being co-ordinated by Tees Valley Living. A number of initiatives are already under way in the town in response to this challenge, including those in North Ormesby, Central Whinney Banks and inner Middlesbrough. Approximately 11,500 pre-1919 terraced houses south of the town centre are at risk of housing market failure. This is evidenced by high vacancy, low prices, lack of demand and insufficient long-term investment. Essentially, this type of housing does not meet modern requirements and there is a surplus compared to market demand. The Council, with consultants, is currently assessing the local conditions, carrying out community consultation and exploring appropriate intervention options. The Council's housing stock (12,000 dwellings) has been transferred to Erimus (a registered social landlord) and its first priority will be a substantial stock improvement programme.

- 2.17 In recent years although the proportion of brown field development has been high (72 %), house building rates overall have been low. This is largely because of a deficit of available greenfield sites and extensive land releases in surrounding authorities. This has had a major impact on net out migration, much to Stockton and North Yorkshire.

## Communications

- 2.18 Middlesbrough is well-connected to the strategic road network via the A19/A1M connecting north and south, and the A66 and A172 connecting east and west. Within Middlesbrough two major north-south distributor roads, Acklam Road and Marton Road, are heavily congested with commuter traffic at peak periods. This has had implications for future development locations. Major improvements at two of the A66 interchanges are underway to improve access to the North Middlesbrough Regeneration Zone. Strategic rail connections need improvement, particularly the service from Middlesbrough to the East Coast mainline at Darlington.
- 2.19 There have been recent improvements to public transport along key corridors such as Acklam Road and Marton Road. Local bus services are generally adequate. There are issues of accessibility to

employment locations and the main hospital and certain cross-town movement. Middlesbrough has an excellent network of cycleways and footpaths in the planned settlements in the south of the town (Coulby Newham and Hemlington), and along key routes into the town and along green corridors. In some areas there is scope to improve accessibility and local networks.

- 2.20 An efficient and effective communication network is important if an integrated and competitive Tees Valley city region is to be created. At the centre of this city region is the strategic public transport hub of Middlesbrough. To facilitate not only the successful delivery of the major developments and initiatives in Middlesbrough, but also the wider city region, it is necessary to ensure that a high level of connectivity exists within Middlesbrough and beyond with surrounding towns and regions. Ensuring this high level of accessibility, whilst maintaining and enhancing the capacity of the transport network, is one of the challenges and key drivers facing the LDF.

## ISSUES TO BE ADDRESSED

- 2.21 From this spatial portrait and principal drivers of change it is possible to derive the issues that need to be addressed by the LDF. These issues have also been derived having regard to the themes of the Community Strategy, and responses to consultation on the Issues and Options.

### Addressing population decline

- 2.22 There has been long-term population decline in Middlesbrough since the 1960s, when the population peaked at 160,000. To ensure that the urban core of the Tees Valley city region grows and develops as a place in which people want to invest, live, work and visit, it will be necessary to first stop population decline, and to then reverse it.

### Tees Valley city region

- 2.23 The Tees Valley city region is seen by the Government as one of the eight economic powerhouses that will drive forward the economy of the north. Middlesbrough and Stockton town

centres and the river corridor between them lie at the heart of the city region. The influence of the city region extends well beyond the Tees Valley with more than 875,000 people dependent upon the conurbation for employment, shopping, and leisure. Middlesbrough, with Stockton, has the potential to deliver enhanced, city-scale facilities, services and infrastructure to develop a core capable of driving forward the economy of the city region. This economic core, through the SMI, extends along the river corridor to include Teesport and parts of the Borough of Redcar & Cleveland.

### Creating sustainable communities

- 2.24 There are a number of regeneration activities happening now, and proposed within Middlesbrough, that provide the opportunity to create sustainable communities. How these are taken forward and integrate existing and new development and communities is crucial to the success of Middlesbrough in a number of ways. This will necessitate creating communities that are places where people want to live and have a good mix of housing type, size, and tenure, with access to employment, education and other facilities, all set within a high quality environment.

### Meeting local transport needs more effectively

- 2.25 Everybody wants transport which is safe, clean, efficient and accessible. Good transport and infrastructure is essential for a vibrant economy and an inclusive society. It provides access to jobs, services and schools, gets goods to the shops and allows people to make the most of their free time. Yet traffic growth, and in particular car use, has escalated in recent years bringing with it public concerns for safety, congestion and pollution. This is a problem for everyone but especially for people who are vulnerable because of age, disability or disadvantage. It can also threaten economic vitality and the way people perceive the town. Failure to invest in the transport infrastructure can also have a detrimental impact upon regeneration activities, hinder development opportunities, and frustrate delivery of the SMI.



### Promoting the economic vitality of Middlesbrough

2.26 Middlesbrough is emerging from a long period of economic difficulties following the decline of the traditional industries on which the town was based. This has been a long-term process and a number of indicators show that Middlesbrough's economy is still weak compared with other areas, with low skill levels, high unemployment, low rates of business formation, and a low cost/income economy. Indicators also show that Middlesbrough has been making strides towards economic recovery. There are also a number of key assets and opportunities in place that give Middlesbrough the potential to make further dramatic improvements. Incorporating the skills, talents, enthusiasm and commitment of businesses, employers, agencies and local people themselves will be key to Middlesbrough fulfilling its potential and playing its part with Stockton in creating a successful urban core at the heart of a prosperous Tees Valley city region. The strong interactions between the Tees Valley districts mean that it is often difficult to separate out economic issues. The economic fortunes of the authorities are inevitably intertwined and a strong Tees Valley economy will only be achieved by all authorities working together.

### Reinforcing the role of Middlesbrough town centre within the Tees Valley city region

2.27 Middlesbrough town centre is a key driver in the town's local economy. The success of the town centre is central to ensuring the delivery of key initiatives. A strong urban core centred upon complementary functioning Middlesbrough and Stockton town centres is essential in delivery of the SMI and promotion of a prosperous city region. Whilst Middlesbrough is the largest retail and commercial centre in the Tees Valley, it is not without its problems. A major issue for the town centre is therefore maintaining and enhancing its role as a sub-regional centre. This is a multi-functional role centred on a balance between retail, employment and offices, leisure, culture and the evening economy. The town centre is also a major location of civic administration. There is 151,200 m<sup>2</sup> occupied floorspace within the town centre, 14,300m<sup>2</sup> of convenience floorspace, and 136,900 m<sup>2</sup> of comparison floorspace. The relationship of

the town centre with Middlehaven will be important in developing and strengthening this role.

### Improving health

2.28 In recent years, Middlesbrough has made some excellent progress in health and social care. Access to health and social care services have improved with quicker assessments and shorter waiting times to see a GP. Waiting times for receiving treatment have been cut significantly, allowing people to get better more quickly. Middlesbrough residents have ready access to NHS dental care. Local service providers are much better at co-ordinating services to help maintain people in their own homes. There are, however, some significant challenges that still need to be tackled, including shorter life expectancy and higher rates of cancer and heart disease when compared to national averages.



The Newlands Medical Centre, Borough Road

### Maximising educational achievement

2.29 Middlesbrough's high levels of disadvantage impacts upon the health and well-being of its children. There is also a culture of low self-esteem and low personal expectation. Education is undervalued in many households and a lack of parental encouragement and support has led to



poor attendance and achievement. In some wards, particularly priority wards, many parents also have low levels of basic skills and unemployment has often blighted several generations. Despite relatively low educational attainment levels of its residents, Middlesbrough is home to a successful and expanding University. It is particularly renowned for its reputation in the digital technologies sector. Harnessing this expertise and knowledge will be important in achieving economic prosperity and supporting the development of the city region. One initiative that will need to be integrated into the LDF is the digital city concept.

### Transforming the local environment

2.30 Through investment the town has benefited from a much cleaner, greener and safer environment. This kind of environment provides direct benefits to other areas such as improved public health, reduced crime and increased economic vitality. Middlesbrough is also fortunate to benefit from a strong voluntary sector, which adds value and complements the work of the Council and other public agencies. The key challenge, however, is to improve delivery alongside the increasing aspirations of residents who wish to live in a higher quality environment. Central to this is raising the level of urban design.

### Creating a balanced housing market

2.31 Middlesbrough and its neighbours face some tough challenges in creating a balanced housing stock to meet the needs and aspirations of the population both now and in the future. These include:

- ensuring the provision of the right type and mix of housing in the right locations;
- addressing low demand and obsolete housing; and
- ensuring the long-term sustainability of neighbourhoods as areas of market choice.

This issue is closely linked to those of addressing population decline and creating sustainable communities.

### Successful regeneration of Greater Middlehaven

2.32 Middlehaven has been identified as a priority for the Council and its partner organisations. It is seen as central to the delivery of the regeneration activities of key agencies and programmes such as the Regional Spatial Strategy, Northern Way and Regional Economic Strategy. The successful regeneration of the area will both directly and indirectly help to address many of the issues facing Middlesbrough and, linked with complementary regeneration activities in Stockton, help deliver a competitive urban core of city scale. Regeneration of Middlehaven can also assist with wider regeneration activity in the Tees Valley.

### Successful regeneration of Greater Hemlington

2.33 Hemlington is one of the areas within Middlesbrough which is suffering from low housing demand, poor quality environment, high unemployment and levels of deprivation. The lack of investment in Hemlington Grange has created an opportunity to re-examine the future use of the site and the possibility of creating a sustainable community. This could be achieved through a combination of new development and the regeneration of Hemlington. Such a development can also be seen as complementing that of Greater Middlehaven, to address population decline and provide a balanced housing stock.



Modern family housing, Hemlington

## 3 THE PREFERRED OPTION

### INTRODUCTION

- 3.1 An important element in preparing the Local Development Framework (LDF) is the identification and testing of a number of different policy options. These options are tested against the sustainability objectives of the Sustainability Appraisal (SA). In this way it is possible to develop the spatial vision and strategy required to deliver Middlesbrough's growth in a sustainable way. From this, a preferred option is identified which will provide the framework for developing the policy options, not only within this Core Strategy, but also the other Development Plan Documents (DPDs) that will comprise the LDF.
- 3.2 The selection of options to appraise has been decided having regard to a number of factors. These include matters such as national and regional planning policy as expressed in Planning Policy Statements (PPSs) and the emerging Regional Spatial Strategy (RSS). There are also a number of regional and sub-regional initiatives that have a direct bearing upon the choice and form of the Spatial Strategy. These initiatives include the city region, Stockton-Middlesbrough Initiative (SMI) and Housing Market Renewal (HMR).
- 3.3 These options were considered at a SA workshop in July 2005.

### DEVELOPMENT OF THE PREFERRED OPTION

#### The options

- 3.4 Four strategic options were considered for the development of the spatial strategy.
- 1 Development led by the market.
  - 2 Development focused upon renewal of existing communities.
  - 3 Development focused on the provision of one large mixed use community providing a mix of housing types.
  - 4 Development focused on the provision of dispersed mixed use communities.
- 3.5 A number of the strategic options could entail significant residential development on one or more sites. It was therefore decided to assess a number of strategic locations for meeting the housing requirement identified in the emerging RSS. This

assessment examined the creation of sustainable communities focused on:

- regeneration of Middlehaven;
- regeneration of inner Middlesbrough;
- creation of a sustainable urban extension centred on Hemlington Grange;
- creation of a sustainable urban extension centred on Nunthorpe/Poole Hospital; and
- creation of a sustainable urban extension centred on Stainton/Brookfield.

- 3.6 A further workshop session explored the SMI and how it could be delivered in a sustainable way to achieve the desired objectives of the SMI, RSS, and city region concept.

#### Assessment of the options

##### Option 1: Development led by the market.

- 3.7 The location and type of development to be delivered under this option would be determined by the market. Such an approach is unlikely to deliver the level of investment necessary to meet the development and infrastructure requirements of those areas in greatest need. It is likely to place greater pressure for development in those areas where there is already significant levels of development and development pressure. Following such a strategy would exacerbate the problems of housing market renewal, would be unlikely to satisfactorily address the issues facing Middlesbrough and lead to unsustainable patterns of development. Such an approach would also be contrary to national and regional policy.
- 3.8 The Council consider that this option should not be pursued further.

##### Option 2: Development focused on renewal of existing communities.

- 3.9 This option would see development focused on the regeneration of areas of significant deprivation and bringing forward of previously developed land. Such an approach has the benefit of ensuring that virtually all development would occur on previously developed land. The regeneration of deprived areas provides an opportunity to address the causes of



deprivation and to create sustainable communities where people wish to live and work. This can be achieved through diversifying housing type and tenure and improving quality and energy efficiency. There will also be opportunities to improve the local environment in terms of providing quality green spaces, and reducing opportunities for crime and the fear of crime. Regeneration of these areas will also enable new, much needed infrastructure requirements to be incorporated into the local community.

3.10 Concentrating all Middlesbrough's growth in these areas has its disadvantages. These areas would not be capable of accommodating all of Middlesbrough's growth requirements. It is also unlikely that development in these areas would address issues such as stemming population loss. Traditionally these are areas of quite dense development. Whilst it is unlikely that all housing stock will be replaced, a significant proportion will need to be and will be done so at lower densities. These densities will still meet PPS3 requirements. To accommodate the required number of dwellings other sites outside of these communities will need to be identified, and some may potentially be greenfield sites. It is also questionable that such an option would provide the necessary choice of dwelling types and locations to meet the needs of Middlesbrough's current and future population.



An artist's impression of possible development at Middlehaven

- 3.11 Development of these areas will potentially involve the displacement of some households, and some level of housing clearance. It is necessary to have sufficient housing stock in place to accommodate the displaced occupants. Clearance and replacement takes time to achieve, and it is improbable that this can be undertaken at a rate that meets the requirements of the emerging RSS. There are also short-term issues caused by population loss out of these areas during regeneration which may impact upon the viability of already precarious facilities such as local schools. Any regeneration activities will need to be carefully managed and phased.
- 3.12 Whilst this option presents significant sustainability gains, and will help focus development to those areas it is most needed, it raises a number of issues that would need to be addressed.

**Option 3: Development focused on the provision of one large mixed use community providing a mix of housing types.**

- 3.13 This option explores the development needs of Middlesbrough through the creation of one large sustainable community, incorporating employment, leisure, retail and housing development, and utilising greenfield land as required.
- 3.14 This option has a number of advantages. The creation of a single large mixed use community would enable a development incorporating sustainability principles in its design and construction from the outset. A critical mass could be achieved for the development that would allow innovative energy efficiency and other sustainability concepts such as the use of CHP to be integrated into the development. A certain size of development is also necessary to attract investment in different types of infrastructure. It would also be possible to create a sustainable community of mixed tenures and dwelling types.
- 3.15 A single large mixed use community which met all of Middlesbrough's development requirements would not be possible. For a scheme of this scale it would need to be identified through the RSS. The only site identified in the RSS is Greater Middlehaven. Whilst this is capable of meeting a significant level of the growth needed it cannot



accommodate it all. The scale of development proposed for Middlesbrough could only be achieved on a single site through the use of a significant level of greenfield land. This is unsustainable and would be contrary to meeting brownfield targets identified in the emerging RSS and national policy.

- 3.16 It is not desirable to create a single large mixed use community as it would not address the issues facing Middlesbrough. Whilst it may help to stem population growth, it does not tackle the problems of housing market renewal or deprivation in the inner urban areas. The decline of these areas is likely to be hastened.
- 3.17 Whilst there may be a role for the creation of one or more large mixed use communities this needs to be seen within the context of assisting with tackling problems of deprivation, housing market renewal and regeneration of the inner areas.

#### Option 4: Development focused on the provision of dispersed mixed use communities.

- 3.18 This option would result in the development needed to meet Middlesbrough's growth being dispersed on a range of brownfield and greenfield sites throughout the town. Priority would be given to brownfield sites that deliver regeneration benefits.
- 3.19 By prioritising brownfield sites, and those that assist with regeneration, this option provides a sustainable solution to accommodating Middlesbrough's growth. Dispersal of development could, however, result in an unsustainable pattern of development that could result in longer and more car trips and poorer access to key facilities. It is unlikely that dispersal of development will be able to achieve the critical mass required to be viable for the provision of new infrastructure or facilities, and may not be sufficient to attract the necessary investment to assist with regeneration and renewal.
- 3.20 Dispersal may provide an opportunity to provide a range of sites increasing housing choice, but there is concern that the fragmented nature of dispersed sites may work against the objective of ensuring that everyone has the opportunity to live in a decent and affordable home.

- 3.21 This option has some positive sustainability benefits and will help to address some of the issues facing Middlesbrough. By itself it cannot deliver the required level of growth in Middlesbrough and if it is to be pursued will need to form part of a wider strategy.

#### Sustainable urban extension

- 3.22 A number of the options refer to the creation of a single large mixed use community on either previously developed land or a greenfield location. It was felt appropriate as part of this process to examine which of the possible locations would be the preferred one for a sustainable urban extension. The three general locations considered were:
- land between Stainton and Brookfield;
  - land at Hemlington Grange; and
  - land between Nunthorpe and Poole Hospital.
- 3.23 Each of the three locations was assessed, as part of the sustainability appraisal workshop held in July 2005, against the sustainability objectives. The findings of this workshop are contained within the sustainability appraisal scoping report.
- 3.24 This process demonstrated that all three locations would have a negative impact upon the use of natural resources, in particular greenfield land. Development of the scale envisaged as part of an urban extension will require a significant amount of greenfield land. Even the development at Hemlington Grange, which will utilise some previously developed land, will still require development on some greenfield land. In this context Hemlington Grange is the most sustainable.
- 3.25 The fact that all three locations will involve development on greenfield land means that each will entail some visual impact upon the landscape. Land between Poole Hospital and Nunthorpe is located adjacent to the Special Landscape Area and as such development here is likely to have an unacceptable impact upon the rural landscape. The area between Stainton and Brookfield is part of a Green Wedge, so designated in order to prevent the coalescence of the urban areas and protect local identity. Development in this location would also be highly visible and would impact upon the setting of Stainton village. There is a ridge line to

- the south of the Hemlington Grange site that can act as a visual barrier when viewing the development from the south. It is also probably the least attractive of the three area both visually and in terms of its contribution to providing a landscape setting to Middlesbrough.
- 3.26 All three locations would need to undergo an ecological survey to determine any bio-diversity interest. Of the three locations, Hemlington Grange was considered at the workshop to have the least bio-diversity interest as it is largely covered by poor grassland with low wildlife potential.
- 3.27 Accessibility to local facilities is an important sustainability consideration. Only the development at Hemlington Grange is within convenient and easy walking and cycling distance to existing facilities at either the Viewley Centre or Coulby Newham District Centre, including shops, schools (primary and secondary), leisure, and employment amongst others.
- 3.28 The location between Stainton and Brookfield is well located in terms of accessing the strategic highway network, being adjacent to the junction of the B1380 with the A174, and close proximity to the A19. Hemlington Grange is also well located to access the strategic highway network, but is slightly further away. Whilst development between Poole Hospital and Nunthorpe could also access the strategic highway network via the A172 and A174 junction, it would result in a significant amount of traffic being placed upon the Marton Road, A172, which is already highly congested at peak times.
- 3.29 By the nature of its accessibility to local facilities, development at Hemlington Grange is also well located to take advantage of a good public transport system, and contribute to an improved level of service. Hemlington Grange is also the only location where it would be possible to link the development of the site directly to the regeneration of a deprived area. By ensuring that the development of Hemlington Grange is integrated with the regeneration of the Hemlington Estate it will be possible to ensure that people living in the area have access to local job opportunities, improved education and recreation facilities, and access to improved high quality and affordable housing.

- 3.30 The general consensus at the sustainability workshop was that, if a location for a strategic urban extension had to be found, development of Hemlington Grange would be preferable to the other two. Not only would development here have lesser negative impacts than the other sites, but it also has the added benefit of being able to deliver a comprehensive regeneration package when considered alongside the regeneration of the Hemlington Estate.

### PREFERRED OPTION

- 3.31 The preferred option is based largely upon option 2 but includes elements of 3 and 4. The majority of development is focused upon previously developed land in the north of the town, Greater Middlehaven, Middlesbrough town centre, and the Riverside and East Middlesbrough Industrial Estates. This is complemented by the regeneration of Greater Hemlington, including the development of Hemlington Grange, to create a sustainable mixed use community on the southern edge of the town (options 3, 4). The strategy also focuses on the regeneration of a number of communities within the town, but well located to the town centre and not dispersed across the town – Gresham/Middlehaven, North Ormesby, Whinney Banks and Grove Hill (option 2).
- 3.32 This provides the framework for developing the policies within this Core Strategy.

## 4 SPATIAL VISION AND OBJECTIVES

### SPATIAL VISION

4.1 Central to the Core Strategy is the long-term spatial vision that will create the framework for the development of the policies and proposals to be included in the LDF. This vision should emphasise local distinctiveness with a focus upon delivery. It will need to give expression to other strategies and

programmes, including regeneration, economic development, transport, education, housing, health, waste, energy, recycling, environmental protection and culture. This vision has been derived from the aspirations expressed in the Community Strategy. It also draws upon the SA/SEA and baseline study.

