



Middlesbrough Housing Local Plan

Housing Core Strategy and Housing Development Plan Document

Adopted November 2014



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1 Introduction to the Middlesbrough Local Plan

- 1.1 The Council as Local Planning Authority is required to prepare a development plan for Middlesbrough covering a 15-year period. The Middlesbrough Local Development Framework (LDF) is the current spatial planning framework for the town and replaced the Middlesbrough Local Plan (1999). Planning decisions on development are made in accordance with the development plan unless material considerations indicate otherwise.
- 1.2 The Government has recently changed the terminology relating to LDFs via The Town and Country Planning (Local Planning) (England) Regulations (2012). The suite of documents previously referred to as the LDF will now be referred to as the Local Plan and its constituent documents being known as Local Development Documents. From this point in the document onwards Middlesbrough's LDF will be referred to as the Local Plan.
- 1.3 The Local Plan comprises a portfolio of documents known as Local Development Documents (LDDs). These include:
 - a Local Development Scheme (LDS);
 - Development Plan Documents (DPDs) – independently examined by a Planning Inspector;
 - a Proposals Map - independently examined by a Planning Inspector;
 - Supplementary Planning Documents (SPDs);
 - a Statement of Community Involvement (SCI); and
 - an Annual Monitoring Report (AMR).

The Structure of the Middlesbrough Local Plan

- 1.4 The current development plan for Middlesbrough comprises of the following documents:

Core Strategy	Adopted February 2008
Regeneration DPD	Adopted February 2009
Minerals and Waste	Adopted September 2011
Core Strategy	
Minerals and Waste DPD	Adopted September 2011

- 1.5 Further information on the other documents contained in the Middlesbrough Local Plan can be found in the LDS. This is available on the Planning Services pages of the Council's website at www.middlesbrough.gov.uk

Purpose of the review

- 1.6 The purpose of this document is to review the housing elements of the Core Strategy and Regeneration DPD. The housing strategy in these documents has not been successful and therefore needs to be reviewed.
- 1.7 Changes in the economic climate since the preparation and adoption of the Core Strategy and Regeneration DPDs have had a significant detrimental impact on the housing market. These documents were prepared before the economic downturn began and the strategy and allocations contained within them do not reflect the current economic circumstances. The economic downturn has been more severe and prolonged than was envisaged in 2008. It is

also predicted that the economy is likely to be slow to recover. The downturn has changed the housing market, in particular the funding available to developers to build housing and that available for mortgages. This has impacted on the ability of developers to both build and sell housing.

- 1.8 A change of Government in 2010 resulted in new policy in relation to planning, and changes in local government finances. The resulting reduction in funding has impacted on the Council's ability to deliver its regeneration priorities.
- 1.9 It is critical to the economic and social welfare of the town that it meets its development needs and provides land for housing that is economically viable for development. If these development needs are not met, the economy will suffer and there will be continued out migration, of the aspirational and economically active. Additionally, the base from which the Council can collect Council Tax will reduce, impacting on the financial resources available to the Council. It is also likely that the new home building will occur in Teesside and if Middlesbrough does not address its own needs, then residents seeking a new property may move elsewhere adding to the trend of out migration.
- 1.10 All of these factors have resulted in many sites that were allocated within the Regeneration DPD not coming forward for development as they are no longer economically viable. In other words they will either not get developed or their development will be too slow to address needs. An adequate supply of good quality housing is needed if the town is to meet the economic challenges ahead.
- 1.11 Additionally, if Middlesbrough does not provide for sufficient housing to meet needs then it is likely to result in development needs being met in a less environmentally sustainable manner. Middlesbrough is the major location for employment in Teesside and also for service provision including: health, education, shopping etc. Failure to meet the needs of new housing could impact upon the viability of the town centre and services and could result in residents having an increased dependency on the use of a car to access employment and services. Middlesbrough is a compact town with good public transport. By meeting its housing needs it is likely to mean residents will have more accessibility choices and therefore result in a more sustainable form of development.
- 1.12 The AMR 2010/11 identified that Middlesbrough does not have a demonstrable five year supply of housing sites as required by the National Planning Policy Framework (NPPF). This assessment has to demonstrate that sites that are available for new housing are likely to be built within the five-year period. As a consequence of the impact of the downturn and the lack of a five-year land supply, the Council has taken a decision to review the housing elements of the Core Strategy and the Regeneration DPDs.
- 1.13 Policies other than housing, have not been included as part of this review. A small number of policies have been amended slightly where the housing allocations have impacted on them. This document is a stand-alone document and needs to be read in conjunction with the existing Core Strategy and Regeneration DPD. Policies within this document will replace housing policies within the Core Strategy and Regeneration DPD. The policies they will replace can be viewed in Appendix 1.

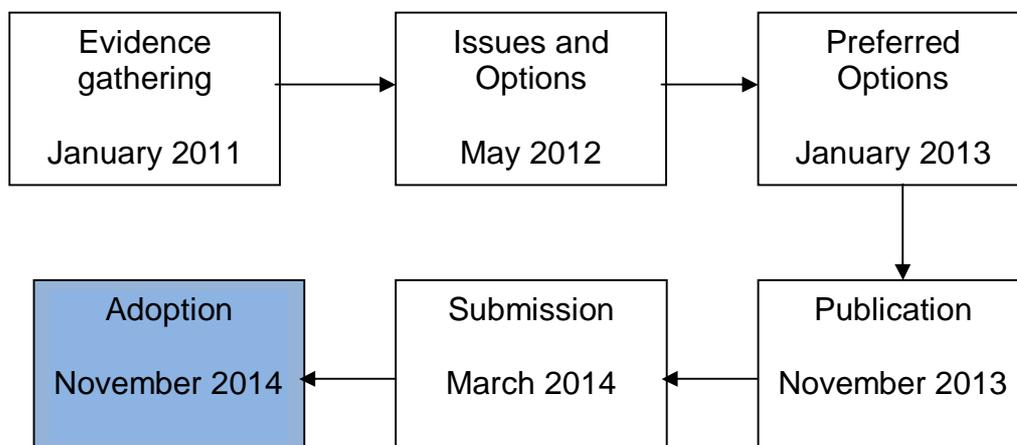
Policy Context

- 1.14 The Housing Local Plan document 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 Local Plan needs to be prepared.
- 1.15 The document has been prepared to be in conformity with the NPPF. The NPPF requires local authorities to deliver a wide choice of high quality homes and to boost significantly the supply of housing. The framework sets out that local authorities should identify a five-year supply of deliverable housing sites against their housing requirements.
- 1.16 Other documents that have provided the policy framework for producing the Housing Local Plan document include:
- Middlesbrough Sustainable Community Strategy;
 - Middlesbrough 2020 Vision; and,
 - Tees Valley Unlimited Statement of Ambition.
 - Draft Tees Valley Strategic Economic Plan
 - Draft European Structural and Investment Funds Strategy
- 1.17 A strategic priority of the Sustainable Community Strategy (SCS) is to facilitate a housing offer that provides the quality and choice required to meet the needs of the community and to support future economic growth. The SCS identifies that a key to Middlesbrough's long-term prosperity is the ability to retain population and attract new people to settle in the town, and that this can only be achieved by significantly improving the quality of the town's housing offer. The housing priorities of the SCS are reiterated in the Middlesbrough 2020 Vision of which a key priority is to provide housing that better meets local demand and the need for growth.
- 1.18 The Statement of Ambition recognises an imbalance in the towns housing stock and the need to ensure that a range of housing is available to cater for a spectrum of needs and aspirations. The document emphasises, for the Tees Valley to be successful, it needs to be a successful locality. The overall 'offer' of the area must match the demand and aspirations for both residents and people moving into it. Housing is an important element of this.

Local Plan Preparation Process

- 1.19 There are a number of stages in undertaking this review. These stages are below and are set out in Figure 1:
- a) evidence gathering to establish an evidence base;
 - b) issues and options;
 - c) preferred options;
 - d) publication;
 - e) submission; and,
 - f) adoption.

Figure 1 – Local Plan preparation process



- 1.20 Issues and Options was the first main stage in the review process. The purpose was to gather views from the public and stakeholders on the housing issues that need to be addressed in the Local Plan. The Council consulted on this document in spring 2012.
- 1.21 Comments from the Issues and Options stage were used to develop the Preferred Option document. The policies in the document were in draft form at this stage of the plan preparation process. Consultation on the Council’s Preferred Options document took place from 23rd January 2013 to 7th March 2013.
- 1.22 Comments then informed the subsequent stage of the review process, the Publication document. The Publication document set out what the Council considered to be the appropriate policies to effectively address housing within the Borough. Between the 4th November 2013 and 16th December 2013 the Council sought views on whether the policies within the document were sound and legally compliant.
- 1.23 Minor amendments were made to the Publication document prior to submission of the Plan to the Secretary of State (SoS) on 21 March 2014. A Planning Inspector was appointed by the SoS to hold an examination into the soundness of the Plan, with public hearings held between 24 June 2014 and 26 June 2014.
- 1.24 Following discussions at the hearing sessions at the Inspector’s request the Council prepared a schedule of main modifications to the Plan, which were consulted on between 15 July 2014 and 26 August 2014. These modifications were considered by the Inspector in arriving at the conclusion that the Plan is sound.

How this document is set out

- 1.25 The Housing Local Plan document, should be read in conjunction with the Core Strategy, Regeneration DPD and saved policies from the old Local Plan (1999). Policies within this document replace housing policies with the Core Strategy and Regeneration DPD (see appendix 1 for a policy schedule).

Supporting documents

- 1.26 The Housing Local Plan is supported by a Sustainability Appraisal and Strategic Environment Assessment required by EU Directive EC/2001/42. The Sustainability Appraisal is a process through which the sustainability of a plan under preparation is assessed. The Scoping Report, along with the 10 sustainability objectives identified in the Scoping Report have been used to appraise further stages of the review. The Housing Local Plan is also supported by an Infrastructure Delivery Plan which sets out the infrastructure required for the proposed development.

HOUSING CORE STRATEGY

2 HOUSING SPATIAL PORTRAIT AND ISSUES

SPATIAL PORTRAIT

- 2.1 Middlesbrough's population has gradually declined over the last fifty years. Since peaking at about 160,000 in the 1960s the population has been steadily falling. 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, and the ability to deliver quality services to the population. Reversing this out migration will be one of the key drivers of change that will need to be tackled through the Local Plan.
- 2.2 The housing stock in Middlesbrough is primarily low value. 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 stabilise. The diversification of the housing stock to ensure that it is more balanced is one of the key challenges facing the Local Plan.
- 2.3 The housing stock within the inner Middlesbrough older housing areas does not meet modern requirements and is characterised by high vacancy rates, low prices and lack of demand. The Council is working with a range of partners to regenerate the Middlehaven, Grove Hill, Gresham and Acklam Green (Whinney Banks) areas in order to deliver new housing, which meets the needs of the population. It is in these areas that the Council aims to provide more affordable housing types. Due to changes in the economic climate and a reduction in regeneration funding, progress on these schemes has slowed down. It is likely that these schemes will now come forward at a slower rate. The areas still however remain a high priority for the Council.
- 2.4 In recent years although the proportion of brownfield development has been high compared to national and regional averages (80% between 2002 and 2012), 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.

ISSUES TO BE ADDRESSED

Addressing population decline

- 2.5 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 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.

Creating sustainable communities

2.6 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.

Creating a balanced housing market

2.7 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.

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

THE PREFERRED OPTION

Introduction

2.9 The economic downturn and the impact of Government spending cuts have had implications for the delivery of the housing sites in the Core Strategy (2008) preferred option. Between 2004-2012 only 1,005 additional houses were built against a target of 3,545. A total of 2757 dwellings were built over this time but 1752 dwellings were also cleared in this period. Many of the sites contained a number of flats/apartments for which the market has declined. The economic recession has not just impacted on the levels of house building, but also on the way development is financed and the sites developers choose to invest in partially based on mortgage availability in certain areas.

2.10 In addition to this, the consequence of the cuts to public spending has also impacted on the levels of funding available for public sector investment. This has had a significant affect on the delivery of regeneration schemes, which have resulted in far fewer dwellings being built than originally envisaged.