### IN 2023...

- the population is growing, and increasingly diverse. Many more families now remain in the area, attracted by the wide range of housing opportunities in safe, secure neighbourhoods and by the quality of schools. There is now a net in migration of people moving into the town to live;
- cultural and ethnic diversity and quality of life ensure that Middlesbrough is a magnet for creative people. The number of University of Teesside graduates who stay in Middlesbrough on leaving higher education has doubled;
- inward investment has increased and resulted in companies and government departments relocating from the south east into the town and wider city region;
- efforts to create a market for city living and to radically enhance the cultural and educational infrastructure have been critical. This is primarily a result of the success in achieving economic growth and diversification. Full employment has just been achieved – creating many new jobs in financial and business services in the digital/creative industries, and in advanced engineering and manufacturing;
- Middlesbrough's role as the sub-regional shopping centre for Tees Valley, has been reinforced and strengthened. It is the North East's fastest growing retail centre and has attracted a diverse mix of quality multiple retailers and specialist independents focused around Linthorpe Road. Middlesbrough is in the top 25 shopping centres in the UK;
- Middlesbrough is now recognised as one of the North of England's top five cultural destinations. mima has developed an international reputation for contemporary programming of the visual arts. Restored to their original glory, the Empire Theatre and Town Hall provide a diverse mix of the performing arts. All three are rooted in the community and have served as a strong catalyst for the development of the arts and creative industries in Middlesbrough – and for the diversification of the evening economy;
- schools, further and higher education facilities have been modernised and now compare favourably to the best in the North of England. Middlesbrough College has further expanded its campus at Middlehaven and the University of Teesside has developed a series of major new buildings on campus, including the Institute of Digital Innovation;
- communities are truly sustainable as a result of massive investment programmes in improving social housing, clearance of obsolete stock and the provision of new family housing and city living opportunities. People want to live here – neighbourhoods are safe, secure and well managed. Housing markets are buoyant;
- the regeneration of the Tees Corridor between Stockton town centre, Teesport and the South Tees area in accordance with the proposals



## IN 2023... (continued)

identified in the SMI, is well underway. Middlehaven is connected with and has become part of the wider town centre and is a vibrant, mixed-use quarter containing many new homes, offices and leisure facilities. The revitalisation of the waterfront has extended westwards;

- Riverside Park has expanded, providing new industrial and business accommodation, and the adjoining South West Ironmasters site and the eastern Tees Marshalling Yards are being developed;
- Middlesbrough is at the heart of a connected city region transport network. The public transport system has been transformed; new fast rail services to Newcastle and Darlington are complemented by a high quality metro and bus system, which provides direct services between central Middlesbrough and many of its neighbourhoods. Over 50% of residents travel to work, learning or leisure using public transport. The capacities of the A19 and A174 have been expanded to cater for growth;
- with Stockton, Middlesbrough is providing city-scale infrastructure, services and facilities for a catchment population of more than 1 million people across Tees Valley, County Durham and North Yorkshire. The vibrant culture, sustainable communities, housing choice and first class health and educational facilities have made Middlesbrough and Stockton a truly competitive urban core of the city region;
- the successful regeneration of Greater Hemlington has created a modern, vibrant, and sustainable urban village that has a buoyant housing market; and
- the role of Middlesbrough and Stockton at the centre of the Tees Valley city region is further enhanced by the high quality of both its built and natural environments. This is exemplified by the high quality landscape setting to development created by improvements to the waterfront and the extension of water into the urban area.



A visionary look for the SMI area

## SPATIAL OBJECTIVES

- 4.2 These objectives indicate how the spatial vision will be delivered. Many of these objectives are identified as priorities in the Community Strategy.

### SPATIAL OBJECTIVE 1

Recognise the Tees Valley city region and identify the SMI as the location to provide a dynamic city-scale urban centre for the city region and its economy.

The Tees Valley city region is identified as one of eight city regions in the Northern Way. As such it is an important driver in the Government's proposals to accelerate economic growth across the North and deliver greater economic prosperity. The SMI will be an important mechanism in the delivery of the city region concept. The objective will be achieved by ensuring that priority is given to investment and development opportunities that contribute to the creation of an urban centre of city scale in a sustainable way. Delivery of this objective will require close working between Middlesbrough and Stockton to ensure that the two centres and the river corridor between them are developed in a complementary way to create a more competitive urban centre, whilst ensuring that regeneration activity does not damage the river's biodiversity. There are also important linkages along the river corridor with Teesport and the South Tees area, which need to be fostered and supported to assist with the achievement of this objective. This will involve working closely with Redcar and Cleveland Council to ensure an appropriate level and form of development along the corridor. It will also be necessary to ensure that appropriate policies are included within the LDF. The Stockton-Middlesbrough urban core, together with a prosperous Darlington town centre, will act as drivers in taking the Tees Valley city region forward as a prosperous and successful sub-region.



Middlesbrough's busy town centre

### SPATIAL OBJECTIVE 2

Reinforce Middlesbrough town centre as the principal retail centre for the Tees Valley city region and the Stockton-Middlesbrough urban core as the principal centre for cultural, leisure, and civic administration activities.

To achieve this it will be necessary to identify opportunities for the town centre to grow. This will be achieved through rationalisation of existing land uses within the centre, and the identification of Cannon Park as an area into which the centre can expand to accommodate future planned growth. Opportunities created through the regeneration of Middlehaven will also be important in the delivery of this objective.

It is important in the delivery of this objective not to undermine the role of Darlington as a sub-regional centre in the west of the city region. Both centres have a complementary role to play in underpinning the future economic prosperity of the area.

### SPATIAL OBJECTIVE 3

To stabilise then reverse population decline through the creation of sustainable communities that create an environment attractive to retaining the existing population and attracting people back into the town.

This is also one of the aspirations of the Community Strategy. Stabilising then increasing the level of population within the town is essential if Middlesbrough is to develop its role, with Stockton, at the heart of the Tees Valley city region. An increase in population will help to support and improve viability of local services such as schools and shops. The objective will be achieved through a combination of providing housing in locations, and of the type, that people want, and through improvements to the local environment and investment in facilities and infrastructure. Protection of environmental assets will be integral to achieving this objective and ensuring a high quality of life is achieved. Developments at Hemlington Grange and Middlehaven are central to the delivery of this objective. It will be necessary to develop a multi-agency approach to create, and take forward, area frameworks for those parts of the town where intervention is necessary in order to achieve this objective.

### SPATIAL OBJECTIVE 4

Protect Middlesbrough's historic assets.

Middlesbrough has few historic sites, so what are left take on an added significance. This will be achieved by ensuring that criteria are contained within policies that protect Middlesbrough's historic assets and, where possible, maximises their contribution to achieving a sustainable environment.

### SPATIAL OBJECTIVE 5

Create a balanced housing stock that meets the needs of Middlesbrough's population both now and in the future.

To address the issue of population decline and to further the prosperous growth of Middlesbrough to the benefit of the city region it is important that the town has a balanced housing stock in terms of type, size and tenure. This will involve joint working with neighbouring authorities to address the cross-boundary housing market issues. Eighty eight per cent of all housing in Middlesbrough is in Council Tax band C or below. The diversification of the housing stock will be achieved through new developments such as those at Greater Middlehaven and Greater Hemlington, and through the regeneration of those areas where housing market failure has been at its worst. All developments will need to contribute to the achievement of a balanced housing stock.



The Turnstile, Ayresome – successful inner housing



## SPATIAL OBJECTIVE 6

Deliver major regeneration schemes at Greater Middlehaven and Greater Hemlington to create sustainable communities that will make a significant contribution to Middlesbrough's role within the Tees Valley city region.

Middlehaven has been identified as a priority for the Council and its partners. Successful regeneration of the area will be integral to the development of Middlesbrough as part of the heart of a successful Tees Valley city region. Hemlington Grange will enable a high quality, high value residential development to be created within a high quality environmental setting, whilst at the same time contributing to the regeneration of the wider Hemlington area, making this in turn a more attractive and sustainable living environment. An important consideration to be addressed within the LDF is the relationship between the two developments, and how they can be progressed within the constraints placed on house building rates by the RSS. In both schemes the protection and enhancement of environmental assets is seen as integral to achieving a high quality of life.



Middlehaven



The University of Teesside gateway

## SPATIAL OBJECTIVE 7

Establish an environment that encourages and supports economic vitality and quality of life that attracts both people and businesses to Middlesbrough.

This is an aspiration of the Community Strategy and will be delivered through the LDF by creating a policy framework and identifying development opportunities that maximises the potential for economic growth. It will be achieved through developments such as Greater Middlehaven and Greater Hemlington that will create attractive and high quality environments.



## SPATIAL OBJECTIVE 8

Improve connectivity within Middlesbrough, the Tees Valley city region and to other regions.

Poor connectivity is seen as a barrier to growth in the Tees Valley city region. Successful regeneration and delivery of many of the priorities of the Council and its partners will require investment in the transport network and infrastructure. This will involve working with developers, Tees Valley Regeneration, neighbouring authorities, transport providers and operators, Regional Transport Board and the Highways Agency, to focus activity on:

- improving the rail and bus network;
- improving inter urban transport links between Middlesbrough and its neighbours; particularly Stockton town centre, Teesport and South Tees area;
- improving the strategic network, in particular the A66 and A19 trunk roads;
- improving access, particularly by public transport, to key regeneration projects;
- improving links with Durham Tees Valley Airport; and
- improving accessibility from rural areas to the sub-regional centre and key facilities such as the James Cook University Hospital.

This will ensure that a sustainable transport network, which promotes a modal shift away from the car and is integrated with development, is achieved.

## SPATIAL OBJECTIVE 9

Achieve high and sustainable levels of economic growth by supporting existing businesses and encouraging new ones to set up in Middlesbrough.

This will be achieved through identifying suitable sites for economic development and a policy framework that facilitates economic growth. Sites that will be identified within the LDF include Greater Middlehaven, Greater Hemlington, Riverside Park, and the town centre. Achievement of this objective needs to be seen in the context of taking forward complementary proposals within the Stockton and Middlesbrough areas to create a single competitive urban core.

## SPATIAL OBJECTIVE 10

To reduce the amount of waste produced in Middlesbrough and increase the amount that is recycled.

It will be necessary for the LDF to identify mechanisms for reducing waste and, where necessary, sites for new waste facilities to meet the waste management targets and apportionments identified in the RSS. Detailed policies regarding waste matters will be included in a Tees Valley Waste and Minerals DPD to be prepared jointly by the Tees Valley authorities.





Central Gardens East

## SPATIAL OBJECTIVE II

To protect the rural landscape and urban townscape from inappropriate development whilst encouraging modern innovative design.

The design of new development will need to be responsive to its context and setting, yet not repeating examples of poor design. Development will also need to make the best use of the land required to be developed, be accessible to all sections of the community, maximise energy efficiency and minimise pollution and waste. Poor design in any situation will not be acceptable.

## SPATIAL OBJECTIVE I2

Maximise the benefits to be gained from natural resources, including the leisure and regeneration potential of water assets such as the Tees corridor, and the protection of areas of bio-diversity and natural beauty.

One of the themes of the Community Strategy is improving the local environment. The protection of Middlesbrough's natural assets is an important strand in delivering the priorities associated with this theme. Opportunities will be sought to increase the bio-diversity resource, and expand the green network. The Council will work closely with its partners such as the Wildlife Trust and Groundwork to achieve this objective. Creation of the Green Blue Heart as part of the SMI, improvements to Riverside Park, and the redevelopment of Middlehaven will help maximise the regeneration potential of the River Tees and assist in delivering a sustainable city scale landscape appropriate to Middlesbrough's role alongside Stockton at the centre of the Tees Valley city region. Regeneration activity should not damage the biodiversity that is dependent upon the River Tees.

## SPATIAL OBJECTIVE 13

To establish an environment that enables residents to improve their quality of life through the provision of accessible and high quality education and health facilities.

This is a priority of the Community Strategy. Accessibility planning will be used to ensure that facilities are located so that they are accessible to the population that they intend to serve. The Council will work with its partners to ensure that all facilities are of a high quality and meet the needs of the population and that high standards of health and education attainment are achieved. This will include working with:

- Middlesbrough College to facilitate its proposals for relocation to Middlehaven and improvements to its education offer;
- University of Teesside to enable its continued expansion and growth and helping to ensure that the local and wider Tees Valley economies benefit from its continued success; and
- the Primary Care Trust in identifying a site for a new community hospital.

Rationalisation of primary school provision in East Middlesbrough will help to deliver better, more focused education facilities to that part of the town, and the Building Schools for the Future programme will result in a higher standard of education in improved facilities at secondary school level.

## SPATIAL OBJECTIVE 14

To ensure that Middlesbrough has a network of accessible, high quality greenspaces and sport and recreation facilities that meet local needs and enhance the 'livability' of the town, promote sustainability, support bio-diversity and makes the best use of land.

It will be necessary for the LDF to include an open space strategy that will assist in the delivery of an effective and high quality open space network. An over-riding policy priority should be to enhance existing provision where it is of value to local communities or serves a wider purpose, such as supporting wildlife and bio-diversity or performing a strategic function. Opportunities to rationalise some existing spaces by changing their nature in order to better meet local needs or to dispose of some sites in order to concentrate available revenue resources on driving up the quality of other spaces and facilities will also need to be considered.



An artist's impression of proposed development at Middlehaven

## 5 SPATIAL STRATEGY AND CORE DEVELOPMENT PRINCIPLES

### INTRODUCTION

- 5.1 To ensure that the spatial vision and aspirations of the Community Strategy are achieved it is important to direct development to those locations that will assist in the delivery of the Council's, and its partner organisations, priorities. This involves prioritising certain locations and development opportunities through identifying a mixture of previously developed land and greenfield sites. It identifies how the locational strategy of the draft RSS and sub-regional strategic priorities, such as the SMI, will be taken forward in Middlesbrough

### SPATIAL STRATEGY

- 5.2 The Council will work closely with its partner organisations to ensure the successful delivery of regeneration projects and ensure that they contribute to the delivery of the spatial vision and corporate priorities. Development proposals that would prejudice the delivery of the priorities identified in this Core Strategy will not be supported. It will be necessary for policies and proposals in other development plan documents to ensure that these initiatives are delivered in a co-ordinated and complementary way.

#### Greater Middlehaven

- 5.3 Greater Middlehaven is seen as a central plank in the delivery of the spatial vision and is a priority for the Council and a number of its partner organisations. The importance of this regeneration initiative is recognised in the Community Strategy, draft RSS, Regional Economic Strategy and Northern Way. It is essential that the scheme is delivered in a co-ordinated and integrated manner to ensure that its potential in regenerating the area and its contribution to economic prosperity and the development of the Tees Valley city region are maximised.

#### Greater Hemlington

- 5.4 The proposed housing at Hemlington Grange will complement the development proposals at Middlehaven and help to balance housing supply and building rates. Greater Middlehaven is aimed at

city-style living, whilst Greater Hemlington will provide a choice for prospective purchasers who are currently seeking higher value housing in South Tees and North Yorkshire. It will be aimed at the mobile, economically active population that Middlesbrough has been losing in recent years. The housing will be used to facilitate employment development on upto a third of the Hemlington Grange site. This will provide much needed employment in this part of Middlesbrough helping to create a sustainable urban extension.

- 5.5 Hemlington Grange is located in close proximity to an area of Hemlington that suffers from significant problems of deprivation. The Council is proposing to take an holistic approach to the development of Hemlington Grange and the regeneration of the Hemlington Estate. This is in recognition of the wider regeneration benefits associated with the proposed development, including the opportunity to create an integrated sustainable development.

#### Older Housing

- 5.6 The intention for the next 15 years is to transform the older housing areas into attractive neighbourhoods where people can successfully live, work and access surrounding facilities. Fundamental to this is addressing the issue of low demand properties. By reducing the quantity of such property, it should ensure more buoyant demand for the remaining terraced dwellings. Additionally, regenerating the older housing area provides the potential to complement and capitalise on other town centre development initiatives. Attracting new people to live in the centre of the town and stabilising existing communities will boost the local economy and provide benefits to Middlesbrough as a whole.

#### Middlesbrough Town Centre

- 5.7 The draft RSS recognises Middlesbrough's role as the largest retail centre in the Tees Valley and a major cultural and service employment centre serving the city region. As such, it is identified as being appropriate to develop new city-scale leisure, cultural, office and retail development in the town centre and at Middlehaven. In addition, policy 7 of the RSS identifies the Stockton-Middlesbrough axis as being the principal location within the city region



for developing city-scale cultural, educational and commercial assets.

integral to the success of the SMI and meeting Middlesbrough's draft RSS employment requirements.

### Green Blue Heart

- 5.8 A principal element of the SMI is the creation of the Green Blue Heart. This will involve the exploitation of the River Tees and the hinterland between the two urban centres of Stockton and Middlesbrough to create a radical 21st century landscape. Landscaping and water assets will be merged to provide opportunities for major environmental, leisure and sports assets, as well as providing a new and attractive setting for development.

### Employment developments

- 5.9 Middlesbrough is essentially a town created from the industrial revolution, with employment historically based in heavy engineering, shipbuilding and the iron and steel industries. After decades of industrial restructuring, the town is forging a new, more diversified, economic role based on the key sectors of retail, public administration, education and health, and reinforcing the town centre's role as the sub-regional centre for the Tees Valley. Despite its small geographical size, Middlesbrough is a key focus of the wider Tees Valley economy and employment market that is characterised by complex travel to work patterns. This is illustrated by the fact that there are few large employers within Middlesbrough such as those in the chemical and steel industries in neighbouring areas, yet there is still significant in migration into the town for work purposes.
- 5.10 The focus for accommodating new employment development will be within the north of the town – Riverside Industrial Estate, East Middlesbrough Business Action Zone (EMBAZ), Middlesbrough town centre and Greater Middlehaven. These areas have traditionally provided the economic powerhouse of Middlesbrough's economy, and will continue to do so during the lifetime of the plan. These sites, plus that of Hemlington Grange, will provide accessible locations and the possibility of providing development opportunities that will help facilitate significant regeneration and inward investment, and meet the needs of a changing economy. Delivery of these proposals is also

### Digital City

- 5.11 The Tees Valley, like many similar post-industrial areas, needs to develop new industries to replace those lost as a result of restructuring and global influences. There has been a clear recognition in the region that the University of Teesside's expertise in digital technology; digital media and their applications can make a significant contribution to local and regional regeneration. A strong focus on computing and digital technology programmes and a growing research portfolio, coupled with a track record in new business generation and an excellent relationship with the relevant sectors, make the University ideally placed to supply both the skills and the business development opportunities needed to stimulate high-level growth.
- 5.12 Digital City is an ambitious economic development initiative for the Tees Valley, whose success is based upon keeping, attracting and developing high-value skills, creativity and R&D in digital technologies. This in turn forms the basis for the creation of new businesses, jobs and ultimately a new signature industry for the sub-region. Led by the University of Teesside, its key stakeholders include Middlesbrough Council, Middlesbrough Town Centre Company, the Tees Valley Partnership, One NorthEast, Tees Valley Regeneration and GO-NE, with support from the private sector and other public sector partners. Outline planning permission has been granted for the first and second phases of Middlehaven. No provision has been made within the first phase for affordable units. Phase two, however, includes provision for 10% of the units built to be affordable. This proportion of affordable provision will be carried through to all future phases of Middlehaven. It should be seen as a minimum contribution.

## POLICY CS1 SPATIAL STRATEGY

The draft RSS identifies the levels of development for Middlesbrough between 2004 and 2021. The Core Strategy looks forward over the period to 2023 and makes provision for the following levels of development:

|                                    |         |  |
|------------------------------------|---------|--|
| General employment land            |         | 85 ha                                    |
| Regional brownfield mixed use land |         | 100 ha                                   |
| Dwelling provision                 | 2004-11 | 3,080 dwellings net (440 dwellings p.a.) |
|                                    | 2011-16 | 2,325 dwellings net (465 dwellings p.a.) |
|                                    | 2016-23 | 1,960 dwellings net (280 dwellings p.a.) |

This development will be delivered through the spatial strategy for Middlesbrough, as shown on the key diagram, and identified below:

a the regeneration of:

- Greater Middlehaven

The regeneration of the Greater Middlehaven area will create a flagship mixed use development appropriate to its status as a strategic priority at the heart of the Tees Valley city region. Proposals will be required to reinforce Middlesbrough town centre's role at the centre of the Tees Valley city region.

- Greater Hemlington

the development of Hemlington Grange and the regeneration of Greater Hemlington to create a modern, vibrant, sustainable community, that will assist in reducing outward migration and provide much needed employment development in the south of the town. Development will also complement and support the regeneration of Greater Middlehaven and investment in the Housing Market Renewal areas.

- Inner Middlesbrough, Housing Market Renewal and Erimus Investment Sites

In these areas of housing market failure the Council will work closely with partners, including the local community, to identify ways in which the neighbourhoods can be strengthened and returned to prosperity.

b reinforcing and strengthening the role of an expanded Middlesbrough town centre:

i as the principal retail centre of the Tees Valley city region; and

ii in combination with Stockton town centre as the principal centre within the Tees Valley city region for cultural, leisure, and civic administration activities.

c the creation of a Green Blue Heart to exploit the River Tees and hinterland between Middlesbrough and Stockton town centres and provide a focus for the formation of a new service sector environment and waterfront of regional, national, and international standing. Regeneration activity should not damage the biodiversity that is dependent upon the River Tees.

d focusing significant new employment development in North Middlesbrough – Riverside Park, Middlesbrough town centre, Middlehaven, and the East Middlesbrough Business Action Zone (EMBAZ), whilst ensuring that the employment needs of local communities are met.

e implementation of the Digital City proposals to build on the emerging digital media cluster and growing success of the University of Teesside.

## POLICY CS1 SPATIAL STRATEGY (continued)

Proposals outside of these locations, including windfall developments, will need to be sited within the urban area where they are accessible to the community they serve and satisfy the requirements for sustainable development as contained in policy CS4. Such proposals should

also demonstrate how they would contribute to achieving the spatial vision and objectives identified in this plan.

All development will be required to ensure that it contributes to, and fully integrates with, a sustainable transport network.

### GREATER MIDDLEHAVEN

5.13 Greater Middlehaven will be developed as a major mixed use regeneration scheme including housing, office, retail, leisure and educational uses. It has the potential to accommodate up to 3,000 dwellings. In order to ensure that the spatial vision is achieved, and draft RSS requirements met, it will be necessary to ensure that the development at Middlehaven is phased. To assist in identifying an appropriate phasing mechanism a Middlehaven

Housing Demand and Impact study has been prepared. Development will be phased to ensure that there is not an oversupply of housing, and that infrastructure is provided in a timely and co-ordinated manner. For the purposes of phasing, Greater Middlehaven will be divided into areas to be identified within the Regeneration DPD. Some flexibility will be allowed in the precise mix and phasing of uses to enable development to respond to changes in market requirements and to secure the most appropriate level and quality of development.