2.11 The approach in the Core Strategy (2008) has not been successful in delivering the housing required for Middlesbrough, as housing on the regeneration sites has not been delivered at the rate anticipated for the reasons set out above. The housing market conditions are not expected to significantly change in the foreseeable future. It is not, therefore, considered appropriate to continue with

this strategy. There are a number of options that could be considered in the future, as set out below.

Option 1: Development focused on regeneration sites

- 2.12 Under this option development would be prioritised on brownfield sites and focused on the existing regeneration areas within the north of the town for example Middlehaven, Gresham, Whinney Banks and Grove Hill. This approach has the benefit of ensuring that virtually all development would occur on previously developed land, however this option would not be successful on its own given the economic issues detailed above. If this option is chosen, the Council needs to consider how the resources to pump prime these regeneration sites can be delivered in the current economic climate and the lack of demand for housing in these areas.
- 2.13 This option is also unlikely to provide higher value housing which Middlesbrough requires to stem the out migration of economically active people. Regeneration sites alone would not be capable of accommodating all of Middlesbrough's growth requirements. This option also formed the focus of the preferred option of the Core Strategy (2008) and has proven to be unsuccessful.

Option 2: Development focused on the release of viable market sites

- 2.14 Under this option development would be focused on those sites considered to be viable in current market conditions. Such sites are likely to be in the south of the town where there is greater market demand for housing and fewer constraints to delivery. These sites are largely on greenfield land and would, therefore, have a negative impact in terms of living within environmental limits. However, this option would be most likely to provide the type of housing required to retain and attract people to Middlesbrough. One of the key issues here will be how can such sites support the regeneration of the urban areas. Another key issue is the impact of traffic generated from such developments on the local and strategic highway networks and the requirement for mitigation measures.

Option 3: Development spread through the town on a mix of sites

- 2.15 This option would mean development being dispersed on a range of sites through the town. Dispersal may provide an opportunity to provide a range of sites increasing housing choice, however, it could also result in an unsustainable pattern of development. This approach may not provide the critical mass needed to fund strategic infrastructure improvements necessary to deliver development, but could enable pressure on services and infrastructure across the town to be spread thus minimising the need for significant new infrastructure.

PREFERRED OPTION

- 2.16 The preferred option is based upon a careful balance between option 1 and 2. Regeneration sites will be prioritised but will be balanced with the development of viable sites in the southern parts of the Borough. A range of sites are

required to meet the town's quantitative and qualitative need for new housing. This strategy will provide sites which are viable to develop and in locations where people want to live. It is the viable sites which are more likely to provide the type of housing which will retain and attract people to Middlesbrough. The Council will support the redevelopment of regeneration sites through the strategic allocations in the south of the borough. Any proposals, which will prejudice the delivery of the regeneration areas, will be resisted.

- 2.17 Choosing one option would limit the type and amount of housing that could be delivered. Also, given the tight geographical boundaries of the borough there is a limited choice on where to develop.

HOUSING SPATIAL VISION AND OBJECTIVES

SPATIAL VISION

- 2.18 The spatial vision below for housing should be read in conjunction with the spatial vision for the Core Strategy (2008). It is based on the Middlesbrough 2020 Vision and the Sustainable Community Strategy.

In 2029, the population has been stabilised and is increasingly diverse. Many more families now remain in the area, attracted by the wide range of housing opportunities in safe and attractive neighbourhoods. The town has retained its population (net zero migration). Regeneration sites such as Middlehaven and Gresham have been significantly progressed.

SPATIAL OBJECTIVES

- 2.19 These objectives indicate how the housing spatial vision will be delivered and should be read in conjunction with the spatial objectives in the Core Strategy (2008). These objectives replace objective 3, 5 and 6.

Objective 1 – To stabilise population decline through the creation of sustainable communities that create an attractive environment to retain the population in the town.

This is also one of the aspirations of the Community Strategy. Stabilising the population is essential if Middlesbrough is to develop its role, with Stockton, at the heart of the Tees Valley. Stabilising the 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. Developments in the south and west of the borough including Brookfield and Coulby Newham are central to the delivery of this objective.

Objective 2 - 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.

Objective 3 – Deliver regeneration at Middlehaven, Gresham, Grove Hill and Acklam Green to create sustainable communities.

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. It is also a priority to deliver successful regeneration at Gresham, Grove Hill and Acklam Green.

HOUSING SPATIAL STRATEGY AND CORE DEVELOPMENT PRINCIPLES

- 2.20 Housing requirements for local authorities were previously set at the regional level through the Regional Spatial Strategy (RSS) and prior to that at the sub-regional level through the Tees Valley Structure Plan. The Government has now abolished the RSS meaning local authorities are now responsible for establishing the housing requirements for their areas.
- 2.21 The Government has set out through the NPPF its aim of boosting significantly the supply of housing in order to deliver a wide choice of high quality homes. The NPPF requires local planning authorities to identify sites and/or broad locations for housing for a minimum of 10 years and where possible for 15 years.
- 2.22 The chosen scenario for Middlesbrough which is a stable population will require a building rate of 410 dwellings per annum. This results in a housing requirement for a minimum of 6,970 dwellings over the plan period. This level of housebuilding will not be deliverable immediately and in the first five years it is considered that 300 dwellings per annum is a more realistic target. The housing requirement for the first phase of the plan has, therefore, been reduced by 550 dwellings (410 – 300 x 5 years) to account for the lower expected delivery between 2012 -17, with the shortfall being made good in the later years of the plan. The phasing has also been adjusted to take account of the NPPF requirement to provide an additional 20% buffer to the five year supply (moved forward from later in the plan period). The relevant five year period from adoption of the plan is 2014-2019. The housing target for this period is 1720 dwellings (300 x 3 years + 410 x 2 years) resulting in a buffer of 340 dwellings. The adjustments to the phasing are set out in Table 1.

Table 1: Adjusted housing requirement

	2012-19	2019-24	2024-29	Total
Objectively assessed housing need	2870	2050	2050	6970
Adjustment for lower deliverability in initial years	-550	+270	+280	0
NPPF 20% buffer	+340	-170	-170	0
Adjusted housing requirement	2660	2150	2160	6970

SPATIAL STRATEGY

2.23 The allocation of greenfield sites offers locations where a high quality environment and larger dwellings can be provided in order to help retain the Borough's population that has been lost previously to neighbouring authorities.

2.24 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 DPDs to ensure that these initiatives are delivered in a co-ordinated and complementary way. It is likely, however, that these regeneration sites will be slower to come forward, deliver fewer dwellings than previously envisaged and over longer time frames.

POLICY H1 SPATIAL STRATEGY

In relation to employment, 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

In terms of housing the core strategy looks forward to 2029 and makes provision for the following levels of housing development:

Phase	Number of dwellings
2012-2019	2,660 dwellings
2019-2024	2150 dwellings
2024-2029	2160 dwellings

The distribution of housing within the Borough will be delivered through development at the following strategic areas. These strategic areas are shown on the key diagram.

	Strategic Area	Number of dwellings
1	North Middlesbrough	1620 dwellings

2	East Middlesbrough	1100 dwellings
3	West Middlesbrough	1790 dwellings
4	South Middlesbrough	2460 dwellings

This development will be delivered through:

a) The development of the following strategic sites which will assist in stabilising the population of Middlesbrough and complement the regeneration of brownfield sites:

North Middlesbrough (1620 dwellings)

- Greater Middlehaven (450 dwellings)
- Inner Middlesbrough (including Gresham, Grove Hill and Acklam Green) (735 dwellings)

The remainder will be delivered on non strategic allocations.

East Middlesbrough (1100 dwellings)

- Land at Prissick (570 dwellings)

The remainder will be delivered on non strategic allocations.

West Middlesbrough (1790 dwellings)

- Land at Brookfield (1125 dwellings)
- Ladgate Lane (375 dwellings)

The remainder will be delivered on non strategic allocations.

South Middlesbrough (2460 dwellings)

- Hemlington Grange (750 dwellings)
- Land South of Coulby Newham (500 dwellings)
- Land at Stainton (325 dwellings)
- Land at Nunthorpe (a maximum of 600 dwellings)

The remainder will be delivered on non strategic allocations.

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 land between Middlesbrough and Stockton town centres will 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 dependant 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.

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.

All housing requirements and housing allocations in the Core Strategy and Housing DPD are minimum figures unless otherwise stated. Proposals for fewer than the minimum or more than the maximum dwelling requirements for a site will only be considered where it can be clearly demonstrated through a design led approach and having regard to the characteristics of the surrounding area and any site specific policy requirements that an alternative capacity is more appropriate.

NORTH MIDDLESBROUGH STRATEGIC LOCATIONS

GREATER MIDDLEHAVEN

- 2.25 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 800 dwellings. The regeneration of Middlehaven is a long term project between Middlesbrough Council and the Homes and Communities Agency. A Masterplan for Greater Middlehaven was produced in 2003 by Alsop Architects and a revised Development Framework for Middlehaven has been published for consultation in November 2012.
- 2.26 Much progress has been made in recent years at Middlehaven with the relocation of Middlesbrough College and its subsequent sixth form college extension, the Manhattan Gate office development and the completion of the 80 unit Community in a Cube (CIAC) building. Development has also occurred at the former St Hilda's area with the development of Boho Digital Enterprise Centre and Bohouse, which provide workspace and accommodation for digital media and creative companies, new Police Station on Bridge Street West and new youth centre called My Place and the Stages Academy. More recently, Keiro in partnership with Erimus Housing, have completed 'The Gateway' at Middlehaven which is a regional neuro rehabilitation building and associated step forward housing.

2.27 In order to ensure that the spatial vision is achieved, it will be necessary to ensure that the development at Middlehaven is phased. For the purposes of phasing, Greater Middlehaven will be divided into areas to be identified within the Housing 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 H2 GREATER MIDDLEHAVEN

Greater Middlehaven will be developed as a sustainable mixed use scheme comprising of the following uses and quantum.

	2012-2019	2019-2024	2024-2029	Post 2029
Residential	50	200	200	355
Non residential, including, offices, leisure and educational uses	60,000sq.m to 80,000sq.m	50,000sq.m to 70,000sq.m	30,000sq.m to 40,000sq.m	Not yet identified.

2.28 The broad phasing of this housing development will be in accordance with the provisions of policy H2.

2.29 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 Housing DPD.

INNER MIDDLESBROUGH

GROVE HILL

2.30 The Grove Hill regeneration scheme is a partnership between Middlesbrough Council and Erimus Housing to deliver up to 700 new homes. A number of properties have been cleared within the area and development on some sites has taken place. A Supplementary Planning Document (SPD) was adopted for Grove Hill in 2010 to guide the development of the area. An updated Grove Hill Development Strategy was approved by the Council in 2013 and has informed the production of the Local Plan Housing document.

GRESHAM

2.31 Original proposals for Gresham were based upon the clearance of 1500 dwellings, and their replacement by 750 new dwellings. These proposals have since been revisited and the number of properties to be demolished and the number of replacement dwellings have been scaled back; this is due to the reduction of available public funding.

2.32 Work has been ongoing to assemble the site for development over a number of years. A large number of properties have now been bought by the Council and work is ongoing to progress this further. Two phases of clearance has been undertaken.

ACKLAM GREEN (WHINNEY BANKS)

2.33 This regeneration scheme being led on by Bellway Homes involved large scale clearance of Central Whinney Banks and the development of 425 new dwellings. Permission was granted in December 2004, whilst the market was still buoyant. In total, nearly 100 dwellings have been built, the majority are owned by Registered Social Landlords. The scheme stalled due to the economic downturn, however, the developer has recently restarted construction. It is the intention of both the Council and the developer to bring development forward as soon as possible.

POLICY H3 INNER MIDDLESBROUGH (GRESHAM, ACKLAM GREEN, GROVE HILL)

The regeneration of the older housing areas of Inner Middlesbrough is a priority of the Council in order to help to deliver balanced and sustainable mixed-use communities. Regeneration activity will be focused upon the communities of:

Gresham;
Grove Hill; and
Acklam Green.

This will deliver a net total of 735 dwellings (1135 dwellings gross).

N.B. This figure includes -145 net dwellings for Gresham where there will be 345 demolitions over the plan period and 200 new builds. For Grove Hill there will be 55 demolitions and 610 new builds giving a net figure of 555 dwellings.