## POLICY CS2 GREATER MIDDLEHAVEN

Greater Middlehaven will be developed as a sustainable mixed use scheme. Up to 2,780 dwellings will be accommodated in the period 2004 to 2023. This development will be phased in accordance with the following requirements subject to the total housing allocation for Middlehaven not being exceeded.

|                                     | 2004-2011 | 2011-2016 | 2016-2023 |
|-------------------------------------|-----------|-----------|-----------|
| General market housing              | 0-150     | 385-520   | 385-520   |
| Mid-upper price range apartments    | 150-300   | 250-495   | 250-495   |
| Mid-lower price range apartments    | 150-300   | 250-495   | 250-495   |
| Total allocation per phasing period | 500       | 1,015     | 1,265     |

Where planning permission has not already been secured future phases of development at Middlehaven will be required to include provision for a minimum of 10% of the number of units provided as affordable housing.



- 5.14 In total, up to 2,780 dwellings will be provided within the redevelopment of Greater Middlehaven between 2004 and 2023. The broad phasing of this development will be in accordance with the provisions of policy CS2 given below, and the requirements of the RSS. To enable the market to operate flexibly, and to respond to changing demands, a range of figures for each house type and period is given. In total these exceed the allocation for the development. Development, however, will not be allowed to exceed the total allocation. Where it appears that the quantity of housing to be delivered in each period will differ significantly from that proposed, this would act as a trigger to review the housing allocations. Further details will be contained within the Regeneration DPD.
- 5.15 Greater Middlehaven will be brought forward in smaller development areas, which will themselves be developed out in phases to enable infrastructure to be provided in a logical and timely manner. Details of these development areas will be set out in the Regeneration DPD.

### GREATER HEMLINGTON

- 5.16 This policy sets out the development requirements for the regeneration of Greater Hemlington along with their broad phasing requirements. Some flexibility will be allowed in the precise mix and phasing of uses to enable development to respond to changes in market requirements and to secure the most appropriate level and quality of development. If a need is proven for a health facility/hospital and/or primary school, provision will need to be made for these within the development of Hemlington Grange. Phasing of the provision of these facilities and those required for the provision of utilities/services infrastructure such as water, sewerage and electricity will be informed by the requirements of the service providers. Further detail on the implementation and distribution of the uses identified will be identified in the Regeneration DPD and a Greater Hemlington SPD. When considering development proposals, and the potential for impact upon the highway network, it will be necessary to comply with the provisions of policy CS18 (Demand Management), of this Core Strategy.

## POLICY CS3 GREATER HEMLINGTON

Greater Hemlington will be developed to create a sustainable community of a high quality design. Up to 810 dwellings and 50,000 sq.m. of employment floorspace will be accommodated in the period 2004 to 2023. The Council will work closely with partner organisations to ensure that this development creates a modern, vibrant and sustainable community. Development will broadly be phased as follows:

|                         | 2004-2011 | 2011-2016 | 2016-2023 |
|-------------------------|-----------|-----------|-----------|
| Residential (dwellings) | 190       | 375       | 215       |
| Employment (Ha)         | 1.5       | 7.5       | 6         |

A minimum of 10% of all residential units provided will be affordable. The mechanism for providing this affordable element will be detailed in an appropriate SPD.



## POLICY CS4 SUSTAINABLE DEVELOPMENT

All development will be required to contribute to achieving sustainable development principles by, where appropriate:

- a contributing to achieving sustainable economic development to support efficient, competitive and innovative business, commercial and industrial sectors;
- b the creation of inclusive communities reducing deprivation and the disparities between the poorer and wealthier sections of the town;
- c respecting the diverse needs of communities;
- d ensuring everyone has access to the health, education, jobs, shops, leisure and other community and cultural facilities that they need in their daily lives;
- e contributing to raising the hope, aspirations and achievement of young people and adults;
- f promotion of a healthier and safer community for all;
- g being located so that services and facilities are accessible on foot, bicycle, or by public transport. Reliance on the private car must be reduced or minimised and the use of sustainable forms of transport encouraged;
- h making the most efficient use of land, with priority being given to development on previously developed land, in particular vacant and derelict sites and buildings, ensuring that there is a sufficient supply of land of a suitable quality in the right locations to meet the development needs of the people of Middlesbrough;
- i locating developments that attract large numbers of people in those locations which are accessible by sustainable forms of transport and will contribute most to achieving social inclusion;
- j ensuring that biodiversity assets, geodiversity assets, wildlife species, natural habitats, water resources, landscape character, green infrastructure, air quality and water quality; within and outside Middlesbrough are protected. Where possible such assets should be enhanced;
- k protecting and enhancing Middlesbrough's historic heritage and townscape character;
- l delivering development of a high quality design that contributes to improvements in the quality of the townscape;
- m ensuring that inappropriate development is not carried out in the floodplain and that sustainable methods of surface drainage are used. This should include the incorporation of Sustainable Drainage Systems in new developments to mitigate against localised flooding, promote water conservation and help protect water quality;
- n minimising the generation of waste and maximising the use of recycled materials;
- o contributing to reducing the causes and impacts of climate change; and
- p incorporating within developments of 10 dwellings, or a floorspace of 1,000 sq.m, or more onsite renewable energy facilities or energy saving technologies (for example combined heat and power systems, photovoltaic cells and wind turbines) that provide as a minimum 10% of energy requirements. There should be no demonstrable harm to biodiversity interests or



## POLICY CS4 SUSTAINABLE DEVELOPMENT (continued)

on visual or residential amenities or by way of pollution generation. Where such harm is likely it will be necessary to demonstrate that this is outweighed by the benefits contributing to diverse and sustainable energy supplies and reducing carbon emissions; provision should be made to mitigate or compensate for any such harm.

Where necessary development will be phased to ensure the delivery of sustainable communities and adherence to the principles of sustainable development.

### SUSTAINABLE DEVELOPMENT

5.17 Sustainable development is the core principle underpinning the town planning system. Planning authorities are required to ensure that sustainable development is treated in an integrated way within the development plan. In particular, it is necessary to consider the inter-relationship between social inclusion, protecting and enhancing the environment, the prudent use of natural resources, and economic development. Through the implementation of this policy it should be possible to deliver many of the aspirations of the Community Strategy.

uptake of shop front and building improvement grants, to street renewal and tree planting like that seen in the town centre, and in the new civic square under construction near the Town Hall. Physical improvements to an area have been shown to attract investment and kick start regeneration.

5.20 The Council will implement this policy through its wider activities including development control, implementation, regeneration and procurement functions, and will work with its partners and developers to ensure that the principles of good design are engendered within all developments.

### DESIGN

5.18 Good urban design is about understanding what aspects of a built environment work well, and at the same time are enjoyed by users. This knowledge is then used to inform new development so it can make a successful and popular contribution to its environment. In Middlesbrough this will mean more consideration of the effect a new building has on its locality and community, by ensuring it relates to its location and enhances the character, activity and vitality of its neighbourhood.

5.19 More focus on the quality of the built environment would also include improving certain places either to complement their best characteristics, or regenerate their worst or most unsuccessful features. This could mean anything from encouraging



A model showing the proposed development of North Ormesby



## POLICY CS5 DESIGN

All development proposals will be required to demonstrate a high quality of design in terms of layout, form and contribution to the character and appearance of the area. Proposals will be required to contribute to achieving the following:

- a enhancement of the best characteristics of Middlesbrough's built environment to create a positive identity for the town and improve the quality of life of its population;
- b promotion of development and investment in those areas of the town that will benefit most from such action;
- c securing a high standard of design for all development, ensuring that it is well integrated with the immediate and wider context, including where appropriate the incorporation of public art;
- d removal of barriers to access and movement within the town, and enjoyment of the built environment by Middlesbrough's population and visitors to the town;
- e creation of a safe and attractive environment, at all times of the day and night, where crime and disorder, or fear of crime, does not undermine quality of life or community cohesion by incorporating the aims and objectives of both 'Secured by Design' and 'Designing Out Crime' concepts into development layouts;
- f ensuring a quality of new development that enhances both the built and natural environments;
- g the creation of high quality open spaces that contribute to successful, popular and viable sustainable communities;
- h the preservation or enhancement of the character or appearance of conservation areas and other areas of special interest and character;
- i safeguarding buildings identified as being of special historic or architectural interest, and ensuring that any adaptation or reuse is undertaken sympathetically and protects, or, where possible, enhances, the special characteristics of the building; and
- j incorporation of features in terms of layout, design and specification to achieve high levels of energy and environmental efficiency. All new residential developments should be completed to a Buildings Research Establishment (BRE) EcoHomes rating of very good or excellent, and all new non-residential developments should be completed to a Buildings Research Establishment Environmental Assessment Method (BREEAM) rating of very good or excellent. Development should also meet the Energy Efficiency Best Practice Standard and conform to the Code for Sustainable Homes.

Where Design and Access Statements are required they must contain a level of detail appropriate to the scale and nature of the development and the sensitivity of its location. The Council will appoint Design Champions to assist in achieving high quality design. An Urban Design Framework SPD will be prepared to provide further guidance on design issues and the implementation of this policy.

## POLICY CS6 DEVELOPER CONTRIBUTIONS

Where necessary, to make a scheme acceptable in planning terms, and where directly related to the proposed development, the Council will negotiate contributions towards the cost of providing infrastructure and of meeting social and environmental requirements. The nature and scale of the contribution sought will be determined having regard to the:

- a scale and form of development;
- b capacity of existing infrastructure provision; and
- c potential impact of the development upon the surrounding area and facilities.

The appropriate range and level of contributions will be assessed in a comprehensive manner, taking into account the above criteria, strategic infrastructure requirements and, where appropriate, the use of standard charges and formula.

### DEVELOPER CONTRIBUTIONS

5.21 Development can place additional demands upon physical infrastructure and social facilities. In some instances it will be necessary to seek developer contributions so that new facilities can be provided, or existing ones improved.

5.22 In order to allow developers to predict as accurately as possible the likely contributions they will be asked to make through planning obligations, and therefore anticipate the financial implications for development projects, local authorities should include general policies about the use and principles within their LDF. Matters to be covered by policies include the factors to be taken into account when considering the scale and form of contributions or level of affordable housing provision. These generic policies should cross-refer to the relevant topic-specific DPD policies that will be used in determining the planning obligations to be sought by local planning authorities. It is difficult to identify specific priorities for developer contributions at this stage for a district as diverse as Middlesbrough, which will have different priorities in different locations over time. The identification of priorities within the policy will reduce the flexibility of the Core Strategy to respond to these changing demands and priorities. The sort of matters for which contributions will be sought include:

- affordable housing;
- education;
- health facilities;
- open space, sports and leisure;
- transport infrastructure;
- community facilities;
- environmental improvements;
- drainage; and,
- flood prevention.

This list is not exhaustive and may be added to. Government proposals for Planning Gain Supplement may also affect the matters for which contributions will, or can, be sought.

5.23 This policy approach highlights the general principle that contributions will be required where necessary in planning terms, and indicates the broad range of matters that may need to be addressed. The impact of any contributions on the viability of a scheme will be a material consideration in the planning process. The detailed framework for calculating and negotiating obligations will be set out in separate SPDs.

## 6 COMPETITIVE BUSINESS INFRASTRUCTURE

### INTRODUCTION

- 6.1 Ensuring that a competitive business infrastructure is in place in Middlesbrough means bringing forward land and premises to support the retention and expansion of existing businesses, promoting enterprise and attracting inward investment. Unlike other parts of the Tees Valley, Middlesbrough does not have the same degree of over-supply of land and premises for business and industry that can constrain values and stifle developer investment.
- 6.2 The poor quality and choice of existing accommodation and sites remains a significant constraint on economic growth. The growth of Teesdale in the 1980s/90s was in part fuelled by the relocation of a number of businesses from Albert Road. The town has lacked the sites to compete with Teesdale and other business parks across the region. This picture is changing. The Council's proposals for Riverside Park are attracting developer interest and there is potential to re-profile this location to compete with other high quality industrial sites in the sub-region. In addition, Middlehaven affords the opportunity to create, for the first time, a high quality business location in Middlesbrough as part of wider mixed use development proposals. Together with proposals in the neighbouring boroughs of Stockton and Redcar & Cleveland, these will help create an employment land portfolio that will contribute to the city-scale assets needed to develop a competitive business infrastructure to drive forward a prosperous city region.



An aerial view of Riverside Park

### ECONOMIC STRATEGY

- 6.3 The development of the LDF economic strategy will assist in focusing investment and economic development to those locations, opportunities and initiatives that will contribute to achieving economic prosperity. This will be achieved by the Council working with its partners to focus development efforts on a limited number of key employment sites. It recognises that the achievement of a city-scale infrastructure cannot be achieved within the confines of the boundary of one authority alone. All of the authorities of the Tees Valley have complementary roles to play in providing for the employment needs of the city region. In Middlesbrough this means that for the period to 2023, these will be:
- Greater Middlehaven, which will have a focus on B1 (business) uses rather than general industry, in accordance with the mixed use masterplan for the site;
  - Riverside Park, where a programme of access improvements to the Hartington Interchange and a new direct link to the A66 and a new riverside walk is proposed. Riverside Park will retain a focus as a high quality industrial location but will benefit from its proximity to Middlehaven;
  - Greater Hemlington, which will also have a B1 focus as part of mixed use development proposals. It is anticipated that around 25 hectares of business space will be provided alongside new housing and community facilities; and
  - Middlesbrough town centre, a key driver of the local and city region economy. Almost 90% of all jobs within Middlesbrough are now within the service sector. The town centre will therefore be a focus for office and other service sector developments within the city region.
- Achieving high and sustainable levels of economic growth is one of the spatial objectives of the plan, and achieving full employment is identified in the spatial vision. This will only be achieved if there is sufficient employment land in the right locations and of the right quality to attract new businesses.
- 6.4 The draft RSS identifies a requirement for 185 hectares of employment land within Middlesbrough



for the period 2004 to 2021. This land is divided between brownfield mixed use sites (100 ha) and general employment sites (85 ha). Middlesbrough's current employment land supply is made up from a number of industrial estates of various sizes and quality. In order to support the achievement of the spatial vision it is important that the needs of all forms of employment are catered for including small-scale employment generating uses in those locations where they can meet a proven local need. Some flexibility is built into land supply to allow for

this. It is important in these instances to limit the amount of additional land that comes forward to no more than 10% over the draft RSS land supply. Where such proposals come forward they will need to be justified. What is lacking in Middlesbrough, however, is a supply of high quality, serviced and accessible land. The LDF will need to provide a wide ranging portfolio of employment sites that will enable the town to compete for regional, sub-regional and local investment, and which reflects its status at the centre of the Tees Valley city region.

## POLICY CS7 ECONOMIC STRATEGY

The Council will support and encourage those employment proposals that assist in delivering economic prosperity and developing Middlesbrough's role as part of the heart of a vibrant and prosperous Tees Valley city region. In doing so, regard will be had to the ability of any proposal to contribute to:

- a the achievement of the priorities identified in policy CS1;
- b implementation of a comprehensive strategy of environmental, management and business improvements in the town centre aimed at raising investment confidence and strengthening the role of the service sector;
- c the successful regeneration of an area. Particular emphasis will be given to improving access to skills, training, education and employment opportunities; and
- d developing greater innovation to stimulate increased business start up rates and levels of entrepreneurship.

To assist in the delivery of this strategy provision is made for approximately 185 ha of employment land for the period 2004 to 2023 as follows:

|                           | 2004-2011 | 2011-2016 | 2016-2023 | TOTAL  |
|---------------------------|-----------|-----------|-----------|--------|
| General employment land   | 35 ha     | 25 ha     | 25 ha     | 85 ha  |
| Brownfield mixed use land | 40 ha     | 40 ha     | 20 ha     | 100 ha |



## POLICY CS7 **ECONOMIC STRATEGY** (continued)

The majority of this requirement will be accommodated in the following strategic locations:

- Greater Middlehaven (brownfield mixed use land) – approximately 100 ha;
- Riverside Park (general employment land) – approximately 35 ha;
- Middlesbrough town centre (office and commercial development) – approximately 10 ha;
- Greater Hemlington (general employment land – to be provided as part of a mixed use scheme) approximately 15 ha; and
- East Middlesbrough (general employment land) approximately 15 ha.

Outside of these locations a sequential approach will be applied to site selection with priority being given to those utilising previously developed land which contribute to the implementation of the economic strategy identified above and which:

- i will not result in the total employment land supply exceeding the draft RSS requirement by more than 10%; and
- ii are of a scale and nature appropriate to the location.

### EXISTING EMPLOYMENT LAND AND PREMISES

6.5 Government guidance encourages the re-use of land and premises for housing and mixed use development, in circumstances where there is an oversupply of employment land, or sites are no longer appropriate for such uses. At the same time, the priority given to previously developed land in finding sites for housing can lead to pressure for re-using employment sites even when they are in active use. The premature loss of employment land can harm local firms (who may find it difficult to find suitable replacement sites), lead to a loss of local employment, create pressure for development in unsuitable locations and increase the need to travel to work. The availability of local employment that is suited to the skills of the local workforce is particularly important given the high levels of unemployment and worklessness in Middlesbrough. Many of these existing sites are well located to serve the needs of these communities and assist in the regeneration of deprived areas.

6.6 This policy approach puts reasonable checks in place to ensure land and premises are not lost prematurely. As well as applying to established

industrial estates, distribution and business parks, it also covers other appropriate employment sites and buildings. Where the continued viability of a site for B1, B2 or B8 use is in question, it will be necessary to demonstrate that there is no market, or show that physical/operational constraints make it no longer suitable for business use.



An aerial view of the East Middlesbrough Business Action Zone (EMBAZ)

## POLICY CS8 EXISTING EMPLOYMENT PROVISION

The Council will resist the loss of land and premises currently in, or last used for, employment purposes to other uses. Other than on sites allocated for alternative uses within the Local Development Framework exceptions will only be made where it can be demonstrated that:

- a continued use of the site for B1, B2 or B8 purposes is no longer feasible, taking into account the site's characteristics and existing/potential market demand; or
  - b continued use of the site for B1, B2 or B8 purposes gives rise to unacceptable environmental or accessibility problems particularly for sustainable modes or transport; or
  - c an alternative use or mix of uses offers greater potential benefits to the community in meeting local business and employment needs, or in delivering the Council's regeneration agenda.
- In all cases the proposed alternative use should not undermine the economic strategy (CS7).

## 7 REVITALISING THE HOUSING MARKET

### INTRODUCTION

7.1 Delivering sufficient additional new homes in Middlesbrough is central to achieving the Core Strategy's spatial vision of a wide range of housing opportunities in sustainable communities. It will be essential to Middlesbrough's future economic prosperity, and of the Tees Valley city region, that these homes are provided in a variety of locations which offer a wide choice of high quality housing in terms of style, size and tenure, in order to meet the needs and aspirations of current residents and future migrants. New housing needs to complement the comprehensive package of measures proposed to restructure the housing market, including the selective demolition of housing that no longer meets modern aspirations, improvements to existing dwellings and to the environment. The introduction of these measures across the Tees Valley will need to be co-ordinated to ensure that the problems associated with market failure and a declining population are addressed adequately to the benefit of the success of the city region.

### HOUSING REQUIREMENTS

7.2 The RSS Panel Report identifies a requirement of 6,800 dwellings for Middlesbrough for the period 2004 to 2021. This is a net figure and does not take into account proposed demolitions. As Planning Policy Statement 3 requires Local Development Documents to set out a 15 year housing supply from the date of adoption, the

annual housing requirement in the RSS for 2016-21 has been projected forward to 2023. Table 7.1, below, identifies the gross housing requirement once demolitions have been taken into consideration.

7.3 The demolitions figures allow for 80% of those dwellings cleared to be replaced. This represents the approximate proportion of dwellings that are occupied at the time that the clearance programme is identified. Demolitions for the first phase, 2004 to 2011, can be identified with a degree of certainty. It is not possible, however, to identify with the same level of certainty demolitions for the remaining phases. These figures have been estimated having regard to the best information available at the time.



Part of the proposed Gresham clearance area

Table 7.1 **GROSS HOUSING REQUIREMENT 2004-2023**

|                   | 2004-2011 | 2011-2016 | 2016-2023 | TOTAL  |
|-------------------|-----------|-----------|-----------|--------|
| RSS net           | 3,080     | 2,325     | 1,960     | 7,365  |
| Demolitions       | +1,817    | +694      | +112      | +2,623 |
| Gross requirement | 4,897     | 3,019     | 2,072     | 9,988  |





## HOUSING STRATEGY

- 7.4 Middlesbrough is a borough with significant housing challenges, inter alia:
- a declining population and longstanding trends of out migration to neighbouring areas;
  - neighbourhoods with an unbalanced housing stock and housing markets that, despite rises, have not kept pace with the region or UK as a whole;
  - major challenges around the future of older housing and areas of social housing decline;
  - a significant emerging pipeline of development and regeneration opportunities; and
  - a developer-driven demand for development of flats and apartments when the market is untested and aspirations research suggests demand is for more traditional accommodation.
- 7.5 In shaping this strategy, it must be recognised that significant progress has already been made in defining the shape of the approach, through the development of a series of ambitious proposals and projects for transforming the housing opportunities in many neighbourhoods. It is not a case of starting from scratch. However, this borough-wide strategy does provide the opportunity to draw the strands together, set them in context and help determine future priorities. The LDF therefore seeks to co-ordinate the successful restructuring of Middlesbrough's housing market through the housing strategy. This identifies character areas of the town for particular forms of housing development and investment, whilst protecting the environmental character of existing buoyant market areas. The strategy reflects the Council's development priorities as set out in policy CS1 and is derived from the Housing Regeneration Strategy (2006).
- 7.6 The neighbourhoods identified in this strategy reflect the significant differences that exist in the town, each offering different opportunities and challenges. North Middlesbrough, including Middlehaven and the town centre, provides the opportunity to deliver the environmental and market change necessary to support a high quality city-style urban/waterfront living. This will provide an important strand in the strategy to address population decline and foster growth in economic prosperity.
- 7.7 The emphasis in the inner urban areas will be upon restructuring and improving the housing market to deliver vibrant urban living and the creation of sustainable communities. These are areas where demand and sustainability are considered to be most fragile. The majority of properties are pre-war terraced houses, with the population being among some of the poorest and deprived in the area.
- 7.8 West and south Middlesbrough contain some of the town's most affluent and sought after residential locations. Even in these areas there are pockets of housing in need of improvement. The overall strategy here is to focus on consolidating the success of neighbourhoods and managing the transition into maturity, including addressing some problems of peripherality and less popular housing types.
- 7.9 East Middlesbrough is an area of largely social housing, generally uniform in terms of tenure and house type, but pocketed with right-to-buy homes and some alternative property types. Demand in this typology is regarded as holding up, but with higher levels of vacancy than in other areas of social housing, and with some significant underlying socio-economic problems that threaten long-term sustainability, even if current social housing demand remains reasonable. There are limited housing opportunities for those with higher incomes. The strategy in these areas is to direct regeneration activity and investment in social housing, and further diversification of the housing stock to create a more sustainable community.
- 7.10 The last area identified is Greater Hemlington. Hemlington itself is an area where social housing predominates but is balanced by a sizeable proportion of private stock. Socio-economic circumstances are mixed, with some areas experiencing significant problems. This area also contains Hemlington Grange. The strategy here is to provide new housing that meets the aspirational needs of the population of Middlesbrough, and which is integrated with the regeneration of the existing Hemlington Estate.
- 7.11 Taken together, the strategies for the individual neighbourhoods will help to deliver the balanced



housing market needed to achieve many of the spatial objectives and vision identified in this Core Strategy. The SA/SEA of the Issues and Options Report gives strong support to this strategy approach of regenerating older housing areas with some greenfield development to support population growth.

## POLICY CS9 HOUSING STRATEGY

The housing requirements of the Regional Spatial Strategy will be provided in locations that are in general accordance with the development priorities identified in policy CS1. The strategic locations for meeting this requirement, and their phasing, are as follows:

|   | 2004-2011 | 2011-2016 | 2016-2023 |
|---|-----------|-----------|-----------|
| Gross completions (up to 1 January 2007)          | 996       | –         | –         |
| Commitments (up to 1 January 2007)                | 2,452     | 350       | –         |
| Housing allocations – strategic locations         |           |           |           |
| Greater Middlehaven                               | 500       | 1,015     | 1,265     |
| Greater Hemlington                                | 190       | 375       | 215       |
| Inner Middlesbrough/Grove Hill                    | 238       | 860       | 150       |
| Requirement for non-strategic housing allocations | 521       | 419       | 442       |

*(all figures are gross additions to the dwelling stock)*

The Council will work with partner organisations to ensure that the above housing requirements are provided in a manner that delivers a balanced and sustainable housing stock to meet the current and future needs of the population. This will be achieved through:

- a supporting housing market restructuring and resisting those proposals that will prejudice its delivery;
- b increasing the supply of housing to meet the aspirations of the economically active population;
- c focusing investment and remodelling to transform areas of less popular housing stock;
- d providing a wider range of housing types including more higher value dwellings and city-style urban living;
- e consolidating and building upon the success of popular neighbourhoods; and
- f seeking to accommodate a minimum of 70% of new housing development on appropriate, previously developed 'brownfield' housing sites.

<sup>1</sup> 766 units at phase 1 Middlehaven have outline permission and are actually commitments. For clarity, these units have been shown in strategic allocations.

## POLICY CS9 HOUSING STRATEGY (continued)

This translates into the following strategy for different neighbourhoods/areas.

### Greater Middlehaven

- creation of a high quality waterfront residential development;
- creation of a city-style living environment; and
- high density and quality residential development such as apartments and town houses.

### Town Centre

- creation of a high quality environment to assist in establishing city-style living, and
- high density residential development such as apartments and town houses.

### Inner Middlesbrough Older Housing and Grove Hill areas

- new housing to meet aspirational needs and create a sustainable and balanced mix of housing;
- housing and environmental improvements;
- where necessary, to support the creation of a balanced housing stock, the selected demolition of terraced properties;
- the implementation of a toolkit of neighbourhood management, private landlord licensing and other initiatives; and
- apartments will not be allowed unless they are part of a larger scheme and required to create a sustainable mixed community.

### West and South Middlesbrough

- maintain the quality of life through protecting existing high environmental quality of the areas;

- within the Whinney Banks area - new housing to meet aspirations and create a sustainable and balanced mix of housing;
- selective increase in housing density around transport nodes;
- any new development will be of a high quality and density appropriate to the location; and
- apartments will not be allowed unless they are part of a larger scheme and required to create a sustainable mixed community.

### East Middlesbrough

- invest in sustainable social stock;
- diversify tenure and mix to create a more balanced housing stock;
- selective increase in housing density around transport nodes; and
- apartments will not be allowed unless they are part of a larger scheme and required to create a sustainable mixed community.

### Greater Hemlington

- new housing to meet aspirational needs and create a sustainable and balanced mix of housing;
- creation of a sustainable urban extension of high value, high quality, mix, type and tenure housing; and
- apartments will not be allowed unless they are part of a larger scheme and required to create a sustainable mixed community.

Proposals for residential development that do not support this strategy will not be allowed.

Fig 7.1 HOUSING TRAJECTORY

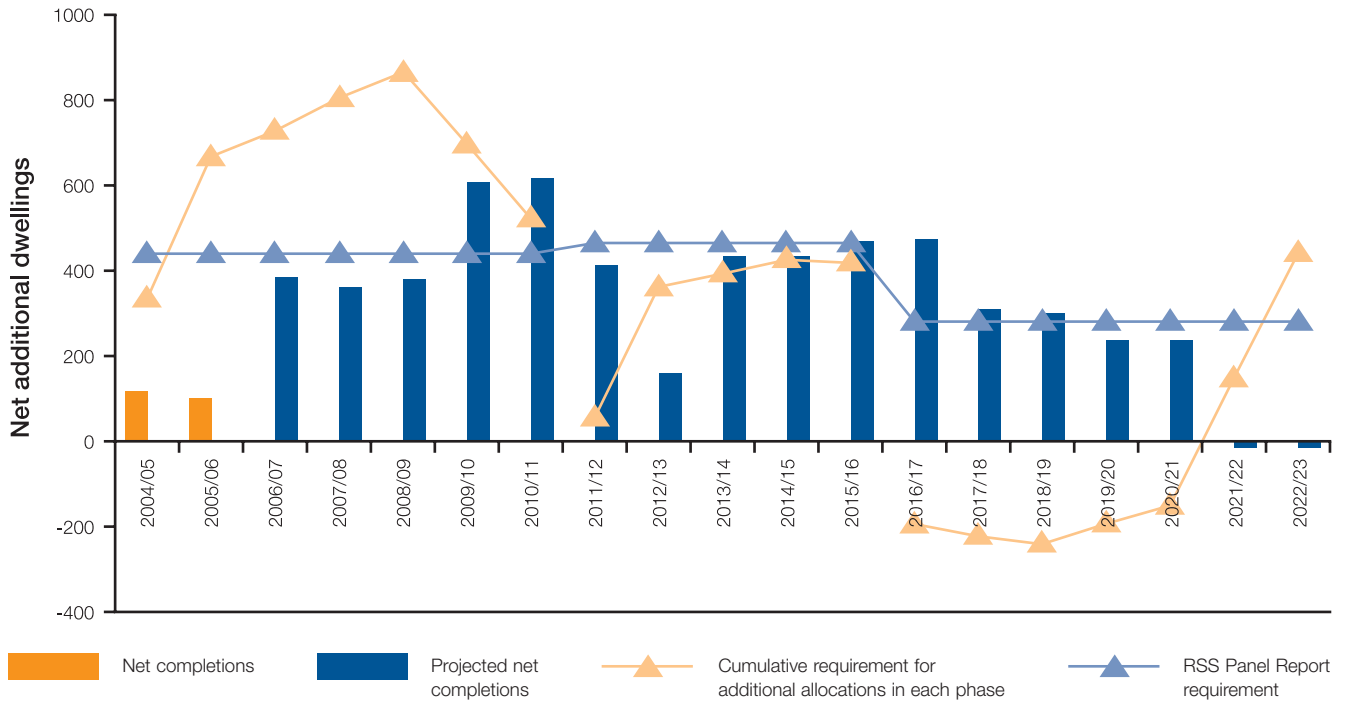
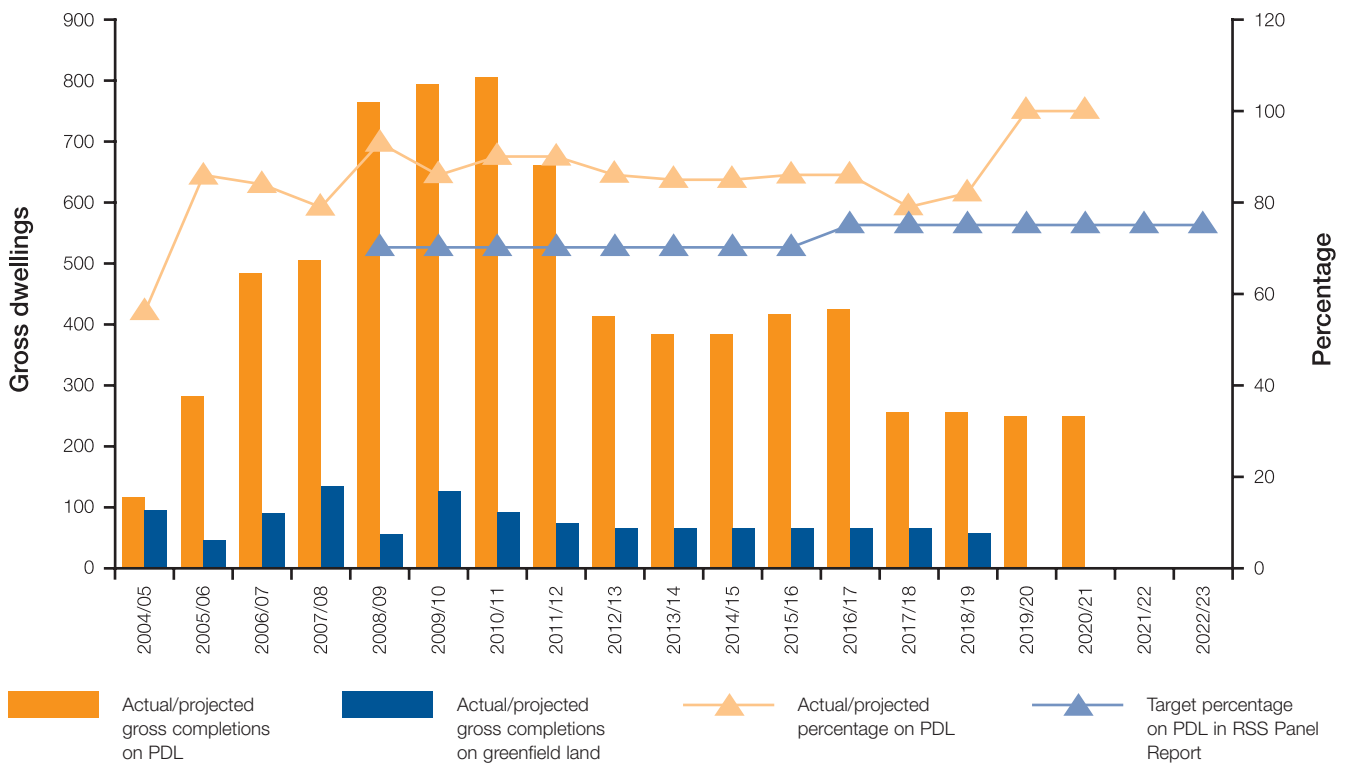


Fig 7.2 PREVIOUSLY DEVELOPED LAND HOUSING TRAJECTORY





- 7.12 The housing trajectory on the previous page demonstrates the expected completions of net additional dwellings from existing commitments (as at 1 January 2007) and from the three strategic housing allocations identified in policy CS9. There is a projected shortfall of 1,382 dwellings up to 2023 compared to the RSS Panel Report allocation. This is spread between the phases as 521 in 2004-11, 419 in 2011-16 and 442 in 2016-23. Housing sites will be allocated in the Regeneration DPD to meet this projected shortfall.
- 7.13 The previously developed land (PDL) housing trajectory (also on the previous page) demonstrates that completions from existing commitments and the three strategic allocations are projected to exceed the targets for recycling of housing land that are set out in the RSS Panel Report for the sub-region (70% by 2008) and the region (75% by 2016). The additional housing allocations in the Regeneration DPD will be phased to ensure the RSS recycling targets are met.
- 7.14 The Council will use a 'plan, monitor, manage' approach to ensure that the housing requirement and previously developed land targets set out in the RSS Panel Report are achieved. The Council will monitor annual housing completions; the number of dwellings granted planning permission; the number of dwellings demolished and the proportion of completions and commitments on previously developed land through the Annual Monitoring Report (AMR). A full list of housing based monitoring is set out in chapter 14.
- 7.15 The monitoring process will be used to inform the scale of additional sites that need to be brought into the five year supply of deliverable housing, and the type of site. This five year supply will be updated annually through the AMR based on the following scenarios:
- i If the overall housing target is being achieved but the PDL target is not being achieved, additional PDL sites will be advanced from later phases into the five year supply of sites. If the level of PDL completions drops below 55% between 2008-16 and 60% between 2016-21, the following additional actions will be taken:
    - a the Council will consider intervention measures to assist the delivery of PDL sites,
- including land assembly through assisting existing occupiers to find alternative sites and the use of compulsory purchase orders;
  - b restrict planning permissions on greenfield sites, where this would not impact on achievement of the overall housing target; and,
  - c where there are no additional PDL sites to be brought forward into the five year supply, a partial review of the housing allocations in the Regeneration DPD will be undertaken.
- ii If the PDL target is being achieved but the overall housing target is not being achieved, additional sites will be advanced into the five year supply with priority being given to sites which can be delivered in the shortest timescale. Where the level of expected overall housing completions is likely to fall below 20% of the target in any phase, the following additional actions will be taken:
    - a the Council will consider measures to assist the delivery of sites, including land assembly through the use of compulsory purchase orders;
    - b where there are insufficient sites to be brought forward into the five year supply, a partial review of the housing allocations in the Regeneration DPD will be undertaken.
  - iii If the overall housing target is being exceeded by over 20% in any phase, planning permission for additional housing development in that phase will not be permitted.
- 7.16 In each scenario, strategic locations will be brought forward in advance of other housing allocations where they are deliverable. In situations where there is a conflict between achievement of the housing target and the previously developed land target, the need to achieve the overall housing target will take precedence.
- 7.17 There are risks associated in achieving the level of housing delivery identified for the three strategic locations. Both Greater Middlehaven and Inner Middlesbrough will require land assembly over part of the respective sites. Greater Middlehaven is also a largely untested market whilst the delivery of new housing in Inner Middlesbrough is dependent on



the timing and scale of clearances. The delivery of Greater Hemlington will be dependent on provision of infrastructure. These risks have been taken into account in establishing the housing figures in policy CS9. If insufficient dwellings are being brought forward on strategic sites, other housing allocations will be brought forward into the five year supply of deliverable sites.

- 7.18 The Council actively engages with housing providers through the use of pre-application discussions, regular meetings of the Housing Forum and through organised tours of housing sites. These existing initiatives will continue to be used to ensure that housing delivery objectives are well understood and are realistic.



Improved environment in housing areas

### REPLACEMENT DWELLINGS

- 7.19 Delivery of a balanced housing stock requires there to be some clearance and redevelopment of properties in those areas where the market has failed and there is an oversupply of certain types of dwellings. Not all of the properties cleared as a result of regeneration activities will be long-term vacancies. A priority of any clearance and redevelopment scheme will be to find suitable alternative accommodation for occupiers of those properties to be cleared. Some will find suitable accommodation that meets their needs from within the existing market, others however will not. For

those unable to find suitable alternatives it will be necessary to ensure that new developments, as they come on stream, contain an element of affordable housing of the right size and type to meet their needs. As part of the work on preparing area frameworks for these renewal areas, the Council and partner organisations will be able to build up a detailed picture of residents' housing requirements. This will be used to negotiate an appropriate number of replacement dwellings when applications for residential development come forward.

## POLICY CS10 REPLACEMENT DWELLINGS

To support the regeneration priorities identified in policy CS1 the Council will work with partner organisations, including the local community, developers and RSLs to identify opportunities to provide replacement dwellings for those residents displaced by clearance activities. Proposals for residential development on unallocated sites will be expected to include an element of housing to accommodate this need.

The level of this need, and the housing mix required to meet it, will be identified in pre-application discussions with the Council.

## AFFORDABLE HOUSING

7.20 There is a lack of high quality affordable housing in Middlesbrough. Most affordable housing is located in areas of high abandonment and poor quality housing. Achieving a good supply of high quality

affordable housing will be important to provide housing choice for families affected by the Council's proposals for selective demolition in inner Middlesbrough and to contribute to the achievement of balanced communities.

### POLICY CS11 AFFORDABLE HOUSING

The Council will work with partner organisations to ensure there is an adequate supply of good quality affordable housing distributed throughout the town. This will be achieved by having regard to an up to date housing market assessment and:

- a requiring the provision of affordable housing to meet the relocation requirements arising from housing market renewal (see also policy CS10);
- b requiring affordable housing that meets local needs, the elderly and other special needs groups, in those areas where there is a significant affordability gap, and limited supply of affordable housing; and
- c limiting the amount of new affordable housing in those areas where there is already a significant supply, and where further provision could harm the ability to achieve sustainable communities.



Modern family housing, Hemlington

### Gypsy and travelling show people

7.21 Middlesbrough has a small Gypsy community at Metz Bridge and a site for travelling show people in North Ormesby. The Regeneration DPD safeguards these two sites for these uses, unless a suitable alternative site can be provided.

## POLICY CS12 GYPSY AND TRAVELLING SHOW PEOPLE SITES

When considering proposals for Gypsy and travelling show people sites regard will be had to an up to date assessment of need and the level of existing provision. Where a demonstrable need cannot be met by existing provision sites will be identified having regard to a sequential approach for site selection and provided that they:

- a are not beyond the limit to development or within a green wedge or in an area identified as protected open space;
- b are conveniently located for access to schools, shops and other local facilities;
- c have no significant detrimental impact upon residential amenity;
- d are landscaped and screened to provide privacy and maintain visual amenity;
- e have suitable highway access; and
- f have parking provided in accordance with adopted standards.



## 8 A 21<sup>ST</sup> CENTURY RETAIL AND LEISURE CENTRE

### INTRODUCTION

- 8.1 Middlesbrough town centre is one of the north east's strongest performing shopping centres, only Newcastle and the Metro Centre contain more retail floorspace. The town centre is the focus for the serviced-based economy, is a key driver in the wider town economy and an important source of employment. It has a vibrant evening economy based on the Middlesbrough Leisure Park including a cinema, restaurants, pubs and clubs. In addition, the borough has a strong network of district and local centres meeting the day to day needs of residents.
- 8.2 The RSS recognises Middlesbrough's role as the largest retail centre in the Tees Valley and a major cultural and service employment centre serving the city region. As such it is identified as being appropriate to develop new city-scale leisure, cultural, office and retail development in the town centre and at Middlehaven. In terms of leisure uses, a focus for development will be within the Green Blue Heart between Middlesbrough and Stockton town centres.

### MIDDLESBROUGH'S CENTRES

- 8.3 National guidance advocates the need to develop a hierarchy of centres with each performing an appropriate role to meet the needs of its catchment area. In Middlesbrough, a hierarchy has been established based on centres of strategic importance within the borough. The town centre is the largest centre in Middlesbrough and is a sub-regional centre in the north east region serving the catchment for the Tees Valley city region and beyond. It provides a range of convenience and comparison shopping, is the centre of the service-based economy and the location for two major further educational establishments, University of Teesside and Middlesbrough College. It performs an important administrative and cultural function. The two district centres of Berwick Hills and Coulby Newham serve convenience shopping needs, have a comparison shopping function and contain a range of leisure and community uses. There is also a network of local centres, which meet day to day shopping and community needs.

- 8.4 The Middlesbrough Retail Study (MRS) was prepared by consultants White Young Green in 2006 to identify future capacity in the borough to accommodate additional shopping facilities. The study highlights that the town centre is poorly represented in terms of convenience shopping while comparison goods shops (clothes, furniture and electrical goods) are well represented. However, there is a deficiency in 'bulky' comparison goods (furniture, electrical goods and carpets).
- 8.5 From a telephone survey of Middlesbrough and the surrounding area, the study found that for convenience goods, the market share has fallen over the past 5 years. This means that now only 42% of residents in the primary catchment area do their convenience shopping within Middlesbrough. This is resulting in more journeys to locations outside of the borough and less money being spent in the town's economy. The study recommends to claw back some of this expenditure and to promote more sustainable travel patterns, Middlesbrough should increase its market share for convenience goods to a minimum of 50%. The study therefore identifies capacity for one large convenience food store by 2016. It further recommends that the majority of this floorspace be located in the town centre.
- 8.6 For comparison goods, the study recommends that just to retain Middlesbrough's current market share, there is capacity for about 26,000 sq.m (net) floorspace by 2016. However, it further recommends that Middlesbrough again should seek to increase its market share, particularly for 'bulky' goods. The study states that market share for comparison goods should be increased to 40% resulting in capacity for about 42,000 sq.m floorspace by 2016. Retail capacity beyond 2016 will need to be assessed through a revision of the MRS.
- 8.7 Ensuring that Middlesbrough has the capacity to accommodate the identified quantitative retail need whilst assisting in maintaining its role as a sub-regional centre only paints part of the picture. To fully realise its potential and fulfil the role identified within the RSS it is important that Middlesbrough is able to compete in terms of providing a strong qualitative offer. When considering proposals for new development the Council will therefore have



regard to qualitative need. In line with the findings of the retail study and PPS6 it is considered that the majority of new retail, office, leisure and cultural floorspace should be located in the town centre. Berwick Hills and Coulby Newham are anchored by superstores and there is unlikely to be a need in quantitative terms for significant new additional food store floorspace. There is potential to accommodate further comparison floorspace, but this should be restricted to that required to maintain and enhance existing role and function.

8.8 The constrained nature of the town centre boundary will make it difficult to identify any sites suitable for a large convenience store or to meet the identified quantitative need for comparison retailing. Consequently, it is proposed to extend the

boundary of the town centre to accommodate town centre growth. Exact locations for new retail development will be identified in the Regeneration DPD in line with national planning policy contained within PPS6, particularly that relating to sequential site selection, and the role and function of a sub-regional centre such as Middlesbrough.