EAST MIDDLESBROUGH STRATEGIC LOCATIONS

PRISSICK

2.34 The majority of housing within East Middlesbrough will be delivered on non-strategic sites. The exception being Prissick. Prissick is identified as a location to create a sporting hub and also presents an opportunity for residential uses.

POLICY H4 PRISSICK

Prissick can accommodate 570 dwellings as part of a mixed development. The Council will work closely with partner organisations to ensure that the residential schemes are of high quality and create modern, vibrant and sustainable communities.

The focus of Prissick will be as a sports village, but there is an opportunity to incorporate residential development to help support the delivery of the sports complex and create a sustainable mixed-use community. Acceptable uses include:

- a sports village;
- residential;
- a new access road; and,
- car parking.

The sports village and associated facilities, the new access road and car parking are to be defined by the Prissick Masterplan.

WEST MIDDLESBROUGH STRATEGIC LOCATIONS

2.35 The majority of new housing within West Middlesbrough is proposed in two strategic locations, Brookfield and Ladgate Lane.

BROOKFIELD

2.36 The land to the west of Brookfield will be developed to create a new residential neighbourhood predominantly enclosed by green open spaces. This location has the potential to accommodate a minimum of 1,670 dwellings. A development of this scale will be delivered over a long time frame, with a proportion of the housing developed after the plan period.

2.37 As part of the development of the site a country park will be created for the benefit of all Middlesbrough residents, along with a primary school and local centre to serve the needs of the new residents.

POLICY H5 BROOKFIELD

Land to the west of Brookfield will accommodate 1,670 dwellings and will be developed to create a mixed and balanced community of a high quality design.

In addition to residential use the development will include:

- a) provision for a primary school;
- b) a local centre;
- c) a country park and local park; and
- d) a linking spine road to be completed by 2025.

LADGATE LANE

2.38 Land south of Ladgate Lane, (former Cleveland Police Authority Headquarters site) will be developed to create a high quality residential development of 375 dwellings. The development will reflect the predominantly three and four bedroom detached and semi-detached dwellings within neighbouring areas.

POLICY H6 LADGATE LANE

The land at Ladgate Lane provides an opportunity to create a sustainable, high quality, high value residential development of 375 dwellings.

SOUTH MIDDLESBROUGH STRATEGIC LOCATIONS

2.39 The majority of new housing in South Middlesbrough is located on urban extensions. The sites are in four strategic areas; Hemlington Grange, Land South of Coulby Newham, Stainton and Nunthorpe.

HEMLINGTON GRANGE

2.40 This policy sets out the development requirements for the regeneration of Hemlington Grange. Some flexibility will be allowed in the precise mix of uses to enable development to respond to changes in market requirements and to secure the most appropriate level and quality of development. Planning contributions will be required for areas such as highways, education and local facilities. Service providers will inform the required provision of utilities/services infrastructure. Delivery of infrastructure will be phased. Further detail on the implementation and distribution of the uses identified will be identified in the Housing DPD and Hemlington Grange masterplan. 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 the Core Strategy.

2.41 Hemlington Grange provides an opportunity to deliver a mix of three and four bedroom detached and semi-detached dwellings in an attractive location. These types of properties will help to rebalance the housing stock and will assist in retaining and attracting economically active people to the Borough.

2.42 The development of Hemlington Grange will complement the regeneration and renewal of the wider Greater Hemlington area. Site specific policies in the Housing DPD and the Hemlington Grange masterplan provide further detail on development requirements.

POLICY H7 HEMLINGTON GRANGE

Hemlington Grange will be developed to create a sustainable community of 1230 dwellings and 8ha of employment land. The Council will work closely with partner organisations to ensure that this development creates a modern, vibrant and sustainable community.

COULBY NEWHAM

2.43 Land at Newham Hall Farm to the south east of Coulby Newham, will be developed to create a high quality extension to the existing residential area. This location has the potential to accommodate 1,000 dwellings with around half of these expected to come forward beyond the plan period.

2.44 The Lingfield Farm area will be retained as an area of open space as a focus for recreational and community use for the existing residents of Coulby Newham and the future residents of the new development. Land south of Newham Hall provides an opportunity for expansion of the neighbouring golf course.

POLICY H8 COULBY NEWHAM

Land to the south of Coulby Newham will be developed to create a mixed and sustainable community of a high quality design. 1,000 dwellings will be accommodated on the site.

In addition to residential use the development will include:

- a) open space, play and community facilities focused on Lingfield Farm;
- b) enhancement of the role of Marton West Beck as a green corridor and integration with the new development; and
- c) access from the B1365.

STANTON

- 2.45 The policy sets out the broad requirements for the development of the Stainton area. If a need is proven for services such as a health facility / primary school, provision will need to be made within the Stainton area, or in close proximity in conjunction with neighbouring housing developments. Requirements for utilities/services infrastructure will be informed by service providers.
- 2.46 The land at Stainton creates an opportunity to deliver high quality three and four bedroom detached and semi-detached dwellings in an attractive location. This is the type of housing Middlesbrough has been lacking in previous years. Housing development of this type will assist in retaining and attracting economically active people to the borough. Site specific policies in the Housing DPD will provide further detail on the development requirements.

POLICY H9 STANTON

The Stainton area provides an opportunity to create a sustainable, high quality community of 325 dwellings. The Council aspires to see predominantly three and four bedroom detached and semi-detached dwellings in this area.

NUNTHORPE

- 2.47 Land at Nunthorpe will be developed to create a high quality residential environment spread over three sites, which will provide 600 dwellings over the Plan period. The individual characteristics of the three sites will be reflected in the housing types, ranging from bespoke executive to three and four bedroom detached and semi-detached dwellings residential schemes. By providing these dwelling types it will help to rebalance the town's housing stock and assist in retaining and attracting economically active people to the Borough.

POLICY H10 NUNTHORPE

Land at Nunthorpe can accommodate 600 dwellings over the plan period. The Council will work closely with partner organisations to ensure that residential schemes reflect the high quality executive and three and four bedroom detached and semi-detached dwellings that exists within the surrounding area.

Development in Nunthorpe should provide a suitable level of open space provision for recreational purposes.

REVITALISING THE HOUSING MARKET

INTRODUCTION

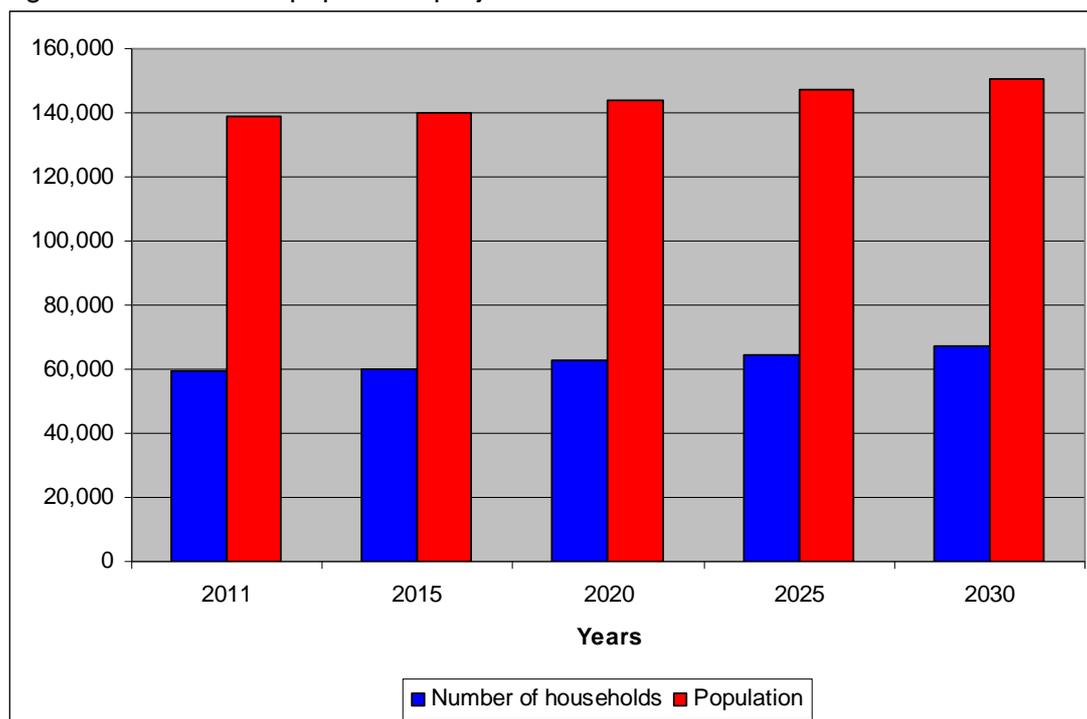
- 2.48 Delivering sufficient additional new homes in Middlesbrough is central to achieving the Core Strategy's spatial vision of a wide range of housing opportunities in sustainable communities. It will be essential to Middlesbrough's

future economic prosperity, 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.

HOUSING REQUIREMENTS

- 2.49 A net housing requirement of 6,970 dwellings is proposed for Middlesbrough for the period 2012 to 2029. This requirement is based on meeting the full housing needs arising through natural change to Middlesbrough's population as a result of birth rates being higher than death rates.
- 2.50 In recent decades there has been significant out migration, predominantly to adjoining Boroughs where higher levels of house building have taken place. Spatial Objective 3 seeks to retain existing residents in order to stabilise and reverse population decline. This will require a reversal in previous outmigration trends. The housing requirement has, therefore, been established by modelling the impact that achieving zero net migration would have on the population and the number of households in the Borough over the lifetime of the plan.
- 2.51 It is recognised that current net outmigration levels will not be reversed immediately. The modelling has, therefore, assumed that zero net migration will be achieved from 2015 onwards by which time a number of sites within the south of the Borough are expected to be delivering significant housing numbers.
- 2.52 The projections indicate that Middlesbrough's population will increase by 11,700 people and the number of households will increase by 7,870 between mid 2011 and mid 2030. This equates to an increase of 410 households per annum. This period covers 19 years, whereas the plan covers 17 years. The projected increase in the number of households over the plan period is, therefore, 6,970 net additional dwellings (410 x 17 years). Each of these households equates to an additional house, hence the housing requirement of 6,970 net additional dwellings. The projected increases are shown in Figure 2.

Fig 2: Household and population projections



HOUSING STRATEGY

2.53 Middlesbrough is a borough with significant housing challenges, including:

- longstanding trends of out migration to neighbouring areas;
- neighbourhoods with an unbalanced housing stock;
- major challenges around the future of older housing and areas of social housing decline; and,
- a significant emerging pipeline of development opportunities.

2.54 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 Local Plan 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 successful residential areas. The strategy reflects the Council's development priorities as set out in Policy H1 Spatial Strategy.

- 2.55 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, the town centre, Gresham, Grove Hill and Acklam Green, provides the opportunity to deliver the environmental and market change necessary to create a high quality urban environment. This will provide an important strand in the strategy to stabilise the Borough's population.
- 2.56 The emphasis in these 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 with the population being among some of the poorest in the area.
- 2.57 East Middlesbrough is an area of predominantly social housing, pocketed with right-to-buy and owner occupied homes. This area has some significant underlying socio-economic problems that threaten long-term sustainability, even if current social housing demand remains reasonable. However, the area west of the railway, at Prissick has been the focus of recent private sector house building activity to provide three and four bedroom detached and semi-detached dwellings for the owner occupied market.
- 2.58 The strategy in East Middlesbrough is to direct regeneration activity and investment in social housing, and further diversification of the housing stock through private sector development to create a more sustainable balanced community. The popularity of new housing at Prissick will be reinforced by the release of additional housing land in this strategic location.
- 2.59 West Middlesbrough contains a number of popular suburbs consisting primarily of mid value housing. Given the established nature of these neighbourhoods there are only limited opportunities for new development within the existing residential areas. The focus of new housing development will be on the creation of a range of house types to deliver mixed and balanced communities at land west of Brookfield and at the Police headquarters site on Ladgate Lane.
- 2.60 South Middlesbrough contains the majority of the town's most affluent and sought after residential locations. It is here where the house building industry has shown strong interest. The strategy here is to provide higher value housing, including executive housing, to meet aspirations and to stem outmigration to adjoining Boroughs. New housing development will be focused upon the strategic housing sites at Hemlington Grange, Coulby Newham, Stainton and Nunthorpe. Developments will be required to be of high design quality that integrates well with the high environmental quality of the location and respects the character of existing successful neighbourhoods.
- 2.61 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.

POLICY H11 HOUSING STRATEGY

The housing requirement of 6,970 net additional dwellings will be provided in locations that are in general accordance with the development priorities identified in Policy H1 Spatial Strategy. The strategic locations for meeting this requirement, and their phasing, are as follows:

	2012-19	2019-24	2024-29	Total
Net completions 2012-13	290			290
Extant planning permissions at 1.04.2013 ¹	405	80	80	565
Housing allocations – strategic locations:				
North:				
Greater Middlehaven	50	200	200	450
Inner Middlesbrough	-35	500	270	735
East:				
Prissick	470	100		570
West				
Brookfield	375	375	375	1,125
Ladgate Lane	165	175	35	375
South				
Hemlington Grange	250	250	250	750
Stainton	105	175	45	325
Coulby Newham		250	250	500
Nunthorpe	165	130	300	595
Allowance for future demolitions		-100	-100	-200
Minimum requirement for non-strategic housing allocations	630	15	420	1065
Total housing requirement	2,660	2,150	2,160	6,970

The phases are indicative only and the Council will not seek to restrict allocated sites

¹ Excludes allocated housing sites which have planning permission.

coming forward in earlier phases.

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 the delivery of regeneration sites 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) providing a wider range of housing types including more family housing and higher value dwellings; and
- d) consolidating and building upon the success of popular neighbourhoods.

This translates into the following strategy for the strategic areas:

North Middlesbrough:

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 (Gresham, Acklam Green, Grove Hill)

- 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 selective demolition of terraced properties; and
- the implementation of a toolkit of neighbourhood management, private landlord licensing and other initiatives.

West Middlesbrough

- maintain the quality of life through protecting the existing high environmental quality of the areas;
- new housing to meet aspirations and create a sustainable and balanced mix of housing;
- new development will be of a high quality design and density appropriate to the location; and

- creation of new mixed and balanced communities at the strategic sites of Brookfield and Ladgate Lane.

East Middlesbrough

- invest in sustainable social stock;
- diversify tenure and mix to create a more balanced housing stock; and
- develop a range of high quality mid value housing at Prissick.

South Middlesbrough

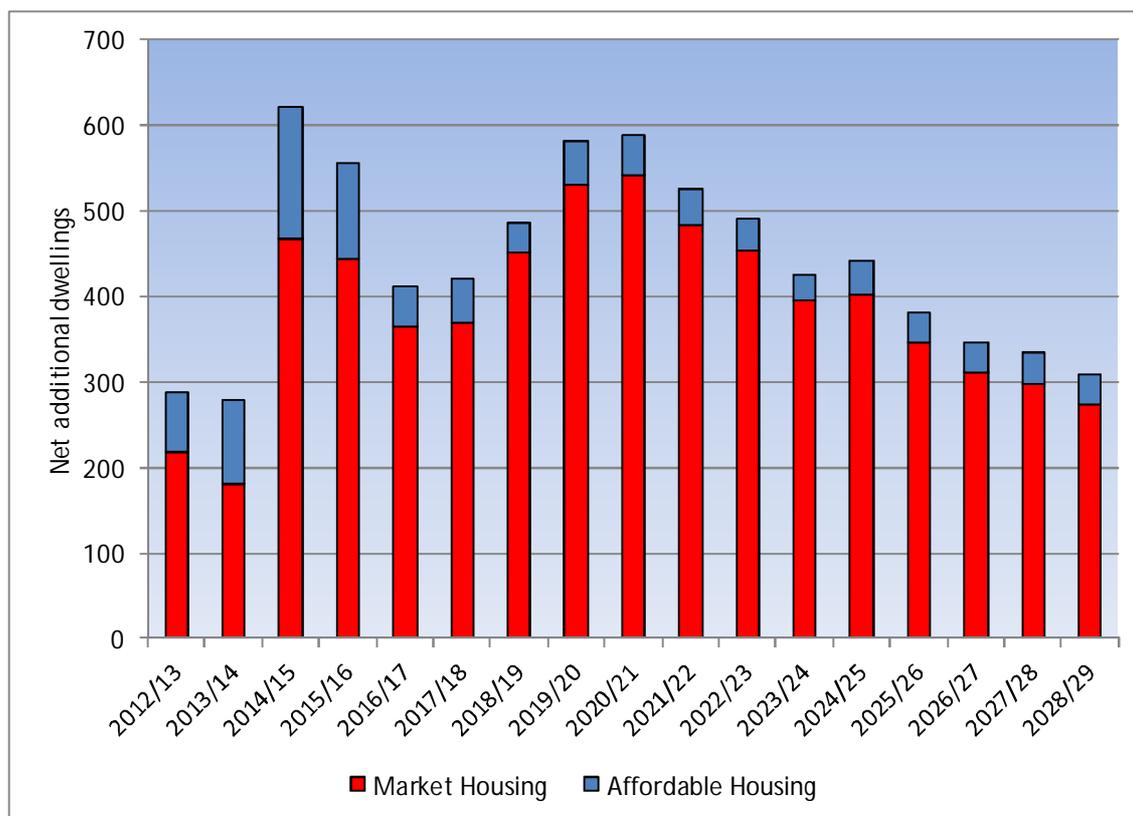
- maintain the quality of life through protecting the existing high environmental quality of the areas;
- new housing to meet aspirational needs and create a sustainable and balanced mix of housing;
- new development will be of a high quality and density appropriate to the location; and
- provision of higher value housing at the strategic sites of Hemlington Grange, Coulby Newham, Stainton and Nunthorpe .

2.62 The housing trajectory at Figure 3 demonstrates the level of net additional dwellings expected to come forward over the lifetime of the plan from extant planning permissions, strategic housing allocations in the Core Strategy and housing allocations in the Housing DPD.

2.63 The Council will use a 'plan, monitor, manage' approach to ensure that the housing requirement set out in Policies H1 and H11 is achieved. The Council will monitor housing completions, demolitions and extant planning permissions; in the AMR. A full list of housing based monitoring is set out in chapter 14 of the existing Core Strategy.

2.64 The monitoring process will inform whether additional sites need to be brought into the five year supply of deliverable housing, which will be updated annually through the AMR.

Fig 3: Housing Trajectory



2.65 If the housing target is not being achieved, additional sites will be advanced into the five year supply with priority being given to strategic locations and sites which can be delivered in the shortest timescale. Where the AMR indicates that the level of expected housing completions is likely to fall below 20% of the target in any phase, the following 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.

2.66 There are risks associated in achieving the level of housing delivery identified for the 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 strategic sites in south Middlesbrough, including Brookfield, Hemlington Grange, Stainton, Coulby Newham and Nunthorpe will be dependent on provision of infrastructure. These risks have been taken into account in establishing the housing figures in policy H11. 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.

2.67 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.

AFFORDABLE HOUSING

2.68 There is a lack of high quality affordable housing in Middlesbrough. Most affordable housing is located in areas of poor quality housing. Achieving a good supply of high quality affordable housing will be important to provide housing choice for families in housing need, those affected by the Council's proposals for selective demolition in inner Middlesbrough and to contribute to the achievement of balanced communities.

2.69 The Tees Valley Strategic Housing Market Assessment (SHMA) identifies a need for 189 affordable dwellings per annum in Middlesbrough. This represents 46% of the overall housing requirement of 410 dwellings per annum. It would not be economically viable to seek to deliver this level of affordable housing. The Whole Plan Viability (WPV) study indicates that a 15% affordable housing target could realistically be delivered on sites in the south of the Borough.

2.70 Within the northern areas of Middlesbrough the WPV study indicates that it is not economically viable for open market housebuilders to provide an affordable housing contribution. In order to ensure that a range of affordable housing is available throughout the Borough, Policy H12 seeks a third of the affordable housing on the southern sites to be delivered on site with two thirds provided as a financial contribution to fund off-site provision within the regeneration areas. In addition, some sites in the north will be delivered by registered social landlords for predominantly affordable housing.

POLICY H12 AFFORDABLE HOUSING

Housing developments of five or more dwellings within the wards of Acklam, Brookfield, Coulby Newham, Hemlington, Kader, Ladgate, Marton, Marton West, Nunthorpe and Stainton & Thornton will be required to provide a 15% affordable housing contribution.

On sites of 30 or more dwellings a third of the affordable housing requirement shall be provided on site with the remainder provided as a financial contribution to fund affordable housing within regeneration sites. On sites under 30 dwellings the affordable housing requirement shall be provided as an offsite financial contribution to fund affordable housing within the regeneration sites.

The Council will relax the affordable housing requirement where the applicant can demonstrate that the requirement would make a development economically unviable. Variations in the proportion of on/off-site provision will be considered where it can be demonstrated that this would better contribute to the creation of mixed and balanced communities through the diversification of housing tenure. However, a minimum of 5% must be provided on site, on sites of 30 or more dwellings, unless otherwise indicated in specific policies.

In negotiating the type and size of affordable housing to be provided the Council will have regard to meeting the needs of older people and people with disabilities within the housing mix where sites are suitable.

The affordable housing should be distributed throughout sites in small clusters of dwellings.

2.71 The amount payable in lieu of each affordable dwelling required will be the market valuation of an equivalent dwelling in the locality minus the appropriate registered social landlord purchase price.

GYPSY AND TRAVELLING SHOWPEOPLE

2.72 As part of Middlesbrough's overall future housing provision over the plan period, the Council is committed to making an appropriate contribution towards meeting the likely permanent and transit needs of Gypsies and Travellers, and Travelling Showpeople in the area. This will be provided in a way that facilitates the traditional and nomadic way of life of travellers, while respecting the interests of the settled community.

2.73 Published in March 2012 in support of the NPPF, the Department for Communities and Local Government's Planning Policy for Traveller Sites states local planning authorities should:

- set pitch targets for Gypsies and Travellers, and plot targets for Travelling Showpeople;
- identify and updated annually, a supply of specific deliverable sites sufficient to provide five years' worth of sites against their locally set targets; and
- set criteria to guide land supply allocations where there is identified need.

EXISTING PROVISION AND MEETING IDENTIFIED NEED

2.74 Middlesbrough currently has one Council-run site for Gypsies and Travellers (Metz Bridge) containing 21 pitches, and one privately run Travelling Showpeople yard (North Ormesby) with 10 plots.

2.75 Taking into account the findings of the 2009 Tees Valley Gypsy and Traveller Accommodation Assessment (GTAA), and the provision of recent additional plots at the Metz Bridge site subsequently, a further two gypsy and pitches are required over the plan period. The identified need for three Travelling Showpeople plots has not changed. In order to meet this identified need, the Council has allocated land within the boundary of the existing Gypsy site and adjacent to the existing Travelling Showpeople yard, both of which are well established for these uses already. Any development on the allocated land or elsewhere will be required to be in accordance with Policy H13, as well as relevant general Local Plan policies (e.g. CS4, CS5 and DC1). The Tees Valley GTAA sets out the need for gypsy and traveller pitches up to 2021. An early review will be required to ensure that the Council can demonstrate that a five

year supply of deliverable sites is available and maintained across the timeframe of the Plan. The timing of the review will be informed by the AMR.

POLICY H13 PROVISION FOR GYPSIES AND TRAVELLERS, AND TRAVELLING SHOWPEOPLE

When considering proposals for Gypsy and travelling showpeople 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 Proposals for the provision of Gypsy and Traveller sites, or Travelling Showpeople yards elsewhere will be approved where they accord with relevant Local Plan policies (particularly CS4, CS5 and DC1) and providing they:

- a) have suitable and adequate highway access, provision for turning and servicing;
- b) have parking provision in accordance with adopted standards;
- c) are conveniently located for access to schools, health and other facilities, without placing undue pressure on such local infrastructure;
- d) will not have a significant detrimental effect on the amenity of occupiers of adjoining or nearby properties;
- e) are adequately screened and landscaped to maintain visual amenity, and provide sufficient privacy and security, without isolating travelling communities from settled communities;
- f) are not located in an area at high risk of flooding;
- g) are not located where they may be subject to unacceptable pollution from noise, dust, fumes or smell, or potential nuisance or hazard created by existing or approved commercial or industrial activities; and
- h) if required, are large enough to accommodate mixed or separate residential and business uses, and additional parking space for extra caravans, cars and lorries.