8.9 The hierarchy of centres contained within the Core Strategy identifies four levels of centre. It is not possible to prescribe either a minimum level of floorspace or number of units to each type within the hierarchy. A centre's position within the hierarchy will be determined by a number of factors including floorspace, number, size and type of units, characteristics of the centre, catchment area and proximity to other centres.

## POLICY CS13 A STRATEGY FOR THE TOWN, DISTRICT, LOCAL AND NEIGHBOURHOOD CENTRES

The Council will work with partner organisations and the local community to identify, protect and enhance the following hierarchy of vital and viable town, district, local and neighbourhood centres in Middlesbrough:

### Town centre:

#### Middlesbrough town centre:

To ensure that Middlesbrough town centre continues to fulfil the sub-regional role identified for it within the RSS it is important to provide development that meets both quantitative and qualitative needs. The majority of new retail, leisure, and office development will therefore be directed to the town centre. By 2016, the town centre will accommodate a large convenience store and will be the focus for the additional 42,000 sq.m of comparison floorspace proposed to be accommodated in the District.

### District centres:

#### Berwick Hills, Coulby Newham:

Development required to meet the needs of the area served by the centre in a sustainable way, is of a scale appropriate to the centre, and will not adversely impact upon the vitality or viability of other nearby town and district centres will be allowed.

### Local centres:

#### Medium-scale local centres

Acklam Road/Cambridge Road;  
Acklam Road/Mandale Road;  
Belle Vue, Marton Road;  
Eastbourne Road;  
Lealholme Crescent;

#### Small-scale local centres

Beresford Buildings, Thorntree;  
Broughton Avenue, Easterside;  
Marshall Avenue, Brambles Farm;  
Ormesby High Street;  
Penrith Road;

**POLICY CS13 A STRATEGY FOR THE TOWN, DISTRICT, LOCAL AND NEIGHBOURHOOD CENTRES (continued)**

**Local centres (continued)**

Linthorpe Village;  
Longlands/Marton Road;  
Marton Road/Gypsy Lane;  
North Ormesby;  
Parliament Road; and  
Viewly Centre, Hemlington.

Roman Road;  
Saltersgill Avenue;  
Shelton Court, Thorntree;  
The Avenue, Nunthorpe; and  
Trimdon Avenue.

No proposed development within these centres, unless it can be demonstrated that it is to meet local needs, is of a scale appropriate to the centre and will not adversely impact upon the vitality or viability of other nearby centres, will be allowed.

**Neighbourhood centres:**

Cargo Fleet Lane/Fulbeck Road;  
Hall Drive;  
Hollowfield, Coulby Newham;  
Vaughan Centre;  
Westerdale Road; and  
Whitfield Buildings.

No proposed development within these centres, unless it can be demonstrated that it is to meet local needs, is of a scale appropriate to the centre and will not adversely impact upon the vitality or viability of other nearby centres, will be allowed.

This will be achieved through:

- a developing and expanding the town centre to incorporate Cannon Park, part of Middlehaven, and the University to provide opportunities for development and its continued growth as the principal centre of the Tees Valley city region;
- b encouraging retail, commercial, leisure and cultural development within a centre of an appropriate type and scale commensurate with its current and future function;
- c safeguarding the retail character and function of centres by resisting developments that detract from their vitality and viability. The sequential approach will be applied when considering proposals for new town centre uses;
- d encouraging convenient and accessible, district, local and neighbourhood shopping facilities to meet day to day needs of residents, and contribute to social inclusion;
- e ensuring shopping facilities are accessible by a range of means including by car, walking, cycling and public transport;
- f ensuring new developments are of an appropriate high quality design particularly in the town centre;
- g where appropriate seeking to consolidate retail and other uses into a more sustainable, compact and viable centre core; and
- h alternative uses for local centres will only be considered where the centre is included as part of a comprehensive area based regeneration initiative.

## LEISURE USES

- 8.10 The town centre, in accordance with the provisions of PPS6 and the RSS, is the focus for the majority of leisure activity in Middlesbrough. It plays host to the successful evening economy previously referred to, Middlesbrough Leisure Park and the Middlesbrough Institute of Modern Art (mima). There are also a number of leisure facilities located outside of the town centre, including Middlesbrough Football Club, Middlesbrough Theatre, the leisure element of Teesside Park and numerous leisure centres and gyms. Open spaces and parks provide residents with further opportunities for leisure activity.
- 8.11 The Stockton-Middlesbrough Initiative identifies an area between the two town centres as the Green Blue Heart. The strategy for the Green Blue Heart identifies this area as a location for city-scale leisure development. Proposals for major leisure and recreational development here will need to be based upon an assessment of requirements and the application of the sequential approach as identified in PPS6. The Alsop strategic framework plan produced for Greater Middlehaven also



Greater Middlehaven

identifies the area as a location for major leisure development as part of a wider mixed use scheme. Part of the Greater Middlehaven area will be incorporated into the town centre and will be defined as such within the Regeneration DPD. The regeneration of both banks of the River Tees

## POLICY CS14 LEISURE DEVELOPMENT

The Council will work with partner organisations to ensure the provision of a wide and accessible choice of leisure facilities for the community and which reinforce Middlesbrough's role at the heart of the Tees Valley city region. This will be achieved by:

- a the promotion of the town centre as a sub-regional leisure destination both in the day time and the evening;
  - b promotion of the Green Blue Heart, Middlehaven and Prissick Base as locations for major sport and/or leisure development; and
  - c the promotion of an appropriate scale of leisure development within district centres.
- Outside of these locations a sequential approach will be applied to selection of sites and consideration of proposals.



between Stockton and Middlesbrough is seen as a priority in the RSS. Recreational development associated with the River Tees, particularly watersports, has the potential to cause disturbance and displacement to birds associated with the Teesmouth and Cleveland Coast SPA. Such development should be of an appropriate nature and scale to ensure that there are no adverse effects on the SPA.

- 8.12 Prissick Base is already a major destination within Middlesbrough for sport and recreation uses. The opening of a new state of the art skate plaza has recently reinforced this role. It is the country's first purpose built skate park, and includes skateboard and BMX facilities. By locating further recreational activity here it will enable a leisure hub to be created in a sustainable location.

### CASINOS

- 8.13 A casino, in its own right, is a major attractor of other uses, in particular hotel, leisure, and commercial. This in turn creates a major destination for people to visit, acting as a significant contributor

to the economy through increased visitor spending and job creation. The regeneration benefits associated with a casino are therefore considerable, and can reach wider than the immediate vicinity. In its statement of national policy on casinos the Government recognises the role that they can have on the regeneration of deprived areas. When assessing suitable locations for a casino an advisory panel will be asked to choose areas in need of economic development and regeneration (as measured by employment and other social deprivation factors) and likely to benefit in regeneration terms from a casino. The Tees Valley has some of the most deprived wards within the country, and the most deprived of these are located at the centre of the conurbation. Middlesbrough, at the heart of the Tees Valley city region, is ideally located to accommodate a casino that would benefit the city region and its hinterland. As such, it is well placed to deliver the Government's aspirations and objectives for the new regional and large casinos.

- 8.14 Casinos, by their nature, will need to be located where they can have good accessibility and

## POLICY CS15 CASINOS

The Council will work with partner organisations to attract and develop a large casino and associated uses within Middlesbrough to reinforce the role of the town within the Tees Valley city region, and to facilitate wider regeneration activities. Suitable locations for such a development are within the town centre and Greater Middlehaven. Proposals will need to:

- a be of an iconic quality to create a landmark development appropriate to the heart of a prosperous Tees Valley city region;
- b be fully integrated with surrounding land uses;
- c provide good quality linkages between Greater Middlehaven and the town centre; and
- d demonstrate the wider regeneration benefits of the scheme.



maximise their regeneration and economic benefits. Within Middlesbrough, appropriate locations are either within the town centre or the Greater Middlehaven area. Both are well located for easy access from the A19 and A66 roads, and close to Middlesbrough railway station. Middlehaven provides the opportunity to integrate a casino and associated uses into the development of the site from the outset. This enables a scheme of appropriate proportions of an iconic quality to be created without being fettered by existing surrounding land uses. The resulting benchmark development will act as a catalyst to regenerate the wider area. Middlehaven also provides a better opportunity to locate associated uses next to or near the casino. If Middlehaven is chosen as the most appropriate location for a casino it is important to ensure that good quality links are created with the town centre.



Middlesbrough town centre

- 8.15 The town centre, whilst a sustainable location, is constrained offering more limited opportunities for a casino of an appropriate scale or size. Further, the possibility of locating associated uses nearby could be restricted. If a suitable site can be found within the town centre, associated uses could be provided in accessible locations elsewhere within the centre or in Greater Middlehaven, provided that links are improved.

## 9 A REGIONAL CENTRE FOR EDUCATION, HEALTH AND CULTURE

### INTRODUCTION

9.1 Middlesbrough has the opportunity, with neighbouring Stockton, to develop as one of the north's most significant cultural and education centres. This can only be achieved by building upon and continuing improvements in the education, health and cultural aspects of the area. Good community facilities are essential to maintain and improve the quality of life of the people living and working in Middlesbrough. The Council's vision, 'Raising Hope', is built upon a foundation of education and care of children and young people and support for vulnerable people in Middlesbrough. These are also central themes of the Community Strategy.

### EDUCATION

- 9.2 Building Schools for the Future (BSF) is a 15 year government programme designed to renew and refurbish the country's secondary schools. This programme is likely to include a rationalisation of some school sites within the borough with most of the building and refurbishment activity planned to run from 2008-2011.
- 9.3 The issues facing the Council include declining pupil numbers and a lack of flexible educational accommodation. The BSF programme is an opportunity to provide refurbished or modern purpose-built facilities with the right number of places, supported by the right staffing structures to deliver the national curriculum, extended schools, personalised learning and the 14-19 agenda.
- 9.4 The main proposals that form part of the Council's Outline Business Plan include:
- amalgamating Kings Manor and Hall Garth schools, and building a new purpose built school on the same site;
  - providing a single Roman Catholic secondary school for the town on the site of the existing St David's;
  - the redevelopment of the Acklam Grange school; and
  - a new Ashdale school to be located adjacent to Unity City Academy in Cargo Fleet Lane.

9.5 The decisions on where the investments are to be made and where any new schools might be located, or which schools are going to be surplus to requirements, are yet to be made. However, it is necessary that the Core Strategy reflects this important national initiative, which will provide major benefits for the town.

### HEALTH

- 9.6 Health is a major issue in Middlesbrough, and one of the seven themes of the Community Strategy. Access to health and social care services in the town has improved with quicker assessments and shorter waiting times to see a GP. Residents have ready access to NHS dental care and local service providers are much better at co-ordinating services to help maintain people in their own homes. James Cook University Hospital offers a range of treatments and services, which in some cases (e.g. cancer treatments), are amongst the best in Europe. Proposals to replace St. Luke's Hospital with a modern purpose designed mental health and learning disabilities facility are well advanced. This, along with the Health Trust's facilities at West Lane, will help to deliver a modern mental health service to the people of Middlesbrough and wider area.
- 9.7 As set out in Spatial Objective 13 and policy CS4, the Council will ensure access to health facilities will be maintained.

### CULTURE

- 9.8 The enhancement and promotion of cultural activities is important to the well-being of a town and its residents. Culture is an inclusive concept that embraces a wide variety of activities, places, values and beliefs, which in general terms is about the way and quality of life. A comprehensive cultural offer can lead to the creation of new jobs, higher retail expenditure and an increase in the number of visitors to an area. It also presents a diverse and vibrant sense of place, encouraging pride in the community and cohesion within it. Policy CS4 and the Council's cultural action plan – Creative Frontiers – consolidate and provide the detail on which the development and provision of arts and cultural facilities within Middlesbrough are to be addressed.



## POLICY CS16 EDUCATION

The Council will ensure that in accordance with the spatial strategy of this plan, and its Education Vision, that everyone now and in the future has access to the facilities required to meet their educational needs. This will be achieved by having regard to the provisions of the:

- School Organisation Plan;
  - School Asset Management Plan; and
  - Building Schools for the Future Education Vision.
- a When considering the provision of new facilities, either extensions to existing schools or new schools, regard will be had to the following criteria:
- i the contribution the facility makes to the regeneration of an area;
  - ii the size of the school, with new schools expected to meet the minimum size requirements for the type of facility proposed;
  - iii where an existing school is overcrowded, the proposal will either eliminate the overcrowding or reduce it to acceptable levels;
  - iv opportunities to incorporate other related educational and community initiatives such as sport and recreational facilities;
  - v the design and use of materials is such that maintenance and running costs are minimised and a high quality learning environment is created that maximises the ability to meet current and future education requirements; and,
- vi facilities are accessible to the catchment that they are designed to serve, and a School Travel Plan is prepared.
- b When considering the future of those facilities identified as surplus to requirements, regard will be had to the following criteria when assessing alternative uses:
- i closure of the facility is in accordance with a rationalisation programme that will result in a more efficient distribution of places and resources in order to deliver the Education Vision and ensure a high quality level of education provision;
  - ii alternative uses will be considered having regard to their contribution in ensuring the viable and effective delivery of the rationalisation programme;
  - iii where necessary, any residential development will need to be phased to ensure that the requirements of the RSS are met; and
  - iv proposals for retail development will need to be in accordance with the retail strategy identified in this Core Strategy.



## 10 CONNECTING MIDDLESBROUGH

### INTRODUCTION

10.1 Transport has an important influence on the quality of life and economic prosperity of Middlesbrough. An efficient and effective transport system is essential if the spatial vision is to be achieved. This means not only creating a transport network within Middlesbrough that allows communities to access those facilities and services they need, but also one where linkages with areas outside of Middlesbrough are effective and efficient. These external linkages will be required to ensure that Middlesbrough and Stockton town centres develop as part of the urban core at the heart of the Tees Valley city region.

### TRANSPORT STRATEGY

10.2 The strategic context for the development of transportation policies and proposals in the LDF is provided by a number of strategies and initiatives, principally:

- Northern Way/Tees Valley city region development plan;
- Regional Transport Strategy;
- Draft Regional Spatial Strategy;
- Regional Economic Strategy;
- Stockton-Middlesbrough Initiative; and
- Middlesbrough Local Transport Plan.

10.3 The development of the LDF transport strategy will assist in focusing investment in the transport network to achieve the spatial vision of the plan. This will be achieved by the Council working with partner organisations to identify what the existing capacity of the network is and where improvements are required, and bringing these forward both in terms of the local and strategic networks. An important element of the transport network will be facilitating the development priorities identified in policy CS1 of this plan.

10.4 Improvements already identified at a strategic level, within and beyond Middlesbrough include:

- the upgrading of the A1 to motorway standard;
- improvements to the A66 transpennine route for freight services through to Teesport;

- improvements to the A19/A174 junction; and
- improved rail links between Middlesbrough and Newcastle, and Middlesbrough and London.

10.5 The transport strategy outlined here will contain a set of core principles and spatial elements, which will identify how they will be addressed in specific transport corridors. These transportation corridors are central to the delivery of the spatial vision and development priorities. They provide an opportunity to identify and implement an integrated package of transport measures that will improve accessibility and connectivity into and beyond Middlesbrough. One of the principal strands of this strategy will be improving connectivity between Middlesbrough and Stockton town centres. An important prerequisite of any successful city region is its connectivity and infrastructure. It is essential that the Stockton-Middlesbrough urban core at the heart of the city region is well plumbed in both strategically, and internally, such that the benefits of the core's assets can be felt throughout the city region. The A19 and A66 roads are an important element in achieving this connectivity.

10.6 Middlesbrough has a reasonable bus and rail network, but retains a high dependency on use of the private car. This situation is unlikely to change in the short-term. There is a need to ensure that viable alternatives to the private car are in place before any significant change can be implemented. To insist upon changes before alternatives are available could damage a fragile economy, reduce investor confidence, and lead to further decanting of businesses to out of town locations.

### A19 CORRIDOR

10.7 The A19 corridor is identified within the draft RSS as a regional transport corridor. It is a major corridor that provides an important communication link with areas to the north and south of the Tees Valley. Whilst it is a strategic route that has an important role to play in accessing the major development initiatives within the Tees Valley city region, it also acts as a local route. This dual role impacts upon the ability of the road to function in its strategic capacity. It is important therefore to examine ways in which local traffic can be removed from the A19,



increasing capacity and reducing congestion. Thus, whilst improvements will be sought to the road and its junctions, a package of complementary measures should also be introduced into the surrounding road and public transport network to support the role and function of the A19.

### A66 CORRIDOR

- 10.8 This is the principal east-west transport corridor linking Middlesbrough with the A1 and the strategic gateways of Durham Tees Valley Airport to the west, and Teesport to the East, and is also identified as a regional transport corridor in the draft RSS. Only that part of the A66 from the A19 junction westwards is part of the trunk road network. It is however an important road in the context of the development priorities within the town. Developments at Greater Middlehaven, Riverside Park and the town centre will be accessed via the A66.
- 10.9 Unlike some of the other corridors the A66 corridor is also important in terms of public transport accessibility. It also accommodates the Middlesbrough to Darlington railway line, and the principal bus routes connecting Middlesbrough and Stockton town centres.
- 10.10 The A66 links several development opportunities between Middlesbrough and Stockton town centres, and beyond to Teesport and the South Tees area. It has a pivotal role to play in the delivery of a number of SMI proposals. There are therefore some significant opportunities to improve the transport network within this corridor to improve capacity and accessibility and facilitate connectivity and the development of strategic projects at the heart of the Tees Valley city region. This in turn will help create a high quality gateway into the city region that will assist in attracting further investment and growth.

### EAST MIDDLESBROUGH CORRIDOR

- 10.11 The two principal elements of this corridor are the Esk Valley railway line and Marton Road. It forms one of the main corridors for people travelling into the town from the south, but Marton Road suffers

from significant congestion problems particularly at peak times. Conversely the Esk Valley railway line is under utilised and has potential to help improve accessibility into the town.

- 10.12 The corridor has the potential to contribute to improved connectivity and accessibility, particularly in conjunction with a park and ride scheme to the south of the Marton Road area. It will be necessary to undertake further feasibility work to assess the potential for the corridor.
- 10.13 The James Cook University Hospital, one of the major medical facilities in Europe, is situated within the East Middlesbrough corridor. Measures to improve accessibility to the hospital should be explored further including the construction of a new rail halt on the Esk Valley line.

### A174 PARKWAY CORRIDOR

- 10.14 The A174 Parkway is part of the trunk road network within Middlesbrough. It connects the A19 with the industrial areas of Wilton International and Teesport, in the neighbouring Borough of Redcar & Cleveland. Whilst not identified as a regional transport corridor within the draft RSS, in the context of the Tees Valley city region it is still an important strategic corridor. Developments in the south of the borough, in particular Greater Hemlington, may have an impact upon the functioning of this corridor. These developments provide an opportunity to take forward a package of measures that can help to improve the corridor's contribution to the delivery of a prosperous city region.
- 10.15 The corridor is wider than just the A174 and takes in the nearby east-west transport routes, including the B1180. This route could play an important role in developing east-west public transport links and relieving pressure on the A174.

## POLICY CS17 TRANSPORT STRATEGY

The Council will work with partner organisations, including the Regional Transport Board, Highways Agency, public transport operators, Network Rail and neighbouring authorities, to deliver a sustainable transport network which whilst reducing the need to travel:

- a will improve connectivity within and beyond Middlesbrough, including:
    - i between Middlesbrough and Stockton town centres and the wider Tees Valley;
    - ii with the Tyne and Wear city region;
    - iii with the Leeds city region;
    - iv with Durham Tees Valley Airport; and
    - v with Teesport.
  - b improves accessibility for all;
  - c facilitates and supports the regeneration and development priorities identified in policy CS1;
  - d fosters economic growth and inward investment;
  - e promotes Middlesbrough town centre as a strategic public transport hub;
  - f improves the quality of the bus network, in particular the super core and core routes;
  - g promotes alternative modes of transport other than the private car;
  - h facilitates the transportation of freight through and within Middlesbrough. Proposals should seek to maximise alternative modes of freight to the use of the Trunk Road Network; and
- i contains an integrated and safe system of cycle and pedestrian routes.
- This will be achieved by giving priority to a balanced package of highway and public transport improvements including the introduction of measures to reduce congestion, remove bottlenecks, and improve reliability within the A19, A66, A172, and East Middlesbrough transport corridors. Such measures may include:
- i junction improvements at key interchanges;
  - ii improvements to infrastructure, facilities, stations and services on the Darlington to Saltburn, and Esk Valley railway lines;
  - iii introduction of park and ride facilities; and
  - iv provision of new rail halts to serve strategic uses, facilities and developments.
- Development should be located where it will not have a detrimental impact upon the operation of the strategic transport network and will deliver the priorities identified above.



An aerial view of the Marton Road/A66 junction close to Middlesbrough town centre

## DEMAND MANAGEMENT

- 10.16 National car parking guidelines are interpreted locally across the Tees Valley in the Highway Design Guide that is regularly reviewed by the five unitary authorities.
- 10.17 In the town centre, it is important to get the right balance between short and long-stay parking and a regime of charging to support the role of Middlesbrough as the primary centre for the Tees Valley. Evidence from a recent study indicated that the overall level of parking provision compares favourably with other equivalent centres, as does customer satisfaction. The quality and security of the car parks is good, but there are issues of the quality of access and signage, both by car and foot. As car park sites are redeveloped, it is current policy for equivalent reinstatement of parking spaces, but it can be difficult and costly to achieve this aim.
- 10.18 In existing residential areas it is important to avoid problems by proper control of on-street parking. In new development, parking standards have to be sufficient to prevent excessive on-street parking. Yet parking must not dominate the street scene and should not detract from a pedestrian-friendly environment.