The Council will monitor the provision of pitches to ensure a five year deliverable supply is maintained. A review of the Gypsy and Traveller Accommodation Assessment will be undertaken to identify the number and location of any additional pitches required beyond 2021 to ensure a continuous supply is provided to meet needs.

CONNECTING MIDDLESBROUGH

2.76 The following paragraphs and policy CS17 from the Core Strategy 2008 in relation to connecting Middlesbrough have been amended to take account of the requirement for the new link road from Ladgate Lane to Longlands Road to deliver the proposed housing allocations and the link road from Low Lane to Mandale Road.

A19 CORRIDOR

2.77 The A19 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, 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. For example, it is considered that a link road from Low Lane to Mandale Road will relieve pressure on the A19/A174 junction.

A66 CORRIDOR

2.78 This is the principal east-west transport corridor linking Middlesbrough with the A1, trans-pennine routes, the strategic gateways of Durham Tees Valley Airport to the west, and Teesport to the East. 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.

2.79 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.

2.80 The A66 links several development opportunities between Middlesbrough and Stockton town centres, and beyond to Teesport and the South Tees area.. 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.

EAST MIDDLESBROUGH CORRIDOR

2.81 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. A new link road from Ladgate Lane to Longlands Road has the potential to reduce congestion on Marton Road.

Conversely the Esk Valley railway line is under utilised and has potential to help improve accessibility into the town.

2.82 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.

2.83 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

2.84 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. In the context of the Tees Valley it is an important strategic corridor. Developments in the south of the borough, 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 Tees Valley.

2.85 The corridor is wider than just the A174 and takes in the nearby east-west transport routes, including the B1380. 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. All major developments will be expected to include a comprehensive network of cycleways and pedestrian routes that permeate throughout the site and link into the wider strategic network.

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, A174, and East Middlesbrough transport corridors. Such measures may include:

- i. junction improvements at key interchanges;
- ii. new road links;
- iii. improvements to infrastructure, facilities, stations and services on the Darlington to Saltburn, and Esk Valley railway lines;
- iv. introduction of park and ride facilities e.g. Nunthorpe; and
- v. 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.

CREATING A QUALITY ENVIRONMENT

2.86 The following paragraphs and policy CS20 from the Core Strategy 2008 in relation to creating a quality environment have been amended to take account of the proposed country park at Brookfield.

GREEN INFRASTRUCTURE

2.87 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.

2.88 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 'liveability' of the town, support regeneration and bio-diversity, promote sustainability and make the best use of land.

2.89 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.

2.90 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;
- 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

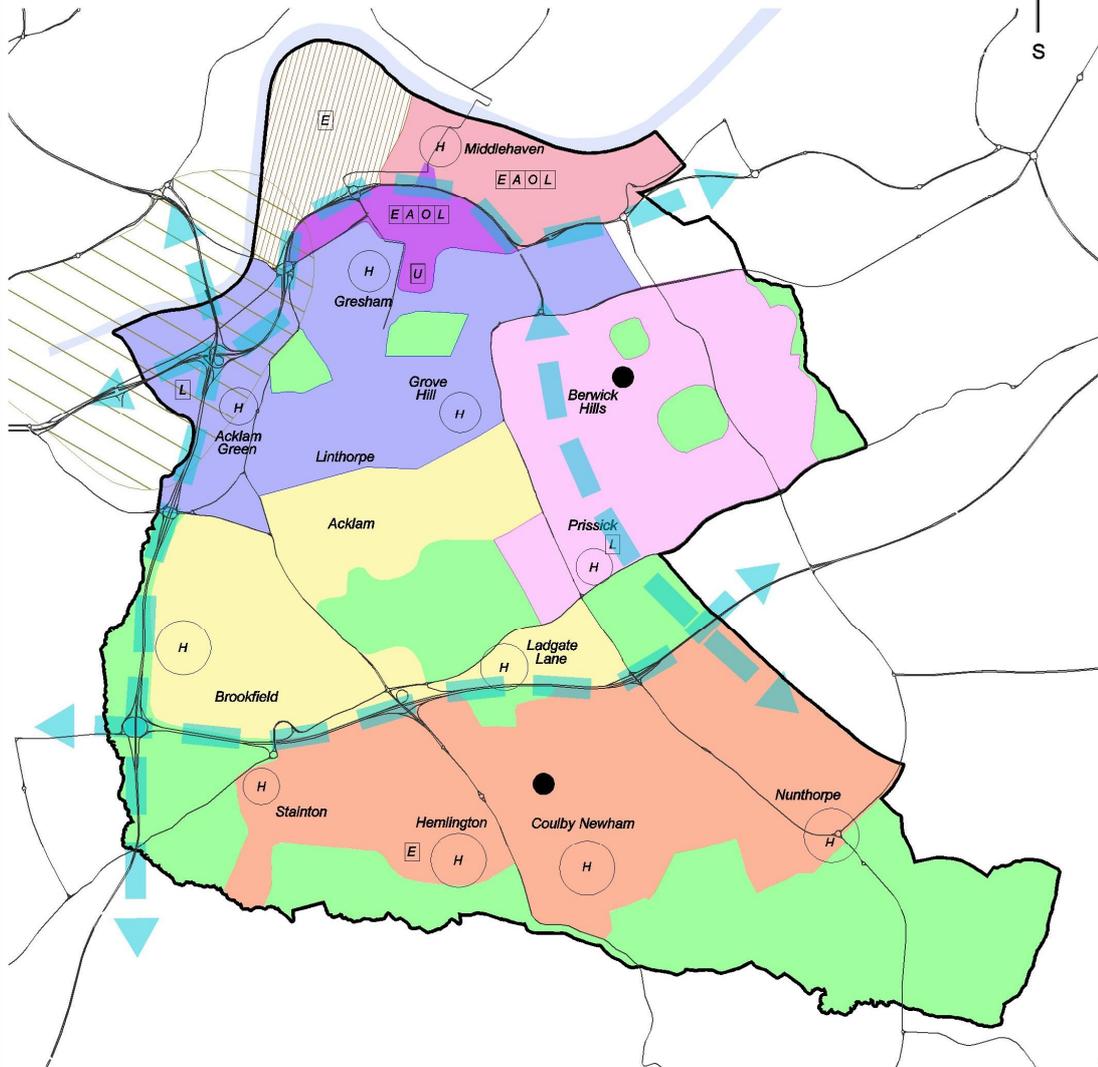
The Council will work with partners to ensure the successful creation of an integrated network of green infrastructure. This will be delivered through a planned network of multi-functional green space and inter-connecting links which are designed, developed, and managed to meet the environmental, social, 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. Brookfield 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.

Local Plan Core Strategy Key Diagram



KEY

H	STRATEGIC HOUSING LOCATION - H1 - 11		MAJOR OPEN SPACE - CS20		GREEN BLUE HEART - H1, CS14, 21
E	STRATEGIC EMPLOYMENT LOCATION - H1,2,7,CS7		NORTH MIDDLESBROUGH - H11		GREATER MIDDLEHAVEN - H1,2,11, CS7,14
O	STRATEGIC OFFICE LOCATION - H1,2,CS7		EAST MIDDLESBROUGH - H11		TOWN CENTRE - H1, CS7,13
L	STRATEGIC LEISURE SITES - H1,2,CS14,21		SOUTH MIDDLESBROUGH - H11		RIVERSIDE PARK - H1, CS7
A	APARTMENTS - H11		WEST MIDDLESBROUGH - H11		TOWN BOUNDARY
U	UNIVERSITY - H1, CS7		MAIN ROADS		RAILWAY LINE
	DISTRICT CENTRES - CS13		TRANSPORT CORRIDORS - CS17		RIVER TEES - CS20

HOUSING DEVELOPMENT PLAN DOCUMENT

3 INTRODUCTION

- 3.1 This Housing DPD will form part of the Middlesbrough Local Plan and is in conformity with the Core Strategy 2008 and the Housing Core Strategy. The document is also in conformity with the NPPF and the Middlesbrough 2020 Vision and the Middlesbrough Sustainable Community Strategy.
- 3.2 This Housing DPD will provide more detail on the strategic sites identified in the Housing Core Strategy including the regeneration sites of Middlehaven and inner Middlesbrough and new sustainable communities at Coulby Newham and Brookfield. It will also allocate non-strategic sites for housing. These site-specific policies will be used in the determination of planning applications. The format of the document reflects that of the Housing Core Strategy in that policies are set out on a geographical basis across Middlesbrough.

STRATEGIC HOUSING ALLOCATIONS

NORTH MIDDLESBROUGH

3.3 The majority of housing allocations in North Middlesbrough are located on brownfield regeneration sites. These sites remain a key priority for the Council to bring forward for development. Housing Core Strategy policies H1, H2, H3 and H12 identify Middlehaven and inner Middlesbrough as locations for housing.

Middlesbrough 2020 Vision

3.4 The Vision for Middlesbrough in 2020 has a number of priorities, a key one being the regeneration of key development sites including Middlehaven and providing housing to meet local demand which includes redeveloping older housing areas.

Middlesbrough Sustainable Community Strategy

3.5 The regeneration of Greater Middlehaven and Inner Middlesbrough will assist in delivery of a number of the priorities identified in the Sustainable Community Strategy. These include:

- i establishing an environment that encourages and supports economic vitality and quality of life that attracts people and businesses to Middlesbrough;
- ii ensuring that the type, mix and range of new housing developments provides choice, quality and affordability, whilst meeting residents aspirations;
- iii major cultural projects and flagships that act as economic drivers by contributing to the quality of the town's image and environment;
- iv. addressing over-supply of unsuitable, obsolete properties in both private and social sectors;
- v. supporting the development of sustainable neighbourhoods through improvement and development; and,
- vi. providing good-quality, readily available locations for new housing to meet the needs of a stable population.

SUSTAINABILITY APPRAISAL

3.6 As proposed housing sites comprising the North Middlesbrough strategic housing allocation are large sites on brownfield land, related policies were assessed as being likely to have strong positive impacts against environmental SA objectives. This (assessment) was justified because of the (significantly) reduced need for greenfield land take-up, as well as the fact all sites enjoy excellent access to local and district facilities. In addition, criteria within adopted Core Strategy policies also provide a means of mitigating or reducing the extent of potential negative impacts. Against social and economic SA objectives,

policies were assessed as being likely to have a market, and in terms of sustainable communities. This is because they could help Middlesbrough to retain a significant amount of residents, contributing towards stemming its long-term population decline, with resulting economic benefits (e.g. increased workforce).

GREATER MIDDLEHAVEN

INTRODUCTION

- 3.7 The regeneration of the Greater Middlehaven area, as outlined in the Core Strategy, is an important element in the delivery of the spatial vision. The policies contained within this section detail how the development will be taken forward in the Housing DPD.
- 3.8 The Greater Middlehaven area covers approximately 120 hectares and comprises a number of distinct character areas. The policy framework identified here sets out, in conjunction with the Core Strategy, how these areas will be developed to achieve the quality of development required from this flagship project.
- 3.9 A framework masterplan was produced in 2004 and this has provided the basis for proposals for the regeneration of the area. Significant progress has been made in the past 6 years with over £120 million of investment, primarily in commercial and educational uses. This masterplan was updated in 2012, and promotes a flexible approach to mixed use development. It also re-establishes the historic grid pattern and creates a new urban park. Middlehaven will have a more commercial focus than previously anticipated and as stated in the Core Strategy will accommodate up to 800 dwellings. This commercial focus will be offices, leisure and education. New housing proposed in this location will be aimed at niche housing markets, for example with development of apartments or the Urban Pioneers scheme. The urban pioneers proposal is to sell parcels or plots of land for the development of small numbers of dwellings. It is based on attracting people who are interested in creating spaces and accommodation primarily for their own use rather than monetary gain.
- 3.10 Given the commercial focus now being proposed for Middlehaven any new residential development allocated elsewhere is likely to complement these regeneration activities. This will be achieved potentially by providing a stronger economic and population base which will support and strengthen commercial activities. It is unlikely that any new development elsewhere will compete with the residential offer of Middlehaven. Middlehaven may be in position to provide for the types of housing that cannot be accommodated elsewhere.

STRATEGIC CONTEXT

LDF Core Strategy

- 3.11 The policies in this section detail how those of the Housing Core Strategy, in particular Policy H1 - Spatial Strategy and Policy H2 – Middlehaven and H11 Housing Strategy will be taken forward. Other relevant policies from the Core Strategy (2008) include:

- CS7 – Economic strategy;
- CS13 – A strategy for the town, district, local and neighbourhood centres;
- CS14 – Leisure development;
- CS15 – Casinos; and
- CS17 – Transport strategy.

GREATER MIDDLEHAVEN – PHASING

- 3.12 Policy H2 of the Housing Core Strategy sets out the proposed phasing for the 450 dwellings over the plan period, to be provided at Greater Middlehaven between 2012 and 2029, divided into three time periods. Policy CS7 of the Core Strategy (2008) sets out the phasing of brownfield mixed use land at the site up to 2021. Due to the scale of the regeneration project, Greater Middlehaven will be brought forward in eight smaller development areas. Policy H14 overleaf sets out the proposed phasing of these smaller development areas and the appropriate mix and scale of uses that could be accommodated. This is intended to develop a sustainable long-term confidence in the area and set in context of very limited public sector enablement resources.
- 3.13 The phasing of these smaller development areas will enable infrastructure to be provided in a logical and timely manner. The first of the areas to be developed will be Boho and the creation of the Middlehaven Spine Road and new park. Greater Middlehaven will then be developed outwards from these. There are currently no plans to relocate the Halterman chemical works, but it is necessary to include the site within the framework so that there is an appropriate policy context to consider any future proposals if the site were to become available. Riverside Stadium is an existing use, and the proposals here are to retain the football stadium and allow for ancillary development if appropriate.
- 3.14 As Middlehaven is developed, changing market requirements may require these phasing proposals to be re-examined, so it is important that some flexibility is retained in the policy to enable development proposals to respond to the market. The AMR will be used to monitor the delivery of Middlehaven and, where necessary and appropriate, amend the phasing of development proposals. When considering the potential impact of development proposed in H14 upon the highway network, in addition to the policies in this DPD it will also be necessary to comply with the provisions of policy CS18 (Demand Management) of the Middlesbrough Core Strategy 2008.

POLICY H14 GREATER MIDDLEHAVEN – MIX OF USES AND PHASING

Within the Greater Middlehaven area as shown on the proposals map, the following mix of uses will be considered acceptable. These levels of development should not be seen as being prescriptive but a guide to inform development proposals.

	2012-19	2019-24	2024-29	Post 2029
Residential	50	200	200	355
Office	20,000sq.m-30,000sq.m	20,000sq.m-30,000sq.m	10,000sq.m to 20,000 sq.m	Not yet identified.
Retail	2,000sq.m	2,000sq.m	1,000sq.m	Not yet identified
Retail warehousing	9,000sq.m	-	-	-
Leisure	10,000sq.m	10,000sq.m-15,000sq.m	10,000sq.m	Not yet identified.
Hotel	10,000sq.m	10,000sq.m-15,000 sq.m	10,000sq.m	Not yet identified
Education	20,000sq.m-30,000sq.m	10,000sq.m	-	Not yet identified.

This will be expressed in the following character areas as shown on the proposals map:

Character area	Appropriate use
a) Boho	Focus on office/business spaces, hotel and leisure, restaurants and café use with some residential including apartments.
b) Middlesbrough Dock	Commercial focus including office, hotel and leisure, education, ancillary retail with some specialist residential (apartments, sheltered housing and student).
c) Tees Neighbourhood	Residential focus particularly family housing and specialist housing.
d) Tees River Front	Residential/employment use.
e)Halterman Chemicals	No specific uses identified.
f) Riverside Stadium	No specific uses identified.
g) Cargo Fleet	Retail warehousing.
h) South Tees Industrial Zone	No specific uses identified.

These figures include the development identified within the Middlehaven Sector of the Town Centre policy Regeneration DPD Policy REG23.

The development of Greater Middlehaven will be focused in the first phase around Boho and the creation of the Spine Road in the Tees Neighbourhood area. Development will be progressed outwards from Boho/Middlesbrough Dock area through the plan period.

Some flexibility will be allowed in phasing and quantum of development, to allow development opportunities to be brought forward:

- a) in response to changing market demands; and

b) where harm would be caused to the implementation of the Greater Middlehaven strategic framework if the proposed development was not to be permitted.

Any proposals to amend the above phasing will need to be fully justified.

GREATER MIDDLEHAVEN – GENERAL DEVELOPMENT AND DESIGN PRINCIPLES

3.15 Central to the vision set out in the Greater Middlehaven Strategic Framework Plan is a high standard of urban design and exceptional architectural quality in order to set a new benchmark for design in the Tees Valley. A number of signature buildings have already created the anchors for further high quality development. The vision particularly focusing on contemporary design for the renaissance of Greater Middlehaven can be summarised as:

- transforming Middlesbrough – a step change in how Middlesbrough is perceived and to establish Middlesbrough as a forward thinking, imaginative and dynamic town;
- promoting urban living – extend diversity, quality and choice in new housing to meet emerging aspirations;
- social, community and economic linkages – focusing new leisure, learning, living and employment opportunities in one area in order to maximise their accessibility to the town centre and adjoining communities;
- accessibility and connections – improve accessibility and connectivity between the town centre and the riverside as well as adjoining communities and other land uses by building upon the existing transport infrastructure and other public networks;
- mixed use – create a mixed use development providing high quality leisure, employment, housing and environmental infrastructure which together are the main attraction of urban living 24 hours a day;
- effective public realm – a thriving and safe public realm, properly integrated with its surroundings and linked effectively and directly with adjoining communities and land uses. A connected network of spaces;
- quality of urban design – central to the vision is a high standard of building and environmental design all based around identified key design principles focusing on contemporary architecture;
- exceptional architectural quality – if the area is to become a destination of choice for those working, living, playing and visiting, then there should be a focus on contemporary architectural quality and innovation; and
- sustainability – good design and site planning will enable the people of Middlesbrough to live, work and enjoy Middlehaven in a more

environmentally sustainable way, with less noise, pollution and traffic congestion and greater energy and resource efficiency.

3.16 There is also an opportunity to incorporate biodiversity by design practices within those sites with a riverside frontage i.e. areas B, E, and J. This could involve creating and maintaining appropriate Tees Valley Biodiversity Action Plan habitats such as salt marshes and mud and sand flat habitats to help support bird species of knot, redshank and dunlin.

POLICY H15 GREATER MIDDLEHAVEN – DEVELOPMENT AND DESIGN PRINCIPLES

The development of Greater Middlehaven will be characterised by innovative and contemporary architecture that creates quality of place and reflects its status as a flagship regeneration scheme at the heart of the Tees Valley city region. The following general principles will guide the design and development of the scheme to ensure that this aspiration is achieved.

a) Layout	Development will be expected to reflect the traditional grid pattern of the Middlehaven area.
b) Mix of uses	developments will be expected to contain a range of uses both horizontally and vertically within buildings;
c) Active frontages	to contribute to vitality, provision will be made for active ground floor uses throughout the Greater Middlehaven area, but in particular along the edges of Middlesbrough Dock and along Albert Road, Queens Square/Cleveland Street and along Bridge Street East/Dock Street;
d) Development density	higher density development will be promoted along the northern and southern edges of Greater Middlehaven;
e) Height and massing	a range of heights for each particular land use element and development area should be identified reflective of the character and aspirations for that area, contribute positively to views and vistas, reflective of innovative and

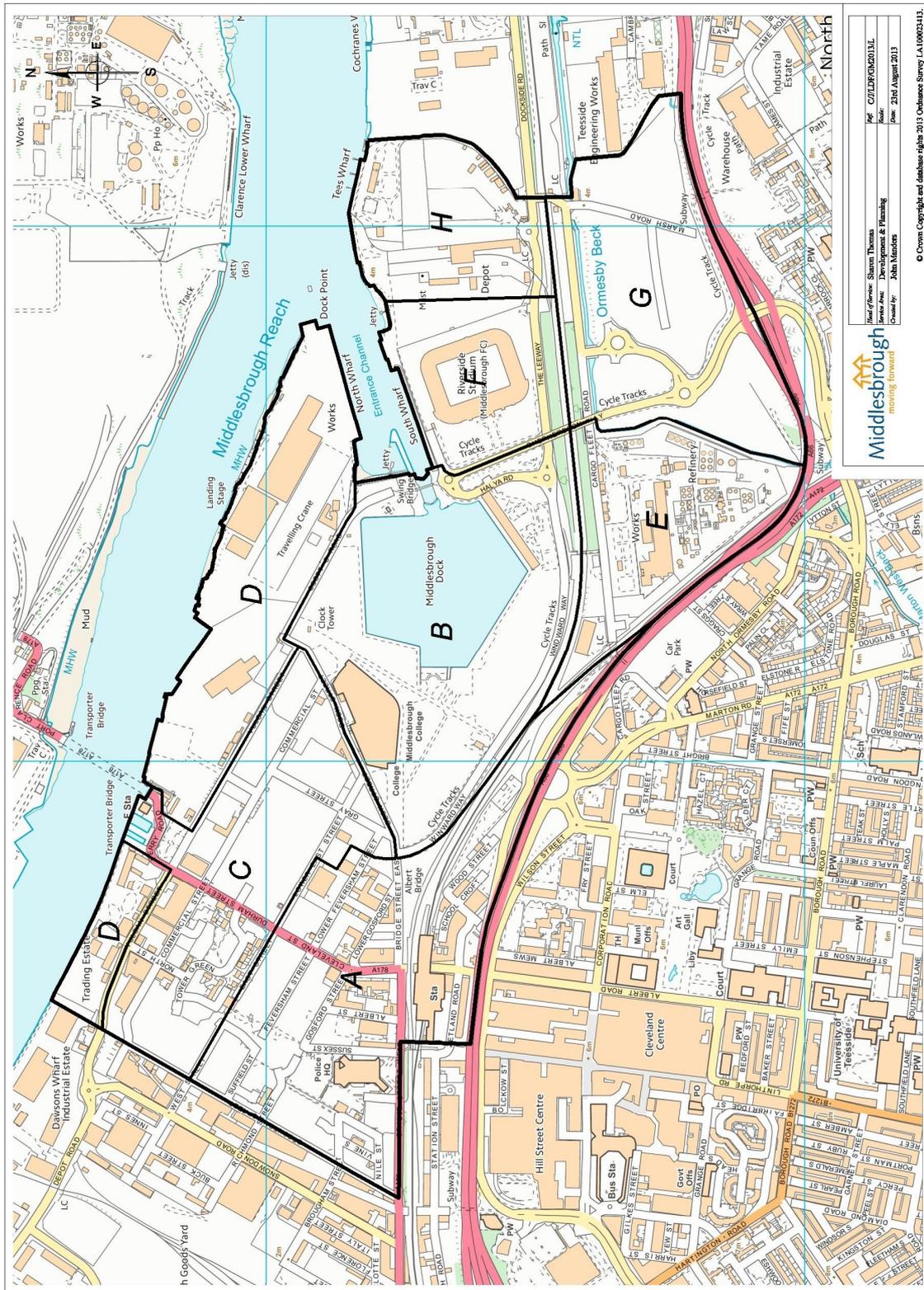
	contemporary design, and which will assist with the integration of development between adjacent areas;
f) Movement and Circulation	a movement framework, in line with the Middlehaven Transport Strategy (policy REG3) will be created which incorporates an integrated network of pedestrian, cycle and vehicular routes linking each development area and improving connectivity of the wider Greater Middlehaven area with surrounding communities and areas;
g) The River Tees/Middlesbrough dock	the visual integrity and amenity of key waterfront assets will be protected by creating a presumption against development which is inappropriate in scale, massing, and architectural design.
h) Conservation	sensitive development will be required in or adjacent to conservation areas and/or listed buildings. Where possible such features should be enhanced;
i) Landscape	natural assets and high quality materials will be used to create a landscape setting to development appropriate to the innovative and contemporary architecture of the townscape. Landscaping should be used to integrate development areas;
j) Design quality	development and elements of the street scene should contribute to the character and identity of each development area and help create a sense of place while the choice of materials, attention to detail and quality of signage adds interest, aids identity and legibility, and reflects the quality required for an innovative and contemporary design; and
k) Biodiversity	where practicable, beneficial features

	should be incorporated into the design of proposals. This should include ensuring that development 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.
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Development should reflect the Development Framework for Middlehaven and also the proposed Middlehaven Design Code Supplementary Planning Document (SPD).