## POLICY CS18 DEMAND MANAGEMENT

As part of the creation of a sustainable transport network it will be necessary to incorporate measures into development proposals that improve the choice of transport options available to people. Priorities will include:

- a developing a car parking strategy that will balance the promotion of sustainable transport choices with the promotion of economic growth. This will be achieved by:
  - i restricting the amount of private car parking in new developments, and identifying appropriate maximum parking standards as included in the Tees Valley Highway Design Guide;
  - ii encouraging the shared use of parking facilities;
  - iii the introduction of a parking hierarchy for short and long-stay, and on and off-street parking controls, particularly addressing the needs of the town centre and the 24 hour economy; and
  - iv ensuring that the overall number of public parking spaces within the town centre is maintained at current levels. Additional parking spaces will be supported where there is evidence that they are needed to support the economic growth, viability and vitality of the town, and that not providing the spaces will disadvantage the town in relation to other centres.
- b reducing congestion and improvements in journey time reliability, including the provision of improved information for drivers;
- c promotion of car sharing schemes and opportunities;
- d exploring the feasibility for providing park and ride schemes within the A66 corridor and to the south of the town;
- e promotion of schemes and opportunities for cycling and walking; and
- f requiring travel plans and transport assessment for all major development proposals that will generate significant additional journeys in accordance with the provisions of DFT Circular 02/2007, and the requirement in the Guidance on Transport Assessment. These will need to demonstrate that the strategic road network will be no worse off as a result of the development.



## SAFETY

- 10.19 Reducing the number of road traffic accidents and casualties is an important part of the Mayor's 'Reduction Agenda'. Many of the measures that can be introduced to help reduce road casualties can be carried out within masterplans and development briefs for new development and implemented through conditions and obligations

attached to planning permission. The crucial issue is to consider holistically how to promote pedestrian-friendly environments and encourage more journeys to be taken by means other than the car.

## POLICY CS19 ROAD SAFETY

The Council will work with partner organisations, including the local community and schools, to reduce the impact of traffic and improve the safety and quality of the environment in residential and commercial areas. This will be achieved by prioritising the following:

- a creation of home zones, comprehensive environmental works in existing and new residential streets to give priority to pedestrians;
  - b introducing speed restrictions, typically reducing from 30 to 20 mph;
  - c traffic-calming measures, a variety of design features to discourage excessive speed;
  - d work-place travel plans, arrangements with new developers and employers for a package of measures to discourage car use and encourage other means including bus, bike and walking; and
  - e school travel plans and safer routes to schools.
- Development proposals that would have a detrimental impact upon road safety will not be supported.

# 11 CREATING A QUALITY ENVIRONMENT

## INTRODUCTION

- 11.1 Whilst Middlesbrough is highly urbanised in character it also has significant expanses of open space such as the beck valleys, green wedges, and green flag parks, that provide a recreational and visual resource, whilst also providing valuable habitats for wildlife. The LDF will seek to protect and enhance these areas which contribute to the attractiveness of the town. They will be increasingly important in contributing to the overall attractiveness of the town to realise future regeneration plans.
- 11.2 The many development and regeneration initiatives proposed in the town will incorporate improvements to the natural environment that reflect Middlesbrough's position at the urban core of the Tees Valley city region. Successful integration of the built and natural environments is an important component in achieving a successful and prosperous city region. The LDF will also need to ensure that new development takes account of future climate change and that natural resources are used in a sustainable manner.
- 11.3 An important environmental resource outside, but close to, the boundaries of Middlesbrough is the Teesmouth and Cleveland Coast SPA. The River Tees has an important role to play in the maintenance of SPA habitats, and there is a consequent need to ensure that riverside development respects the integrity of the designated site.

## GREEN INFRASTRUCTURE

- 11.4 Middlesbrough's open space network consists of a variety of spaces of differing size, quality and function. These spaces range from parks (Albert Park and Stewart Park), land for sport and recreational activity (Prissick Base), green wedges which are large tracts of mainly undeveloped land, and beck valleys. The beck valleys penetrate towards the urban core from the outer suburbs and countryside, providing recreational and/or visual amenity and helping to maintain local identity.
- 11.5 The Council has undertaken an assessment of open space in Middlesbrough to establish its quantity and quality. From this work a Green

Spaces Strategy has been developed, which identifies a vision for open space in Middlesbrough. This vision is based on Middlesbrough having a network of accessible, high quality greenspaces, sport and recreation facilities. This network will meet local needs, enhance the 'livability' of the town, support regeneration and bio-diversity, promote sustainability and make the best use of land.

- 11.6 To deliver this strategy, the Council needs to enhance the quality of existing open space provision rather than seeking new provision and also align provision with maintenance budgets. This approach is a combination of all three options. It seeks to maintain all open space where it makes a positive contribution, and make good deficiencies where they exist. Only when open space does not meet these criteria and has no biodiversity interest or potential will it be considered for redevelopment. The SA/SEA supports this approach.
- 11.7 Development will be required to contribute to the delivery and implementation of this network by, where appropriate, providing green infrastructure that:
  - a contributes to the management, conservation and improvement of the local landscape;
  - b contributes to the protection, conservation and management of historic landscape, archaeological and built heritage assets;



Albert Park

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- c maintains and enhances bio-diversity to ensure that development and implementation results in a net gain of Bio-diversity Action Plan habitats;
- d enhances existing, and creates new, woodlands;
- e creates new recreational facilities, particularly those that present opportunities to link urban and countryside areas;
- f takes account of and integrates with natural processes and systems;
- g is managed and funded in urban areas to accommodate nature, wildlife and historic and cultural assets, and provide for sport and recreation;
- h is designed to high standards of quality and sustainability to deliver social and economic, as well as environmental benefits; and
- i provides a focus for social inclusion, community development and lifelong learning.

## POLICY CS20 GREEN INFRASTRUCTURE

The Council will work with partners to ensure the successful creation of an integrated network of green infrastructure. This will be delivered through a planned network of multi-functional green space and inter-connecting links which are designed, developed, and managed to meet the environmental, social, and economic needs of communities across Middlesbrough and the wider Tees Valley city region. It will be set within, and contribute to, a high quality natural and built environment and will be required to enhance the quality of life for present and future residents and visitors, deliver liveability for sustainable communities, and contribute to the Middlesbrough Biodiversity Action Plan.

At a strategic level this network will include the following open spaces:

- i Green Blue Heart;
- ii Middlesbrough's green lung;
- iii beck valleys;
- iv green wedges;
- v green flag parks;
- vi River Tees frontage; and
- vii South Middlesbrough country park.

The loss of green space that contributes to the achievement of an integrated network of green infrastructure will be resisted. In assessing the role of any particular area of green space regard will be had to the provisions of the Green Space Strategy. Where appropriate, SPD and masterplans will be prepared to provide further guidance on the provision of green infrastructure.

## STOCKTON-MIDDLESBROUGH INITIATIVE – GREEN BLUE HEART

- 11.8 A principal element of the SMI is the creation of the Green Blue Heart focusing on the River Tees. This will involve the exploitation of the river hinterland and the area between the town centres of Middlesbrough and Stockton. A step change will be required in the environment of this area to assist in the creation of a city-scale urban core.

Regeneration activity, however, should not damage the biodiversity that is dependent upon the River Tees. Development within the Green Blue Heart will include opportunities for building in beneficial biodiversity or geological features as part of good design as well as protecting, enhancing and connecting habitats through existing and new networks.

### POLICY CS21 GREEN BLUE HEART

Within the Green Blue Heart between Middlesbrough and Stockton town centres the emphasis will be on the creation of a high quality urban landscape that provides a gateway to the Tees Valley city region urban core and an appropriate setting for city-scale development. This will be achieved by the Council working with partner organisations to:

- a ensure the integration and use of water within developments as part of the design concept, and the creation of linkages between the Tees Valley city region urban core and active waterfront on the river Tees;
- b ensure that all proposals incorporate landscaping and environmental measures appropriate to the creation of a Tees Valley city region urban core;
- c identify opportunities for sport, leisure and recreational uses, in accordance with the provisions of an up to date needs assessment, and application of the sequential approach where appropriate; and
- d incorporate beneficial biodiversity features as part of good design. This should include ensuring that development activity does not result in damage to the biodiversity that is dependent upon the River Tees, including the interest features of the Teesmouth and Cleveland Coast SPA.



## 12 DEVELOPMENT CONTROL POLICIES

### INTRODUCTION

- 12.1 A number of the policies used in the development control process relate to detailed matters of design and amenity. These policies are supplementary to those contained in this document and will be included in a Development Control Supplementary Planning Document. Such matters include policies regarding detailed design, shop fronts, advertisements, listed and other historic buildings, and landscaping.

### GENERAL DEVELOPMENT POLICY

- 12.2 The General Development Policy aims to ensure that all development is of high quality, efficient in its use of resources, including land, and integrates sympathetically into its surroundings in physical and visual terms, and indeed contributes positively to the quality of life and to the environment in Middlesbrough.

- 12.3 Planning applications will be required to include a Flood Risk Assessment (FRA) for all development:
- a within the Environment Agency's Flood Zones 2 and 3;
  - b within catchments where there are known local drainage issues downstream; and/or
  - c greater than 1 hectare in size within the Environment Agency's Flood Zone 1.

The FRA should be submitted at the same time as the planning application. The detail included in the FRA should follow the FRA pro-forma in Appendix C of Development and Flood Risk: A Practice Guide Companion to Planning Policy Statement 25. Guidance is also available on [www.pipernetworking.com](http://www.pipernetworking.com), in CIRIA Report C624 Development and Flood Risk – Guidance for the Construction Industry (2004) and in the Tees Valley Strategic Flood Risk Assessment (2007) on [www.middlesbrough.gov.uk](http://www.middlesbrough.gov.uk).

### POLICY DC1 GENERAL DEVELOPMENT

In the determination of planning applications, unless there is a specific and acceptable reason for an exception to be made, all development proposals will be required to take account of, or satisfy, as a minimum the following principles:

- a there is sufficient information supplied to enable the Council to determine the application;
- b the visual appearance and layout of the development and its relationship with the surrounding area in terms of scale, design and materials will be of a high quality;
- c the effect upon the surrounding environment and amenities of occupiers of nearby properties will be minimal both during and after completion;
- d there is limited impact upon the capacity of existing and proposed transportation infrastructure both during and after completion, with no impact on highway safety being evident at all throughout the development process;
- e the effect on protected open space within the urban area, Green Wedges, the countryside beyond the limit to development, and the best and most versatile agricultural land is limited both during and after completion;
- f the effect on levels of air, water, land or noise pollution of the environment is limited both during and after completion; and
- g emphasis is placed upon the use of sustainable construction methods and environmentally sound resources and materials.

## 13 IMPLEMENTATION FRAMEWORK

### INTRODUCTION

As part of the process of preparing the LDF it will be necessary to identify how the policies and proposals contained within it will be delivered. Where possible the agencies responsible, the resources required and the timescales for implementation, should be identified.

| POLICY | POTENTIAL IMPLEMENTATION MECHANISMS  | LEAD AGENCIES   |
|--------|--|---|
| CS1    | <ul style="list-style-type: none"> <li>• site specific development plan documents</li> <li>• supplementary planning documents</li> <li>• generic development control policies</li> <li>• determination of planning applications</li> <li>• discussions with stakeholders when considering their future development requirements and directing them to appropriate locations in accordance with the requirements of the policy</li> </ul> | <ul style="list-style-type: none"> <li>• MBC</li> <li>• TVR</li> <li>• ONE</li> <li>• developers</li> <li>• landowners</li> <li>• Middlesbrough partnership</li> <li>• Highways Agency</li> </ul> |
| CS2    | <ul style="list-style-type: none"> <li>• Regeneration DPD</li> <li>• Middlehaven SPD</li> <li>• determination of planning applications</li> </ul>  | <ul style="list-style-type: none"> <li>• MBC</li> <li>• TVR</li> <li>• ONE</li> <li>• other landowners</li> <li>• developers</li> <li>• Highways Agency</li> </ul>                                |
| CS3    | <ul style="list-style-type: none"> <li>• Regeneration DPD</li> <li>• Greater Hemlington SPD</li> <li>• Hemlington neighbourhood action plan</li> <li>• determination of planning applications</li> </ul>   | <ul style="list-style-type: none"> <li>• MBC</li> <li>• landowners</li> <li>• developers</li> <li>• Highways Agency</li> </ul>  |
| CS4    | <ul style="list-style-type: none"> <li>• Regeneration DPD</li> <li>• Environment DPD</li> <li>• supplementary planning documents, including a design SPD</li> <li>• determination of planning applications</li> </ul>  | <ul style="list-style-type: none"> <li>• MBC</li> <li>• developers</li> </ul>   |
| CS5    | <ul style="list-style-type: none"> <li>• Regeneration DPD</li> <li>• Environment DPD</li> <li>• design SPD</li> <li>• determination of planning applications</li> </ul>  | <ul style="list-style-type: none"> <li>• MBC</li> <li>• developers</li> <li>• all partners</li> </ul>   |
| CS6    | <ul style="list-style-type: none"> <li>• Regeneration DPD</li> <li>• Environment DPD</li> <li>• supplementary planning documents</li> </ul>  | <ul style="list-style-type: none"> <li>• MBC</li> <li>• developers</li> <li>• service providers</li> </ul>  |

(continued opposite)



| POLICY | POTENTIAL IMPLEMENTATION MECHANISMS   | LEAD AGENCIES   |
|--------|---|---|
| CS7    | <ul style="list-style-type: none"> <li>• Regeneration DPD</li> <li>• economic strategy</li> <li>• inward investment</li> <li>• employment generating initiatives</li> <li>• supplementary planning documents</li> <li>• determination of planning applications</li> </ul>                                   | <ul style="list-style-type: none"> <li>• MBC</li> <li>• MTCC</li> <li>• TVR</li> <li>• ONE</li> <li>• developers</li> <li>• landowners</li> <li>• private businesses</li> </ul>                 |
| CS8    | <ul style="list-style-type: none"> <li>• Regeneration DPD</li> <li>• economic strategy</li> <li>• inward investment</li> <li>• supplementary planning documents</li> <li>• determination of planning applications</li> </ul>  | <ul style="list-style-type: none"> <li>• MBC</li> <li>• landowners</li> <li>• private businesses</li> <li>• developers</li> </ul>   |
| CS9    | <ul style="list-style-type: none"> <li>• Regeneration DPD</li> <li>• housing strategy</li> <li>• neighbourhood action plans</li> <li>• RSL investment programmes</li> <li>• housing market renewal</li> <li>• supplementary planning documents</li> <li>• determination of planning applications</li> </ul> | <ul style="list-style-type: none"> <li>• MBC</li> <li>• RSLs and other house providers</li> <li>• developers</li> <li>• landowners</li> <li>• private landlords</li> <li>• GONE/DCLG</li> </ul> |
| CS10   | <ul style="list-style-type: none"> <li>• Regeneration DPD</li> <li>• housing strategy</li> <li>• neighbourhood action plans</li> <li>• RSL investment programmes</li> <li>• housing market renewal</li> <li>• supplementary planning documents</li> <li>• determination of planning applications</li> </ul> | <ul style="list-style-type: none"> <li>• MBC</li> <li>• RSLs and other house providers</li> <li>• developers</li> </ul>   |
| CS11   | <ul style="list-style-type: none"> <li>• Regeneration DPD</li> <li>• housing strategy</li> <li>• neighbourhood action plans</li> <li>• RSL investment programmes</li> <li>• housing market renewal</li> <li>• supplementary planning documents</li> <li>• determination of planning applications</li> </ul> | <ul style="list-style-type: none"> <li>• MBC</li> <li>• RSLs and other house providers</li> <li>• developers</li> <li>• landowners</li> </ul>   |
| CS12   | <ul style="list-style-type: none"> <li>• Regeneration DPD</li> <li>• housing strategy</li> <li>• determination of planning applications</li> </ul>  | <ul style="list-style-type: none"> <li>• MBC</li> <li>• Showmen's Guild of Great Britain</li> </ul>   |
| CS13   | <ul style="list-style-type: none"> <li>• Regeneration DPD</li> <li>• inward investment</li> <li>• supplementary planning documents</li> <li>• determination of planning applications</li> </ul>   | <ul style="list-style-type: none"> <li>• MBC</li> <li>• MTCC</li> <li>• developers</li> <li>• landowners</li> <li>• retailers</li> </ul>  |

(continued overleaf)



| POLICY | POTENTIAL IMPLEMENTATION MECHANISMS  | LEAD AGENCIES  |
|--------|--|--|
| CS14   | <ul style="list-style-type: none"> <li>• Regeneration DPD</li> <li>• SMI</li> <li>• green spaces strategy</li> <li>• playing pitch strategy</li> <li>• inward investment</li> <li>• supplementary planning documents</li> <li>• determination of planning applications</li> </ul>  | <ul style="list-style-type: none"> <li>• MBC</li> <li>• leisure providers</li> <li>• landowners</li> <li>• TVR</li> <li>• SMI</li> </ul>   |
| CS15   | <ul style="list-style-type: none"> <li>• Regeneration DPD</li> <li>• inward investment</li> <li>• supplementary planning documents</li> <li>• determination of planning applications</li> </ul>  | <ul style="list-style-type: none"> <li>• MBC</li> <li>• TVR</li> <li>• MTCC</li> <li>• casino operators</li> <li>• landowners</li> <li>• DCLG</li> </ul>                                     |
| CS16   | <ul style="list-style-type: none"> <li>• Regeneration DPD</li> <li>• Building Schools for the Future Education Vision</li> <li>• School Asset Management Plan</li> <li>• School Organisation Plan</li> <li>• supplementary planning documents</li> <li>• determination of planning applications</li> </ul>               | <ul style="list-style-type: none"> <li>• MBC</li> <li>• developers</li> <li>• RSLs and other house providers</li> <li>• DfES</li> </ul>  |
| CS17   | <ul style="list-style-type: none"> <li>• Regeneration DPD</li> <li>• Local Transport Plan</li> <li>• economic development strategy</li> <li>• investment in road and rail infrastructure</li> <li>• supplementary planning documents</li> <li>• masterplans</li> <li>• determination of planning applications</li> </ul> | <ul style="list-style-type: none"> <li>• MBC</li> <li>• public transport operators</li> <li>• Network Rail</li> <li>• Highways Agency</li> <li>• landowners</li> <li>• developers</li> </ul> |
| CS18   | <ul style="list-style-type: none"> <li>• Regeneration DPD</li> <li>• Local Transport Plan</li> <li>• economic development strategy</li> <li>• parking strategy</li> <li>• supplementary planning documents, masterplans</li> <li>• determination of planning applications</li> </ul>                                     | <ul style="list-style-type: none"> <li>• MBC</li> <li>• MTCC</li> <li>• landowners</li> <li>• developers</li> </ul>  |
| CS19   | <ul style="list-style-type: none"> <li>• Regeneration DPD</li> <li>• Local Transport Plan</li> <li>• supplementary planning documents</li> <li>• determination of planning applications</li> </ul>   | <ul style="list-style-type: none"> <li>• MBC</li> <li>• landowners</li> <li>• developers</li> <li>• schools</li> </ul>   |

(continued opposite)

| POLICY | POTENTIAL IMPLEMENTATION MECHANISMS  | LEAD AGENCIES   |
|--------|--|---|
| CS20   | <ul style="list-style-type: none"> <li>• Environment DPD</li> <li>• Regeneration DPD</li> <li>• green spaces strategy</li> <li>• SMI</li> <li>• supplementary planning documents, masterplans</li> <li>• determination of planning applications</li> </ul> | <ul style="list-style-type: none"> <li>• MBC</li> <li>• SMI</li> <li>• landowners</li> <li>• developers</li> <li>• Tees Forest</li> <li>• environmental groups</li> </ul> |
| CS21   | <ul style="list-style-type: none"> <li>• Environment DPD</li> <li>• Regeneration DPD</li> <li>• green spaces strategy</li> <li>• SMI</li> <li>• supplementary planning documents, masterplans</li> <li>• determination of planning applications</li> </ul> | <ul style="list-style-type: none"> <li>• MBC</li> <li>• SMI</li> <li>• landowners</li> <li>• developers</li> <li>• Highways Agency</li> </ul>                             |

## 14 MONITORING FRAMEWORK

### INTRODUCTION

14.1 As part of the process of preparing the LDF, it will be necessary to identify an effective monitoring framework against which implementation of the LDF strategy and vision can be measured. This in turn will help to identify any changes that need to be made if a particular policy or suite of policies within the LDF are not delivering their intended outcomes.

### PERFORMANCE INDICATORS

14.2 Indicators will be identified to show how the performance of the Core Strategy will be measured. The Government identifies the monitoring process as one that will evolve over time as new information becomes available and lessons are learnt. Indicators may as a consequence change or be refined over time to reflect this evolving process. It is not practicable to include an indicator for every policy in the Core Strategy or other LDF documents. Where possible, policies will be grouped and common indicators identified.

### ANNUAL MONITORING REPORT (AMR)

- 14.3 The AMR will be the principal component in the monitoring framework, bringing together all the necessary information to successfully monitor the implementation of the LDF in one place. It will be published by December each year and will include an assessment of:
- i whether policies and related targets or milestones in LDDs have been met or progress is being made towards meeting them or, where they are not being met or not on track to being achieved, the reasons why;
  - ii what impact the policies are having in respect of national, regional and local policy targets and any other targets identified in LDDs;
  - iii whether the policies in the LDD need adjusting or replacing because they are not working as intended;
  - iv whether the policies need changing to reflect changes in national or regional policy; and
  - v whether policies or proposals need changing, and the actions needed to achieve this.
- 14.4 The following targets and indicators will be used to monitor implementation of the Core Strategy. This will be refined through the AMR.