3.17 The general principles set out in Policy H15 identify those matters which will need to be taken into consideration when devising development proposals, and in the preparation of masterplans for each of the development areas.

Figure 3.1 Greater Middlehaven Character areas



GREATER MIDDLEHAVEN – TRANSPORT INFRASTRUCTURE

3.18 For Middlehaven to succeed it is important that an effective and integrated transport network is incorporated into development proposals from the outset. This should ensure the efficient circulation of traffic within the area and improve connectivity with surrounding areas, in particular the town centre. The issues range from creating a detailed internal layout that contributes to creating a high quality development that works in transportation terms, to linkages with the strategic highway network.

POLICY H16 GREATER MIDDLEHAVEN – TRANSPORT INFRASTRUCTURE

An integrated package of transport proposals and measures to improve connectivity within and beyond the area shall be incorporated into development proposals for Greater Middlehaven. This package will include:

- a) identifying and addressing the implications of the development on the Strategic Road Network (SRN) and the Principal Road Network (PRN);
- b) identification of the impact upon the capacity of the main access points onto the primary and local road network, principally the Newport, Hartington and Middlehaven interchanges on the A66, and Albert Road/ Queens Square, and how these impacts will be addressed;
- c) an improvement to main roads within and on the periphery of the development to ensure there is adequate provision, and provide high quality linkages and transport routes through and beyond the development;
- d) the provision of a bridge across the dock entrance to improve vehicular access to the Tees River Front and adjoining sites and is seen as a key element in an improved public transport network. This bridge needs to be provided before area D – Tees River Front is released for development;
- e) a demand management strategy identifying how the need for travel, particularly by car, will be reduced by measures included within the proposal;
- f) provision for improved public transport accessibility including integrating the railway station into the development, allowing for the future implementation of a LRT/Tees Valley metro system, and incorporating routes, facilities and funding for bus services;
- g) identification of how proposals for 'the Stitch', providing high quality linkages between the town centre and Greater Middlehaven, can be incorporated into the transport network and development framework;
- h) the integration of a high quality pedestrian and cycleway network within the development with linkages to the town centre, Riverside Park and North Ormesby;
- i) a strategic transport network to form the framework for the internal highway layout;

- j) provision of appropriate car parking infrastructure to create a mix of private and public parking, catering for both short stay and long stay customers and identification of appropriate sites for on-street and multi-storey provision; and
- k) provision for public access to the river/water frontage throughout the development.

INNER MIDDLESBROUGH OLDER HOUSING AND GROVE HILL.

INTRODUCTION

3.19 The Council has set out an ambitious programme of Housing Market Renewal over the past decade in Inner Middlesbrough. The schemes were required to respond to problems caused by housing market failure such as high void levels and anti-social behaviour. The projects presented an opportunity to address these issues by clearing low demand housing and also to provide transformational mixed-use developments to stimulate private sector led economic growth in the town. It remains the Council's intention to regenerate neighbourhoods within inner Middlesbrough including Gresham, Grove Hill and Acklam Green. However, following the economic downturn this will be at slower rate and reduced numbers than previously anticipated.

3.20 In relation to Gresham, the Council began the regeneration by producing the New Vision for Older Housing. This New Vision for Older Housing provides a strategy for the regeneration of Middlesbrough's inner older housing area for the next 15 years.

STRATEGIC CONTEXT

3.21 The inner older housing and Grove Hill areas are well placed, as part of a wider range of major economic regeneration opportunities in the town, to deliver the aims and objectives of key strategies which set the regional, sub-regional and local context for regeneration. The changes proposed as part of New Vision for Older Housing and the Grove Hill Regeneration Framework will impact on the past, present and future trends for the north east, Middlesbrough and the older inner housing area.

Local Plan Housing Core Strategy

3.22 Regeneration activity in the inner older housing area and in Grove Hill will seek to deliver the vision and spatial objectives of the Housing Core Strategy, and relates to policies H1 (Spatial Strategy) H3 - Inner Middlesbrough (Gresham, Grove Hill and Acklam Green) and H11 (Housing Strategy).

GRESHAM/JEWELS STREET AREA

3.23 A phased programme of targeted clearance, redevelopment and refurbishment is proposed in the Gresham/Jewels Street area. This involves the phased programme of acquisition and clearance of the streets. This includes different

phases however implementation of this programme is dependent on resource availability. As such, the timescale may alter.

- 3.24 As part of redevelopment activity in Gresham/Jewels Street area, contingency arrangements for community facilities, schools, businesses and neighbourhood services will be provided through both new build within the area and relocation.
- 3.25 The enhancement of the successful Parliament Road neighbourhood shopping centre is a key issue to be addressed along with the relocation of existing businesses in the neighbourhood, particularly on Princes Road and Gresham Road. A programme of grants for improvements to shop fronts has already been successfully implemented. There is the potential to rationalise and concentrate convenience and specialist retail uses along Parliament Road and Borough Road to enhance their long-term viability.

POLICY H17 GRESHAM/JEWELS STREET AREA

A programme of redevelopment of the Gresham/Jewels Street area, as identified on the proposals map, involving the clearance of 345 dwellings will be permitted. It is envisaged that this will allow for a high quality mix of new dwellings, commercial, retail and leisure development.

This should incorporate:

- a) a high quality architectural, public realm and environmental design throughout the development;
- b) variations in form, use, density and character to ensure that development is designed to be adaptable to accommodate changing demands and circumstances over time;
- c) built-in natural surveillance that designs out crime, creates direct, safe routes to neighbouring communities and nearby retail and commercial facilities, and provides a safe, family-orientated environment;
- d) proposals that complement and support the long-term growth and viability of:
 - existing neighbourhood shopping facilities centred on Parliament Road; and
 - the growing specialist retail, University campus, and bar and café quarter concentrated in and around Linthorpe Road central;
- e) vibrant urban living opportunities are created for existing and future residents;
- f) new local employment opportunities; and
- g) a new multi-storey car park to serve Linthorpe Road/University.

ACKLAM GREEN (WHINNEY BANKS)

3.26 This regeneration scheme being led on by private house builder and involved large scale clearance of Central Whinney Banks and the development of 425 new dwellings. Planning permission was granted in December 2004, whilst the market was still buoyant. In total 97 dwellings have been built, the majority are owned by RSL's. The scheme stalled due to the economic downturn, however, the developer has recently restarted construction.

POLICY H18 ACKLAM GREEN
<p>A high quality development will be allowed providing high quality development for 327 dwellings.</p> <p>Development proposals will be required to:</p> <ul style="list-style-type: none">a) complement and enhance the choice and quality of housing in the area including family housing;b) ensure that there is no through vehicular route between Acklam Road and Whinney Banks Road;c) where possible retain mature trees;d) provides links to the open space to the west; ande) provide a focal point at the entrance to the development.

GROVE HILL

3.27 The vision for Grove Hill is to turn the area into a sustainable, vibrant and liveable neighbourhood. A vision for the area was jointly developed with residents, Fabrick Housing and other stakeholders in 2010. The vision aims to remove many of the existing physical and social barriers, which have previously contributed to the area's decline and seeks to maximise its strengths.

3.28 The proposals include the development of new and attractive homes; a reconfigured road/pedestrian layout; and, a programme of environmental enhancements including a new high-quality linear park. The implementation of the proposals will enhance the neighbourhood leading to a prosperous and sustainable future.

POLICY H19 GROVE HILL

Future development and regeneration activity at Grove Hill, involving the clearance of 54 dwellings and development of 610 new dwellings will be permitted.

Other uses will be considered acceptable where they contribute to the creation of a sustainable mixed use community. Development proposals will be required to:

- a) complement and enhance the choice and quality of housing in the area by providing a mix of dwelling types and sizes;
- b) provide opportunities to improve the provision of local retail facilities and public realm at Eastbourne Road neighbourhood shopping centre;
- c) recognise the importance of open spaces, green corridors and public realm to the future use and function of the neighbourhood.

Before planning permission is granted a comprehensive masterplan addressing the wider regeneration needs of the community will need to be submitted to and approved by the Council.

EAST MIDDLESBROUGH

3.29 The majority of housing within East Middlesbrough will be delivered on non-strategic sites. The exception being Prissick. Housing Core Strategy policies H1, H4 and H11 identify Prissick as a location for housing. Prissick is identified as a location to create a sporting hub and also presents an opportunity for residential uses.

SUSTAINABILITY APPRAISAL

3.30 As proposed housing sites comprising the East Middlesbrough strategic housing allocation include a number on brownfield or mixed (i.e. brownfield and greenfield) land, related policies were assessed as being likely to have strong positive impacts against environmental SA objectives. This (assessment) was justified because of the (significantly) reduced need for greenfield land take-up, as well as the fact all sites enjoy excellent access to local and district facilities. In addition, criteria within adopted Core Strategy policies also provide a means of mitigating or reducing the extent of potential negative impacts. Against social and economic SA objectives, policies were assessed as being likely to have a positive impact, including a strong positive impact on the economy and employment market, and in terms of sustainable communities. This is because they could help Middlesbrough to retain a significant amount of residents, contributing towards stemming its long-term population decline, with resulting economic benefits (e.g. increased workforce).

PRISSICK

3.31 Prissick is a large mixed-use site of some 56ha, bounded by Marton Road, Ladgate Lane, railway lines (to the east) and James Cook University Hospital.

The site is centrally located within Middlesbrough accessed by Marton Road and Ladgate Lane.

Local Plan Housing Core Strategy

3.32 The policies in the section detail how those of the Housing Core Strategy in particular Policy H1 and H4 will be taken forward. A masterplan is currently being prepared to develop a:

- 21st Century sub-regional sporting centre of excellence with both niche and conventional sport facilities;
- public/private partnership with integrated management and sustainable funding arrangements;
- central unified hub building with indoor sports and core facilities – changing, retail, social and parking etc;
- high quality new housing developments;
- new junction from Ladgate Lane serving sports village, residential and hospital relief road; and
- high quality accessible landscape setting for informal recreation.

POLICY H20 PRISSICK

Land is allocated for high quality residential developments, within the Prissick area, as identified on the proposals map to provide 570 units:

i) Scholars Rise:

Planning permission has been granted (and commenced) at Scholars Rise (former Marton College site) for a residential development with access from Marton Road to provide 145 (end total 287 units) high quality predominantly three and four bedroom detached and semi-detached dwellings.

ii) Land South of James Cook University Hospital (site area 1.19ha):

Proposals to redevelop the former Ashdale PRU site should include:

- a) 64 high quality, well designed residential units;
- b) access arrangements via Scholars Rise access road with no vehicular access off Marton Road; and
- c) properties along Marton Road should be situated with their front elevations facing the road.

iii) Tennis World site (site area 2.47ha):

Proposals to redevelop the Tennis World site should include:

- d) 50 high quality, well designed residential units, and/or possible residential home;
- e) a prominent gateway building at the junction of Marton Road and Ladgate Lane; and,
- f) access from a new internal road from the former Prissick Depot site, via Ladgate Lane.

g) Development will need to take account of the electricity sub-station which is located on part of the site.

iv) Prissick Depot site (site area 3.95ha):

Proposals to redevelop the Prissick Depot site should include:

- h) 80, high quality, well designed three and four bedroom detached and semi-detached dwellings;
- i) retention of the existing access arrangements from Ladgate Lane, and provision of a new road access through site to the Tennis World site;
- j) retention of existing mature trees, where appropriate; and
- k) accommodate a new link road from Ladgate Lane to James Cook University Hospital.

v) Land north of Marton Avenue (site area 2.19ha):

Proposals to redevelop land north of Marton Avenue should include:

- l) a maximum of 50 high quality, well designed three and four bedroom detached and semi-detached dwellings;
- m) design principles and building heights to reflect the existing properties in Marton Avenue; and
- n) vehicular access arrangements from a new access road that is to serve the rest of the Prissick and sports village site, no vehicular access via Marton Avenue will be allowed.

vi) Prissick – Brackenhoe East (site area 5.68ha):

Proposals to redevelop Brackenhoe East should include:

- o) 180 high quality mixed medium to higher density residential units;
- p) landscaping measures to create a sense of place, and separation from other uses within the rest of the Prissick site; and
- q) vehicular access arrangements from a new access road that is to serve the rest of the Prissick and sports village site.