Checking that the LDF strategy and vision are efficiently implemented



| INDICATOR  | TYPE OF INDICATOR | CORE STRATEGY POLICIES | SPATIAL OBJECTIVES | TARGET   | EXISTING BASELINE (WHERE APPROPRIATE)   | SOURCE   |
|--|-------------------|------------------------|--------------------|--|---|--|
| <p><b>Spatial Strategy and Core Development Principles</b></p> <p>Housing trajectory showing:</p> <ul style="list-style-type: none"> <li>i net additional dwellings over the previous 5 year period;</li> <li>ii net additional dwellings for the current year;</li> <li>iii projected net additional dwellings to 2023;</li> <li>iv the annual net additional dwellings requirement; and,</li> <li>v annual average number of net additional dwellings needed to meet overall housing requirements having regard to previous year's performance.</li> </ul> | Core              | CS1, CS9               | 3, 5               | <p>Net additional dwellings:</p> <ul style="list-style-type: none"> <li>• 2004-11 = 3,080</li> <li>• 2011-16 = 2,325</li> <li>• 2016-23 = 1,960</li> </ul> | N/A   | Housing completion certificates                |
| <p>Greater Hemlington:</p> <ul style="list-style-type: none"> <li>• Amount of employment floorspace permitted</li> <li>• Amount of employment floorspace completed</li> </ul>  | Local             | CS3                    | 6, 7, 9            | <p>2004-11<br/>5,000 sq.m.</p> <p>2011-16<br/>25,000 sq.m.</p> <p>2016-21<br/>20,000 sq.m.</p>   | N/A   | Planning applications/completions certificates |
| <p>Greater Middlehaven:</p> <ul style="list-style-type: none"> <li>• Number of dwellings permitted</li> <li>• Number of dwellings under construction</li> <li>• Number of dwellings completed</li> <li>• Number of affordable units as a percentage of total new build</li> </ul>  | Local             | CS2, CS9               | 3, 5, 6            | <p>2004-11<br/>500 completions</p> <p>2011-16<br/>1,015 completions</p> <p>2016-21<br/>1,265 completions</p> <p>10% of new build will be affordable</p>    | <p>1,336 dwellings permitted (outline consent)</p> <p>733 units in phase 1 have planning permission, without affordable housing requirement</p> | Planning applications/completion certificates  |

(continued overleaf)



| INDICATOR  | TYPE OF INDICATOR | CORE STRATEGY POLICIES | SPATIAL OBJECTIVES | TARGET  | EXISTING BASELINE (WHERE APPROPRIATE)            | SOURCE   |
|--|-------------------|------------------------|--------------------|---|--|--|
| Greater Hemlington: <ul style="list-style-type: none"> <li>Number of dwellings permitted</li> <li>Number of dwellings under construction</li> <li>Number of dwellings completed</li> <li>Number of affordable units as a percentage of total new build</li> </ul>  | Local             | CS3, CS9               | 3, 5, 6            | 2004-11<br>190 completions<br>2011-16<br>375 completions<br>2016-21<br>215 completions<br><br>10% of new build will be affordable | N/A  | Planning applications/ completion certificates |
| Amount of new residential development within 30 minutes public transport time of: GP; hospital; primary school; secondary school; areas of employment and a major retail centre(s)   | Core              | CS4, CS17              | 3, 4, 10, 11       | All residential development to be within 30 minutes public transport time of identified facilities                                | N/A  | Completion certificates                        |
| Changes in areas and populations of biodiversity importance, including: <ol style="list-style-type: none"> <li>changes in priority habitats and species and</li> <li>changes in areas designated for their intrinsic environmental value including sites of international, national, regional, sub regional or local significance</li> </ol> | Core              | CS4, CS20              | 3, 4, 10, 11       | To maintain and increase biodiversity of priority habitats as set out in Local Biodiversity Action Plans                          | Designated SNCIs: 115 Ha; Proposed SNCIs: 57 Ha. | Tees Valley Wildlife Trust                     |
| Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence or water quality grounds   | Core              | CS4, DC1               | 3, 4, 10, 11       | No permissions granted contrary to the advice of the Environment Agency   | N/A  | Environment Agency/ Development Control        |

(continued opposite)



| INDICATOR   | TYPE OF INDICATOR  | CORE STRATEGY POLICIES | SPATIAL OBJECTIVES | TARGET  | EXISTING BASELINE (WHERE APPROPRIATE)      | SOURCE   |
|---|--------------------|------------------------|--------------------|---|--|--|
| Amount of municipal waste arising and managed by management type and the % each management type represents of the waste managed | Core               | CS4                    | 3, 4, 10, 11       | To recover value from 40% of municipal waste<br>To include recycling/ composting of at least 25% of household waste | 12% of household waste recycled/ composted | JSU  |
| Renewable Energy. Installed capacity  | Core               | CS4                    | 3, 4, 10, 11       | To increase the amount of energy generated from renewables  | N/A  | Planning applications/ completion certificates |
| Number of Grade I and Grade II* listed buildings on "Buildings at Risk" register  | Significant effect | CS4                    | 3, 4, 10, 11       | No buildings on the list  | 0  | English Heritage                               |
| Amount of eligible open spaces managed to Green Flag Award standard   | Core               | CS5, CS20              | 3, 4, 11, 12       | Increase the amount of eligible open space managed to Green Flag standard   | 85Ha                                       | Leisure & Arts                                 |
| % new residential completions achieving BRE Ecohomes rating of excellent  | Local              | CS5                    | 3, 4, 11, 12       | 100%  | N/A  | Planning applications                          |
| % new non residential building completions achieving BRE Environmental Assessment Method of excellent                           | Local              | CS5                    | 3, 4, 11, 12       | 100%  | N/A  | Planning applications                          |
| <b>Business Development</b><br>Amount of floorspace developed for employment by type  | Core               | CS1, CS7               | 1, 2, 6, 7, 9      | General employment land: 5ha/annum;<br>Regional brownfield mixed use: 5.9ha/annum                                   | N/A  | Completion certificates                        |

(continued overleaf)

| INDICATOR  | TYPE OF INDICATOR | CORE STRATEGY POLICIES | SPATIAL OBJECTIVES | TARGET   | EXISTING BASELINE (WHERE APPROPRIATE)   | SOURCE   |
|--|-------------------|------------------------|--------------------|--|---|--|
| Employment land available by type  | Core              | CS7, CS1               | 1, 2, 6, 7, 9      | 2004-2011: 35ha General. 40ha Brownfield mixed. 2011-2016: 25ha General. 40ha Brownfield mixed. 2016-2021: 25ha General. 20ha Brownfield mixed | Local Plan employment allocations: 93Ha   | Land Availability Study                        |
| Employment type  | Contextual        | CS7                    | 1, 2, 6, 7, 9      | N/A  | Public admin 31%<br>Distribution 21%<br>Manufacturing 14%<br>Finance 11%<br>Other 23% | JSU  |
| Economic activity  | Contextual        | CS7                    | 1, 2, 6, 7, 9      | Increase economic activity rates   | 67%   | Census   |
| Losses of employment land in:<br>i employment/regeneration areas and<br>ii local authority areas | Core              | CS8                    | 9                  | To ensure employment land and premises are not lost prematurely  | N/A   | Planning applications/ completion certificates |
| Amount of employment land lost to residential development.                                       | Core              | CS8                    | 9                  | To ensure employment land and premises are not lost prematurely  | N/A   | Planning applications/ completion certificates |
| <b>Housing</b><br>Population change  | Contextual        | CS9, CS10, CS11        | 3, 5               | Reduce the rate of population decline to 0.7% between 2001-11  | 137,300 (mid-2006)  | Census/JSU mid-year estimates                  |
| House prices   | Contextual        | CS9, CS10, CS11        | 3, 5               | To create a better balance between housing supply and demand   | Average price (Oct-Dec 2006) £120,738   | JSU (land registry)                            |
| Household composition  | Contextual        | CS9, CS10, CS11        | 3, 5               | Create a balanced housing stock that meets the population's needs  | Multi-person 48%<br>Single person 31%<br>Couples 22% (2001)                           | Census   |

(continued opposite)



| INDICATOR  | TYPE OF INDICATOR  | CORE STRATEGY POLICIES | SPATIAL OBJECTIVES | TARGET  | EXISTING BASELINE (WHERE APPROPRIATE)                                   | SOURCE   |
|--|--------------------|------------------------|--------------------|---|---|--|
| Affordable housing completions   | Core               | CS10, CS11             | 5                  | Improve the range and choice of dwelling types  | N/A   | HIP  |
| Outstanding planning permissions   | Local              | CS1, CS9               | 3, 5               | To maintain a 5 year deliverable supply of housing from outstanding permissions and allocations | Planning permission for 3,643 dwellings at 1st January 2007             | Planning decision notices/ completion certificates |
| Number of housing completions/outstanding planning permissions on strategic allocations  | Local              | CS9                    | 3, 5               | Completions<br>2004-11 = 1,388<br>2011-16 = 2,300<br>2016-21 = 1,410                            | Outline planning permission for 1,336 dwellings                         | Planning decision notices/ completion certificates |
| Number of apartments permitted/completed in: <ul style="list-style-type: none"> <li>Greater Middlehaven</li> <li>Town Centre</li> <li>Other areas</li> </ul> | Local              | CS2, CS9               | 3, 5               | To focus development of apartments in Greater Middlehaven and the Town Centre                   | N/A   | Planning decision notices/ completion certificates |
| Housing Stock  | Significant effect | CS9                    | 3, 5               | Improve the range and choice of dwelling types and sizes  | Detached: 12.4%<br>Semi: 38.5%<br>Terraced: 37.6%<br>Flat: 11.4% (2004) | DCLG   |
| Housing on previously developed land   | Core               | CS9                    | 5, 11, 12          | 70% of new build  | N/A   | Planning applications/ completion certificates     |
| Vacant dwellings   | Significant effect | CS9, CS11              | 5                  | Reduce vacancy rates to 3% by 2016  | 4.4% (2005)   | Council tax records                                |
| Dwellings in low demand  | Significant effect | CS9, CS11              | 5                  | To turn around the incidence of low demand and abandonment                                      | 15.4% (2005)  | HIP  |
| Affordable housing completions by type and tenure  | Local              | CS11                   | 5                  | Improve the range and choice of dwelling types  | N/A   | HIP  |

(continued overleaf)

| INDICATOR  | TYPE OF INDICATOR | CORE STRATEGY POLICIES | SPATIAL OBJECTIVES | TARGET   | EXISTING BASELINE (WHERE APPROPRIATE) | SOURCE                                    |
|--|-------------------|------------------------|--------------------|--|---------------------------------------|---|
| Planning applications approved/refused for Gypsy and travelling show people sites and appeals  | Local             | CS12                   | 5                  | Ensure that there are sufficient well located sites  | N/A                                   | Planning decision notices                 |
| Number of unauthorised Gypsy encampments   | Local             | CS12                   | 5                  | No unauthorised Gypsy encampments  | N/A                                   | Environment Directorate                   |
| <b>Town Centre</b><br>National retail ranking  | Contextual        | CS13                   | 1, 2, 9            | Improve national retail ranking to 25th by 2023  | 2004: 38th                            | Verdict Analysis                          |
| Amount of completed retail, office and leisure development   | Core              | CS13, CS14, CS15       | 1, 2, 9            | Convenience floorspace:<br>2006-16 = 2,800 sq.m.<br>Comparison:<br>2006-16 = 41,900 sq.m.          | N/A                                   | Completion certificates                   |
| Amount of completed retail, office and leisure development in town centres   | Core              | CS13                   | 1, 2, 9            | Maintain and enhance the vitality and viability of the town centre                                 | N/A                                   | Completion certificates                   |
| Floorspace permitted/refused for town centre uses in:<br><ul style="list-style-type: none"> <li>• town centre</li> <li>• edge of centre</li> <li>• out of centre locations</li> </ul>  | Local             | CS13                   | 1, 2, 9            | Maximise development within the town centre  | N/A                                   | Planning applications                     |
| Amount of leisure development permitted/developed in:<br><ul style="list-style-type: none"> <li>• the town centre;</li> <li>• Green Blue Heart (GBH), Middlehaven and Prissick; and,</li> <li>• District centres</li> <li>• Other locations</li> </ul> | Local             | CS14                   | 1, 2, 12           | Focus leisure development in the town centre, GBH, Middlehaven, Prissick and the district centres. | N/A                                   | Planning applications/ completion notices |
| Planning applications permitted/refused for a large casino   | Local             | CS15                   | 1, 2               | Provide a large casino in Middlesbrough  | N/A                                   | Planning decision letters                 |

(continued opposite)



| INDICATOR   | TYPE OF INDICATOR  | CORE STRATEGY POLICIES | SPATIAL OBJECTIVES | TARGET   | EXISTING BASELINE (WHERE APPROPRIATE)                                    | SOURCE                            |
|---|--------------------|------------------------|--------------------|--|--|-----------------------------------|
| <ul style="list-style-type: none"> <li>Number and percentage of major planning applications approved that include developer contributions</li> <li>Total level of contribution – infrastructure/social/environment</li> </ul> | Local              | CS6                    | 13, 14             | Ensure that developer contributions cover the cost of infrastructure, social and environmental requirements arising from new development | N/A  | Planning applications             |
| Total number of units and number of vacant units in the town centre<br>Total amount of floorspace and vacant floorspace within the town centre  | Significant effect | CS13                   | 1, 2, 9            | Reduce the number of vacant units  | 419 retail units, 71 vacant  | Annual survey                     |
| Total number of units and number of vacant units in the district centres. Total amount of floorspace and vacant floorspace within the district centre.  | Significant effect | CS13                   | 9                  | Maintain and enhance the vitality and viability of the town centre   | Berwick Hills: 16 retail, 0 vacant<br>Coulby Newham: 29 retail, 1 vacant | Annual survey                     |
| <b>Education</b><br>Educational attainment. Qualifications of working age population  | Contextual         | CS16                   | 13                 | To increase the % of residents attaining education qualifications  |  | 63% JSU/annual population survey  |
| Number of new schools built/created. Building Schools for the Future  | Local              | CS16                   | 13                 | To provide modern purpose built education facilities. All new residential to be within 30 minutes of the listed facilities               | N/A  | Planning applications/completions |
| <b>Transport</b><br>% of new development within 400m walking distance of a bus stop, rail halt or similar access to public transport  | Local              | CS4, CS17              | 7, 8, 9            | 100%   | N/A  | Planning applications/completions |

(continued overleaf)



| INDICATOR   | TYPE OF INDICATOR | CORE STRATEGY POLICIES | SPATIAL OBJECTIVES | TARGET   | EXISTING BASELINE (WHERE APPROPRIATE)             | SOURCE   |
|---|-------------------|------------------------|--------------------|--|---|--|
| Total length of footpath network.Total length of footpaths secured/lost in new development  | Local             | CS4, CS17              | 7, 8, 9            | Achieve a net increase in the total length of footpaths  | Total length: 38km                                | Transport & Design                                 |
| Commuting patterns  | Contextual        | CS17                   | 7, 8, 9            | Reduce the % of people commuting by car  | 66% by car  | Census   |
| Percentage of completed non residential development within UCO A, B & D complying with car parking standards set out in the local development framework | Core              | CS18                   | 8                  | To ensure all development complies with maximum car parking standards to encourage alternatives to the car                     | N/A   | Planning Apps. Angela Hughes. Transport & Design   |
| Number of short stay and long stay parking spaces in existing centres   | Local             | CS18                   | 8                  | Restrict parking spaces to current levels  | Long stay: 2204 spaces<br>Short stay: 1503 spaces | Transport and Design Monitoring 1503 spaces Report |
| Length of additional no car lane. bus lane and segregated cycle lane. (m).  | Local             | CS18                   | 8                  | To encourage the use of public transport and cycling   | N/A   | Transport and Design Monitoring Report             |
| Number of people killed or seriously injured. (KSI)   | Contextual        | CS19                   | 8                  | By 2010-40% reduction in no of people KSI. 50% reduction in no of children KSI. 10% reduction in no of people slightly injured | 65  | Transport and Design Monitoring Report             |
| Number of non-residential developments incorporating Workplace Travel Plans   | Local             | CS18                   | 8                  | All major developments that generate significant additional journeys   | N/A   | Planning conditions                                |
| <b>Quality Environment</b>  |                   |                        |                    |  |   |  |
| % green wedge lost to development   | Local             | CS20                   | 3, 7, 12           | No loss of green wedge to inappropriate development  | 941 Ha designated as green wedge                  | Planning applications                              |

(continued opposite)

| INDICATOR  | TYPE OF INDICATOR | CORE STRATEGY POLICIES | SPATIAL OBJECTIVES | TARGET   | EXISTING BASELINE (WHERE APPROPRIATE)   | SOURCE                          |
|--|-------------------|------------------------|--------------------|--|---|---------------------------------|
| Area primary open space lost to development  | Local             | CS20                   | 3, 7, 12           | No loss of primary open space to inappropriate development                             | 894 Ha designated as primary open space | Planning applications           |
| Planning applications determined for significant sport, leisure and recreation related developments on the Green Blue Heart              | Local             | CS21                   | 1, 12              | Increase opportunities for sport, leisure and recreational work                        | N/A                                     | Planning applications           |
| <b>Development Control</b><br>Performance in relation to National Air Quality Strategy. Declaration of any Air Quality Management Areas? | Contextual        | DC1                    | 12                 | Reduction in the number of days when the level of air pollution exceeds AQMA threshold | 0                                       | Tees Valley environmental group |

Existing baseline data 2005/06 unless otherwise stated.

## 15 POLICY LINKAGES

| SPATIAL OBJECTIVE  | COMMUNITY STRATEGY PRIORITY   | DRAFT RSS POLICY   | OTHER RELEVANT POLICY  | CORE STRATEGY POLICY  |
|--|---|--|--|---|
| <p><b>Spatial Objective 1</b><br/>Recognise the Tees Valley city region and identify the SMI as the location to provide a dynamic city scale urban centre for the city region and its economy.</p>   | <ul style="list-style-type: none"> <li>• Develop a high quality network of public realm, open space and parks to serve the needs of the community.</li> <li>• The whole transport network will facilitate the local community.</li> <li>• Establish an environment that encourages and supports economic vitality and quality of life that attracts people and businesses to Middlesbrough.</li> <li>• Play a strong role in the sub/region.</li> <li>• Major cultural projects and flagships that act as economic drivers by contributing to the quality of the town's image and environment.</li> </ul>   | 1, 2, 5, 7, 11, 12, 13, 14, 18, 24, 25, 28, 29, 30, 49, 52 | <ul style="list-style-type: none"> <li>• PPS1</li> <li>• PPG3</li> <li>• PPG4</li> <li>• PPS6</li> <li>• PPG13</li> <li>• Northern Way</li> <li>• SMI</li> <li>• Regional Economic Strategy</li> <li>• Economic Development Strategy</li> <li>• Tees Valley City Region Development Programme</li> </ul> | CS1<br>CS2<br>CS7<br>CS9<br>CS13<br>CS14<br>CS15<br>CS21              |
| <p><b>Spatial Objective 2</b><br/>Reinforce Middlesbrough town centre as the principal retail centre for the Tees Valley city region and the Stockton-Middlesbrough urban core as the principal centre for cultural, leisure, and civic administration activities.</p> | <ul style="list-style-type: none"> <li>• Develop a high quality network of public realm, open space and parks to serve the needs of the community.</li> <li>• The whole transport network will facilitate the local community.</li> <li>• Establish an environment that encourages and supports economic vitality and quality of life that attracts people and businesses to Middlesbrough.</li> <li>• Change attitudes by promoting Middlesbrough's success.</li> <li>• Play a strong role in the sub/region.</li> <li>• Major cultural projects and flagships that act as economic drivers by contributing to the quality of the town's image and environment.</li> </ul> | 1, 2, 7, 12, 14, 16, 17, 25, 27, 49, 52                    | <ul style="list-style-type: none"> <li>• PPS1</li> <li>• PPS6</li> <li>• Northern Way</li> <li>• SMI</li> <li>• Regional Economic Strategy</li> <li>• Urban Regeneration Strategy</li> </ul>   | CS1<br>CS7<br>CS13<br>CS14<br>CS15                                    |
| <p><b>Spatial Objective 3</b><br/>To stabilise then reverse population decline through the creation of sustainable communities that create an environment attractive to retaining the existing population and attracting people back into the town.</p>                | <ul style="list-style-type: none"> <li>• Improve the standard of cleanliness throughout the town, with a focus on key areas of the town.</li> <li>• Contribute to reducing the fear of crime in public places.</li> <li>• Reduce the causes and the adverse effects of climate change.</li> <li>• The whole transport network will facilitate the local community.</li> <li>• Rejuvenation and renewal of the housing stock.</li> </ul>   | 1, 2, 9, 24, 28, 29, 30                                    | <ul style="list-style-type: none"> <li>• PPS1</li> <li>• PPG3</li> <li>• Northern Way</li> <li>• Housing Regeneration Strategy</li> <li>• Regional Housing Strategy</li> <li>• Regional Housing Aspirations Study</li> </ul>   | CS1<br>CS2<br>CS3<br>CS4<br>CS5<br>CS6<br>CS9<br>CS10<br>CS11<br>CS20 |

(continued opposite)





| SPATIAL OBJECTIVE   | COMMUNITY STRATEGY PRIORITY  | DRAFT RSS POLICY        | OTHER RELEVANT POLICY   | CORE STRATEGY POLICY                             |
|---|--|-------------------------|---|--|
| <p><b>Spatial Objective 3</b><br/>(continued)</p>   | <ul style="list-style-type: none"> <li>• Ensure that the type, mix and range of new housing developments provides choice, quality and affordability, whilst meeting residents aspirations.</li> <li>• Improve and maintain existing housing in both the social and private sectors, increasing choice and creating sustainable neighbourhoods.</li> </ul>  |                         | <ul style="list-style-type: none"> <li>• Tees Valley Living Housing Market Assessment</li> <li>• Urban Regeneration Strategy</li> </ul>   |  |
| <p><b>Spatial Objective 4</b><br/>Protect Middlesbrough's historic assets</p>   | <ul style="list-style-type: none"> <li>• Major cultural projects and flagships that act as economic drivers by contributing to the quality of the town's image and environment.</li> <li>• Cultural activities which contribute to the quality of life, and well-being of individuals and communities.</li> </ul>  | 1, 2, 9, 16, 24, 34     | <ul style="list-style-type: none"> <li>• PPS1</li> <li>• PPG15</li> <li>• PPG16</li> <li>• Environment Strategy</li> <li>• Urban Regeneration Strategy</li> </ul>   | CS4<br>CS5                                       |
| <p><b>Spatial Objective 5</b><br/>Create a balanced housing stock that meets the needs of Middlesbrough's population both now and in the future</p> | <ul style="list-style-type: none"> <li>• Help promote health, wellbeing, independence, inclusion and choice.</li> <li>• Ensure that we close the gap between levels of health of Middlesbrough residents and the national average, as well as the gap between priority neighbourhoods and the Middlesbrough average.</li> <li>• Contribute to reducing the fear of crime in public places.</li> <li>• Reduce the causes and the adverse effects of climate change.</li> <li>• Rejuvenation and renewal of the housing stock.</li> <li>• Ensure that the type, mix and range of new housing developments provides choice, quality and affordability, whilst meeting residents aspirations.</li> <li>• Improve and maintain existing housing in both the social and private sectors, increasing choice and creating sustainable neighbourhoods.</li> </ul> | 1, 2, 4, 28, 29, 30, 31 | <ul style="list-style-type: none"> <li>• PPS1</li> <li>• PPG3</li> <li>• Northern Way</li> <li>• Housing Regeneration Strategy</li> <li>• Regional Housing Strategy</li> <li>• Regional Housing Aspirations Study</li> <li>• Tees Valley Living Housing Market Assessment</li> <li>• Urban Regeneration Strategy</li> </ul> | CS1<br>CS2<br>CS3<br>CS9<br>CS10<br>CS11<br>CS12 |

(continued overleaf)



| SPATIAL OBJECTIVE  | COMMUNITY STRATEGY PRIORITY   | DRAFT RSS POLICY                                     | OTHER RELEVANT POLICY   | CORE STRATEGY POLICY   |
|--|---|--|---|--|
| <p><b>Spatial Objective 6</b><br/>Deliver major regeneration schemes at Greater Middlehaven and Greater Hemlington to create sustainable communities that will make a significant contribution to Middlesbrough's role within the Tees Valley city region.</p> | <ul style="list-style-type: none"> <li>• Reduce crime and anti-social behaviour.</li> <li>• Reassure the public by reducing the fear of crime and anti-social behaviour.</li> <li>• Develop a high quality network of public realm, open space and parks to serve the needs of the community.</li> <li>• Contribute to reducing the fear of crime in public places.</li> <li>• Reduce the causes and the adverse effects of climate change.</li> <li>• The whole transport network will facilitate the local community.</li> <li>• Playing a strong role in the sub/region.</li> <li>• Rejuvenation and renewal of the housing stock.</li> <li>• Ensure that the type, mix and range of new housing developments provides choice, quality and affordability, whilst meeting residents aspirations.</li> <li>• Improve and maintain existing housing in both the social and private sectors, increasing choice and creating sustainable neighbourhoods.</li> </ul> | <p>1, 2, 4, 5, 7, 12, 13, 14, 17, 18, 24, 29, 30</p> | <ul style="list-style-type: none"> <li>• PPS1</li> <li>• PPG3</li> <li>• Northern Way</li> <li>• Housing Regeneration Strategy</li> <li>• Regional Housing Strategy</li> <li>• Regional Housing Aspirations Study</li> <li>• Tees Valley Living Housing Market Assessment</li> <li>• Urban Regeneration Strategy</li> </ul>                 | <p>CS1<br/>CS2<br/>CS3<br/>CS7<br/>CS9</p>                   |
| <p><b>Spatial Objective 7</b><br/>Establish an environment that encourages and supports economic vitality and quality of life that attracts both people and businesses to Middlesbrough.</p>   | <ul style="list-style-type: none"> <li>• Achieve economic well-being.</li> <li>• To reduce crime and anti-social behaviour.</li> <li>• Reassure the public by reducing the fear of crime and anti-social behaviour.</li> <li>• Develop a high quality network of public realm, open space and parks to serve the needs of the community.</li> <li>• The whole transport network will facilitate the local community.</li> <li>• Congestion will not hinder economic development, impair the quality of the local environment or cause severance in our communities.</li> <li>• The environmental impact of transport on air quality, noise and climate change is reduced as far as possible when balanced against our economic and social objectives.</li> </ul>  | <p>1, 2, 11, 12, 13, 18</p>                          | <ul style="list-style-type: none"> <li>• PPS1</li> <li>• PPG3</li> <li>• PPG4</li> <li>• Northern Way</li> <li>• Housing Regeneration Strategy</li> <li>• Regional Housing Strategy</li> <li>• Regional Housing Aspirations Study</li> <li>• Tees Valley Living Housing Market Assessment</li> <li>• Urban Regeneration Strategy</li> </ul> | <p>CS1<br/>CS2<br/>CS3<br/>CS7<br/>CS9<br/>CS17<br/>CS20</p> |

(continued opposite)

| SPATIAL OBJECTIVE   | COMMUNITY STRATEGY PRIORITY  | DRAFT RSS POLICY                         | OTHER RELEVANT POLICY   | CORE STRATEGY POLICY                            |
|---|--|--|---|---|
| <b>Spatial Objective 7</b><br>(continued)   | <ul style="list-style-type: none"> <li>Establish an environment that encourages and supports economic vitality and quality of life that attracts people and businesses to Middlesbrough.</li> <li>Provide business support that encourages more businesses to set up, locate and grow here.</li> <li>Ensure local people have the skills and can access jobs and opportunities being created.</li> </ul>   |  |   |   |
| <b>Spatial Objective 8</b><br>Improve connectivity within Middlesbrough, the Tees Valley city region, and to other regions.   | <ul style="list-style-type: none"> <li>Reduce the causes and the adverse effects of climate change.</li> <li>The whole transport network will facilitate the local community.</li> <li>Congestion will not hinder economic development, impair the quality of the local environment or cause severance in our communities.</li> <li>The environmental impact of transport on air quality, noise and climate change is reduced as far as possible when balanced against our economic and social objectives.</li> </ul>  | 1, 2, 11, 49, 50, 51, 52, 53, 54, 55, 57 | <ul style="list-style-type: none"> <li>PPS1</li> <li>PPG13</li> <li>Local Transport Plan</li> <li>Northern Way</li> <li>Urban Regeneration Strategy</li> <li>Regional Economic Strategy</li> <li>Economic Development Strategy</li> </ul> | CS17<br>CS18<br>CS19                            |
| <b>Spatial Objective 9</b><br>Achieve high and sustainable levels of economic growth by supporting existing businesses and encouraging new ones to set up in Middlesbrough. | <ul style="list-style-type: none"> <li>Achieve economic well being.</li> <li>The whole transport network will facilitate the local community.</li> <li>Congestion will not hinder economic development, impair the quality of the local environment or cause severance in our communities.</li> <li>The environmental impact of transport on air quality, noise and climate change is reduced as far as possible when balanced against our economic and social objectives.</li> <li>Establish an environment that encourages and supports economic vitality and quality of life that attracts people and businesses to Middlesbrough.</li> </ul> | 1, 2, 4                                  | <ul style="list-style-type: none"> <li>PPS1</li> <li>PPG4</li> <li>Northern Way</li> <li>Urban Regeneration Strategy</li> <li>Regional Economic Strategy</li> <li>Economic Development Strategy</li> </ul>                                | CS1<br>CS2<br>CS3<br>CS7<br>CS8<br>CS13<br>CS17 |

(continued overleaf)

| SPATIAL OBJECTIVE   | COMMUNITY STRATEGY PRIORITY   | DRAFT RSS POLICY                    | OTHER RELEVANT POLICY   | CORE STRATEGY POLICY                             |
|---|---|-------------------------------------|---|--|
| <p><b>Spatial Objective 10</b><br/>To reduce the amount of waste produced in Middlesbrough and increase the amount that is recycled.</p>  | <ul style="list-style-type: none"> <li>Increase the amount of household waste, which is recycled.</li> </ul>  | 2, 24, 46, 47, 48                   | <ul style="list-style-type: none"> <li>PPS1</li> <li>PPS10</li> <li>Environment Strategy</li> <li>Tees Valley Municipal Waste Management Strategy</li> </ul>  | CS4  |
| <p><b>Spatial Objective 11</b><br/>To protect the rural landscape and urban townscape from inappropriate development whilst encouraging modern innovative design.</p>   | <ul style="list-style-type: none"> <li>Develop a high quality network of public realm, open space and parks to serve the needs of the community.</li> </ul> | 1, 2, 9, 24, 33, 35, 38             | <ul style="list-style-type: none"> <li>PPS1</li> <li>PPS7</li> <li>PPG15</li> <li>Environment Strategy</li> <li>Urban Regeneration Strategy</li> </ul>  | CS1<br>CS2<br>CS3<br>CS4<br>CS5<br>CS9           |
| <p><b>Spatial Objective 12</b><br/>maximises the benefits to be gained from natural resources, including the leisure and regeneration potential of water assets such as the Tees corridor, and the protection of areas of bio-diversity and natural beauty.</p> | <ul style="list-style-type: none"> <li>Develop a high quality network of public realm, open space and parks to serve the needs of the community.</li> </ul> | 1, 2, 9, 24, 33, 35, 37, 38, 39, 41 | <ul style="list-style-type: none"> <li>PPS1</li> <li>PPS7</li> <li>PPS9</li> <li>PPG17</li> <li>PPG21</li> <li>PPS25</li> <li>Green Spaces Strategy</li> <li>Environment Strategy</li> <li>Urban Regeneration Strategy</li> </ul> | CS1<br>CS2<br>CS4<br>CS5<br>CS14<br>CS20<br>CS21 |

(continued opposite)



| SPATIAL OBJECTIVE   | COMMUNITY STRATEGY PRIORITY   | DRAFT RSS POLICY            | OTHER RELEVANT POLICY  | CORE STRATEGY POLICY                 |
|---|---|-----------------------------|--|--------------------------------------|
| <p><b>Spatial Objective 13</b><br/>To establish an environment that enables residents to improve their quality of life through the provision of accessible and high quality education and health facilities.</p>  | <ul style="list-style-type: none"> <li>• Being healthy.</li> <li>• Enjoying and achieving.</li> <li>• Achieve economic well-being.</li> <li>• Help promote health, well-being, independence, inclusion and choice.</li> <li>• Ensure that when people fall ill, they get good quality care and are made better faster.</li> <li>• Ensure that we close the gap between levels of health of Middlesbrough residents and the national average, as well as the gap between priority neighbourhoods and the Middlesbrough average.</li> <li>• Ensure local people have the skills and can access jobs and opportunities being created.</li> </ul> | <p>1, 2, 14, 24, 37, 38</p> | <ul style="list-style-type: none"> <li>• PPS1</li> <li>• PPG3</li> <li>• Regional Economic Strategy</li> <li>• Economic Development Strategy</li> <li>• Building Schools for the Future Education Vision</li> <li>• Urban Regeneration Strategy</li> </ul>           | <p>CS1<br/>CS6<br/>CS7<br/>CS16</p>  |
| <p><b>Spatial Objective 14</b><br/>To ensure that Middlesbrough has a network of accessible, high quality green spaces and sport and recreation facilities that meet local needs and enhance the ‘livability’ of the town, promote sustainability, support bio-diversity and make the best use of land.</p> | <ul style="list-style-type: none"> <li>• Being healthy.</li> <li>• Help promote health, well-being, independence, inclusion and choice.</li> <li>• Ensure that we close the gap between levels of health of Middlesbrough residents and the national average, as well as the gap between priority neighbourhoods and the Middlesbrough average.</li> <li>• Develop a high quality network of public realm, open space and parks to serve the needs of the community.</li> <li>• Contribute to reducing the fear of crime in public places.</li> <li>• Increase species and habitat bio-diversity.</li> </ul>                                  | <p>1, 2, 9, 24, 37, 38</p>  | <ul style="list-style-type: none"> <li>• PPS1</li> <li>• PPS7</li> <li>• PPS9</li> <li>• PPG17</li> <li>• PPS25</li> <li>• Green Spaces Strategy</li> <li>• Playing Pitch Strategy</li> <li>• Environment Strategy</li> <li>• Urban Regeneration Strategy</li> </ul> | <p>CS1<br/>CS4<br/>CS20<br/>CS21</p> |

## APPENDIX A: SUPERSEDED POLICIES

| LOCAL PLAN POLICY |   | REPLACED BY   |
|-------------------|---|---------------|
| E1                | General Development Policy  | CS1, DC1      |
| E6                | Protection of Public Rights of Way                                | CS17          |
| E9                | Urban Parks Space Hierarchy                                       | CS20          |
| E12               | Outdoor Sports Provision  | CS14, CS20    |
| E14               | Ancillary Development on Sports Grounds                           | CS14, CS20    |
| E16               | Local Nature Reserves and Sites of Nature Conservation Importance | CS4, CS20     |
| E18               | Nature Conservation in New Developments                           | CS4           |
| E19               | Local Nature Space  | CS20          |
| E26               | Creation of a Community Forest                                    | CS20          |
| E27               | Protection of Trees and Woodlands                                 | CS4, CS20     |
| E29               | Noisy Sports  | DC1           |
| E30               | Built Form and Urban Design                                       | CS5           |
| E31               | Crime Prevention Through Design                                   | CS5           |
| E32               | Landscape Provision in Development                                | CS4, CS5, DC1 |
| E33               | Design and Location of Tall Buildings                             | CS5           |
| E36               | Temporary Buildings   | CS4, DC1      |
| E38               | Listed Buildings – Extension, Alteration, or Conversion           | CS5           |
| E41               | Conservation Areas – Development in or Adjoining                  | CS4, CS5      |
| E46               | Protection of Scheduled Monuments                                 | CS4           |
| E47               | Evaluation and Protection of Archaeological Sites                 | CS4, DC1      |
| E48               | Historic Parks, Gardens, Landscapes                               | CS20          |
| E50               | Art in Design, Public Art   | CS5, CS6      |
| E51               | Advertisements, Design and Location                               | CS5, DC1      |
| E52               | Protection of Water Resources                                     | CS4, CS6      |
| E53               | Pollution and Development   | DC1           |

(continued opposite)



| LOCAL PLAN POLICY  | REPLACED BY |
|--|-------------|
| E54 Notifiable Installations   | CS4         |
| E56 Energy Conservation in Design and Development                            | CS4, CS5    |
| E57 Light Pollution  | CS5, DC1    |
| EM1 Development in Existing General Employment Areas                         | CS7, CS8    |
| EM14 Business Uses in Commercial Areas                                       | CS7, CS13   |
| EM15 Business Uses Outside Commercial Areas                                  | CS1, DC1    |
| EM16 Office Use in Upper Floors of Shopping Areas                            | CS7, CS13   |
| EM19 Bad Neighbour Uses  | DC1         |
| EM20 Potentially Polluting or Hazardous Developments                         | CS6, DC1    |
| EM21 Hazardous Installations, Development of Existing                        | CS4, DC1    |
| EM22 Development Near Existing Industrial Processes With Pollution Potential | CS4         |
| SA1 Middlesbrough Town Centre Shopping                                       | CS13        |
| SA7 Neighbourhood and Other Small Shops                                      | CS13, DC1   |
| SA9 Retailing in Employment Areas  | CS8, CS13   |
| SA11 Non-A1 (shop) Uses outside Primary Shopping Frontages                   | CS13        |
| SA12 Food and Drink Uses (within class A3)                                   | CS13, DC1   |
| SA14 Sales from Farms and Nursery Gardens                                    | CS13, DC1   |
| SA15 Design of Retail Development  | CS5, CS13   |
| SA16 Shop Front Design: General  | CS5, CS13   |
| SA17 Shop Front Design: Security Features                                    | CS5, CS13   |
| HO7 Backland and Tandem Development  | CS5, DC1    |
| HO8 New Residential Development  | CS5, CS9    |
| HO9 Higher Density Housing Development                                       | CS9         |
| HO10 Affordable Housing  | CS11        |
| HO11 Conversion to Flats or Bedsits  | CS5, CS9    |

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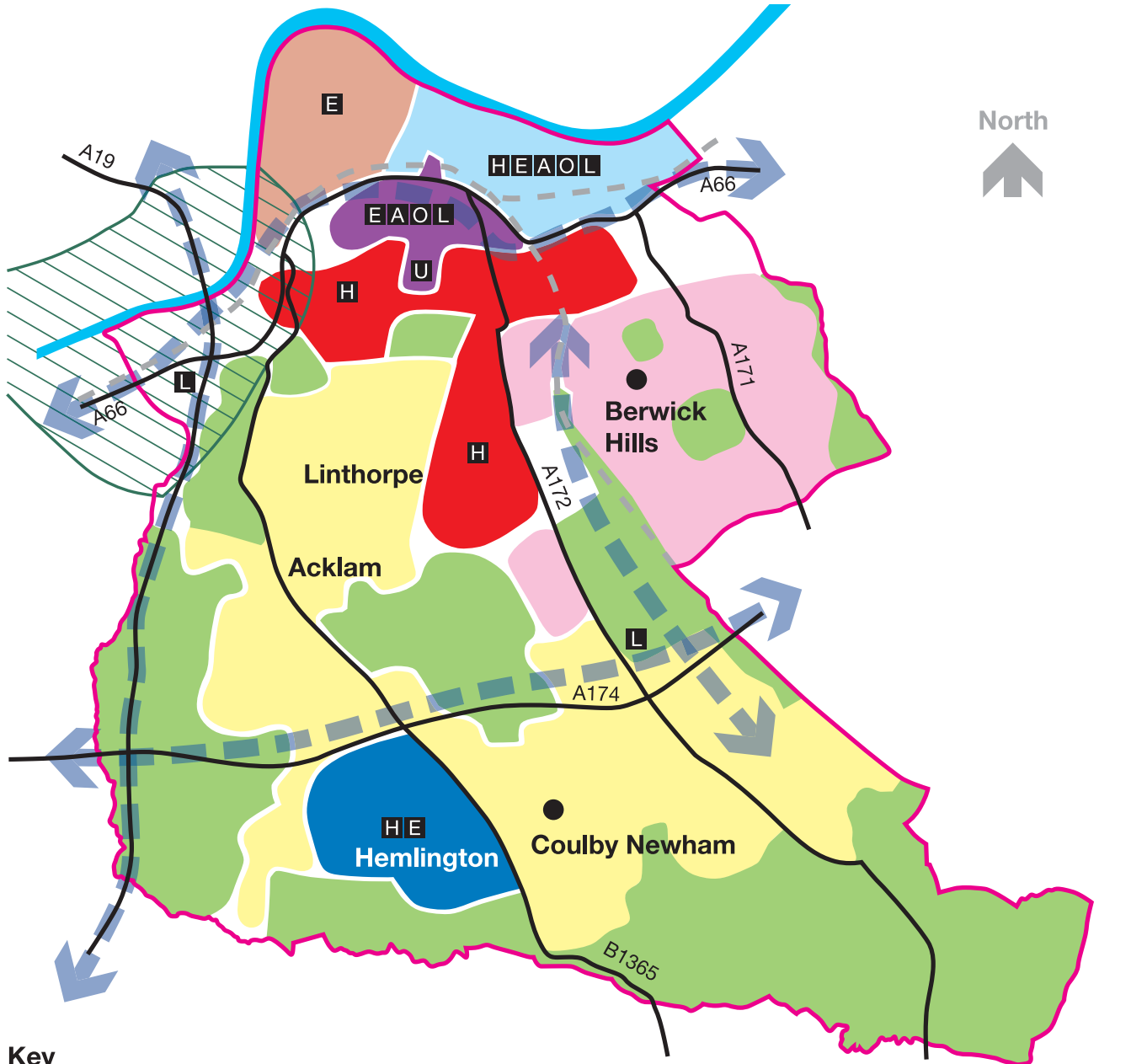


| LOCAL PLAN POLICY                                   | REPLACED BY   |
|---|---------------|
| HO12 Residential Institutions and Hotels            | CS5, CS9, DC1 |
| HO14 Extensions to Houses                           | CS5, DC1      |
| HO17 Housing Provision for People with Disabilities | CS5           |
| HO18 Gypsies/Travellers                             | CS12          |
| TR1 Provision for Public Transport                  | CS4, CS17     |
| TR2 Rail Passenger Services                         | CS17          |
| TR9 Traffic Calming                                 | CS19          |
| TR10 Pedestrian Routes in New Development           | CS18          |
| TR11 Cycle Routes                                   | CS17          |
| TR13 Cycle Parking                                  | CS18          |
| TR20 Access to New Developments                     | CS17          |
| TR23 Private Car Parking Standards, Town Centre     | CS18          |
| TR24 Town Centre Car Parking, Commuted Payments     | CS6           |
| TR26 Rail and River Freight                         | CS17          |
| LT1 Indoor Sports Facilities                        | CS1, CS14     |
| LT9 Existing Tourist Attractions                    | CS1, CS4      |
| TC1 Principal Use Sectors                           | CS13          |



# KEY DIAGRAM

## LOCAL DEVELOPMENT FRAMEWORK CORE STRATEGY KEY DIAGRAM



### Key

|   |                                  |                                     |
|---|----------------------------------|-------------------------------------|
| <b>H</b> Strategic Housing location – CS1, 2, 3, 9    | Major Open Space – CS20          | Green Blue Heart – CS1, 14, 21      |
| <b>E</b> Strategic Employment Location – CS1, 2, 3, 7 | East Middlesbrough – CS9         | Greater Hemlington – CS1, 3, 7, 9   |
| <b>O</b> Strategic Office Location – CS1, 2, 7        | South & West Middlesbrough – CS9 | Greater Middlehaven – CS1, 2, 7, 9, |
| <b>L</b> Strategic Leisure Sites – CS1, 2, 14, 21     | Riverside Park – CS1, 7          | Town Centre – CS1, 7, 13            |
| <b>A</b> Apartments – CS9                             | Older Housing & Grove Hill – CS9 | River Tees – CS20                   |
| <b>U</b> University – CS1, 7                          | Main Roads                       | Railway Line                        |
| District Centres – CS13                               | Transport Corridors – CS17       |                                     |

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The Regeneration Department covers a range of different services of which Urban Policy is one. The Department's service aims and objectives, along with its diversity and community cohesion commitments are contained in its Service and Diversity Action Plans. Copies of these documents can be obtained from the Council.

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ہم کوشش کریں گے کہ اس دستاویز کا خلاصہ دوسری زبانوں میں مہیا کیا جاسکے مزید  
آپکی درخواست پر اسے بریل یا سولے الفاظ میں بھی فراہم کیا جاسکے گا