All proposals should include:

- r) individual site landscape plans illustrating how developments link with the surrounding environment;
- s) retention of existing mature trees and hedgerows, where possible;
- t) contribution towards the new infrastructure requirements;
- u) 15% of dwellings to be affordable provided as 5% of the dwellings on site and a 10% off-site affordable housing contribution;

v) off-site improvements to school provision to accommodate the educational needs of future residents; and

w) maximises opportunities for the use of SUDS and/or de-culvert measures, where appropriate.

WEST MIDDLESBROUGH

3.33 West Middlesbrough is an area of popular, inner suburban areas characterised by high levels of semi detached owner occupied dwellings. Core Strategy Policies H1 and H11 identify strategic housing sites at Brookfield and Ladgate Lane.

SUSTAINABILITY APPRAISAL

3.34 As the vast majority of proposed housing sites comprising the West Middlesbrough strategic housing allocation are large sites on greenfield land, related policies were assessed as being likely to have slight negative impacts against environmental SA objectives. An assessment of slight - not strong - negative impacts was justified because the vast majority of local and district facilities are within (at least) the suggested maximum walking distance¹ from sites, and criteria within adopted Core Strategy policies provide a means of mitigating or reducing the extent of such (negative) impacts. In addition, with Middlesbrough experiencing the highest level of net commuting in-flows for employment in the Tees Valley², the majority of which are made by car³, it is clear that many people coming into Middlesbrough for employment every day don't live here. As a consequence, it was considered providing attractive housing options in the town will encourage/create more opportunities for such people to live here - closer to their place of work - reducing the distance of (many) car journeys made across the sub-region on a daily basis and carbon/greenhouse gas emissions in turn. Against social and economic SA objectives, policies were assessed as being likely to have strong positive impacts. This was because the scale and type of dwellings proposed (higher value family and executive houses) for West Middlesbrough could help the town to retain a significant amount of families and/or professionals - economically active population groups the town needs but is currently losing - and contribute towards stemming it's long-term population decline.

BROOKFIELD

3.35 The Brookfield site presents an opportunity to deliver development of sufficient scale to create a new community in the area which will assist in meeting the future housing needs of the Borough.

STRATEGIC CONTEXT

Local Plan Housing Core Strategy

3.36 The development of Brookfield is an important element in the achievement of the spatial vision identified in the Housing Core Strategy. The policies in this section detail how the Housing Core Strategy policies, in particular policy H1 and H5, will be taken forward.

DEVELOPMENT PRINCIPLES

3.37 The site will form an extension to the existing built up area of West Middlesbrough being separated from open countryside to the east and south by the physical barriers of the A19 and A174 respectively. Planning permission has already been granted for 420 dwellings on two parcels of land within the south eastern section of the development site. The vehicular access point from the A1044 that will serve the larger of these two sites also provides an access point through to the wider development site. An additional access point will be required from the A1130.

3.38 The site will accommodate a range of mid to upper house types, including three and four bedroom detached and semi-detached dwellings set within an attractive environment. The scale of development will enable the provision of a local centre, school and country park.

POLICY H21 BROOKFIELD
<p>130 ha of land are allocated at Stainsby Hall Farm and Stainsby Hill Farm for a mixed and balanced residential community.</p> <p>The following uses are considered appropriate:</p> <ol style="list-style-type: none">i. residential – 1670 dwellings of which a minimum of 1125 to be completed within the Plan period up to 2029;ii. employment (B1 use) 2haiii. local retail centre – to be provided when need arises, andiv. primary school – to be provided when needs arises. <p>The Council will require the development to deliver a high quality scheme that:</p> <ol style="list-style-type: none">a) creates residential development in neighbourhoods of identifiable character which provide variety and diversity in layout and design;b) provides a mix of dwelling types and sizes, including three and four bedroom detached and semi-detached dwellings;c) 15% of dwellings to be affordable provided as 5% of the dwellings on site and a 10% off-site affordable housing contribution;d) provides the school and local centre in a central location which maximises accessibility for future residents, timing to be agreed subject to need;e) is accessed from both the B1380 and A1130 creating a link road through the development;f) provides any necessary off-site improvements to transport infrastructure to ensure that traffic generated by the development does not have a detrimental impact on

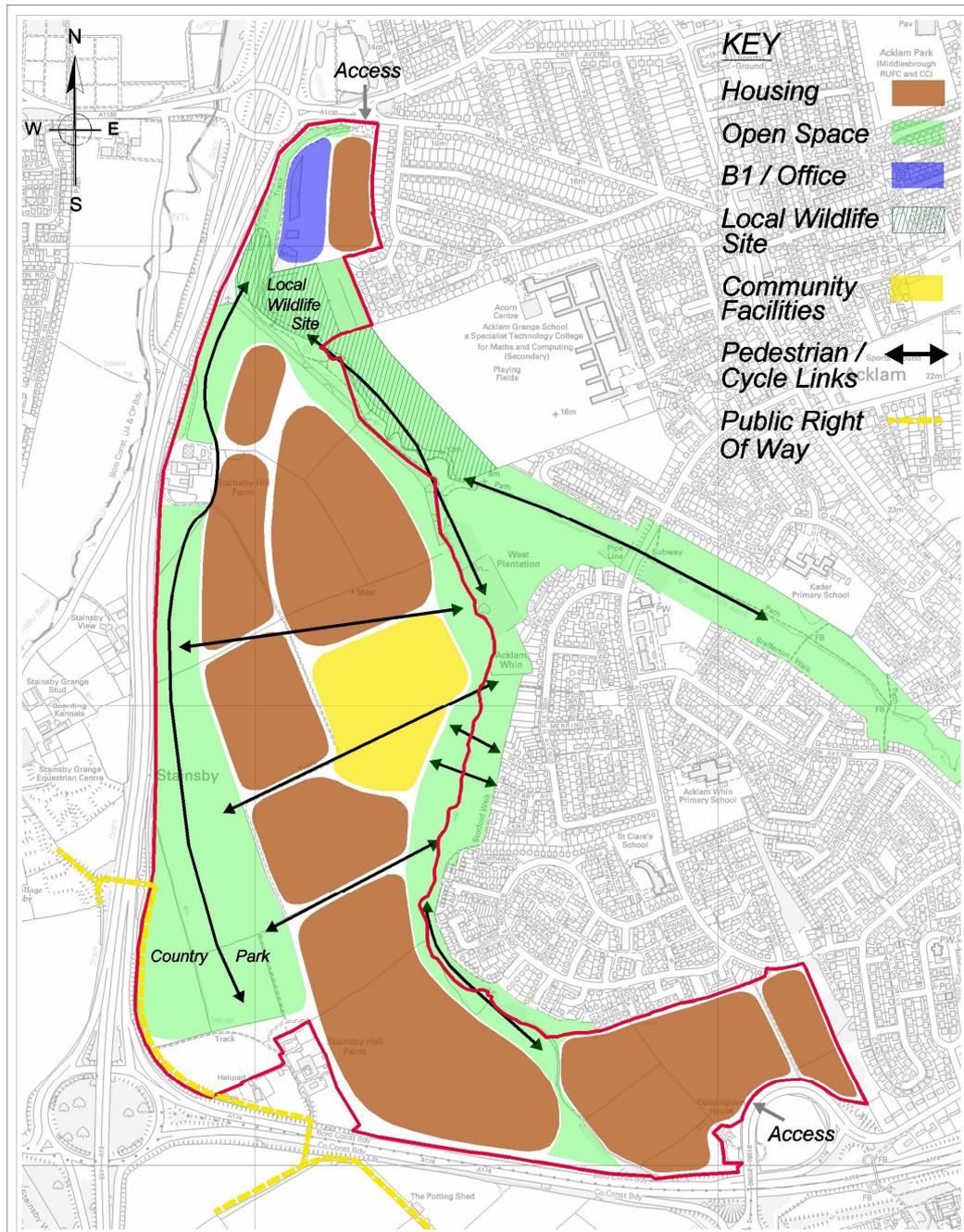
the highway network;

- g) provides pedestrian and cycleway links throughout the development to improve connectivity including links to the residential areas and community facilities located to the east of the site and to the public right of way to the south west of the site;
- h) incorporates a country park along the western and south western parts of the sites including significant areas of woodland and structural landscaping to provide screening from the A19;
- i) incorporates green corridors adjacent to Saffwood Beck and Blue Bell Beck, including a local park west of Saffwood Beck with pedestrian links to open space at Stotfold Walk;
- j) where crossings over the becks are required this shall be by clear span crossings rather than culverting;
- k) enhances the Local Wildlife Site in the north of the site and provides compensatory provision for any loss of habitat required for highway access;
- l) maximises the use of SUDS, water efficiency measures and landscape buffers as appropriate to protect Saffwood and Blue Bell Beck from urban run-off and sedimentation; and
- m) maintains an access route for farm vehicles from the farmstead at Stainsby Hill Farm to the farmland south of Stainsby Grange equestrian centre.

Financial contributions towards the provision of the community facilities will be sought from all housing proposals within the allocation site.

Development will be required to make a contribution to the provision of the transport infrastructure requirements identified within the Infrastructure Delivery Plan.

Figure 3.2 Brookfield – Indicative Site Layout



Brookfield - Indicative Site Layout	
Head of Service:	Sharon Thomas
Service Area:	Development & Planning
Created by:	John Manders
Ref:	C/J/L/DF/IL/B2/L
Scale:	N.T.S.
Date:	1st December 2014

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LAND SOUTH OF LADGATE LANE (CLEVELAND POLICE AUTHORITY HEADQUARTERS SITE)

- 3.39 The Cleveland Police Authority (CPA) headquarters site is located on the south of Ladgate Lane (the B1380), with Marton West Beck Valley forming its eastern boundary and the Parkway (the A174) forming its southern boundary.
- 3.40 The site comprises 24.1 hectares of which 6.1 hectares has been developed as an office complex with buildings extending to 2-storeys, and their associated car parks, service areas, accesses and various formal or informal landscaped or open spaces. Originally developed by the British Steel Corporation as its research centre (primarily laboratories) in 1971, which occupied the site until 1983, when the CPA purchased the site for its headquarters.
- 3.41 The office complex which occupies the central core of the site and, apart from the landscaped banking that rises on the eastern edge of its boundary with the A174 Parkway that passes immediately to the south of the site, is relatively flat. On the western edge of this southern boundary the site (now largely woodland plantation) falls away, with the A174 Parkway on a higher embankment level relative to this part of the site.

POLICY H22 LAND SOUTH OF LADGATE LANE (CLEVELAND POLICE AUTHORITY HEADQUARTERS SITE)

Land is allocated at Ladgate Lane for a high quality, residential development of three and four bedroom detached and semi-detached dwellings to provide 375 dwellings, and associated access improvements.

Development proposals will be expected to:

- a) provide a residential development that reflects the three and four bedroom detached and semi-detached dwellings within neighbouring areas;
- b) take account of the topography and features of the site in the design process;
- c) retain and integrate existing mature trees and hedgerows, where possible, including ensuring the enhancement and retention of existing woodland buffers;
- d) provide any necessary off-site improvements/schemes to the transport infrastructure to ensure traffic generated by the development does not have a significant detrimental impact upon the highway network;
- e) 15% of dwellings to be affordable provided as 5% of the dwellings on site and a 10% off-site affordable housing contribution;
- f) provide off-site improvements to school provision to accommodate the educational needs of future residents;
- g) make a contribution to support local community infrastructure and sports facilities within the area;

- h) provide and enhance existing pedestrian and cycleway links, where appropriate; and,
- i) maximise opportunities for the use of SUDS and/or de-culvert measures, where appropriate.

SOUTH MIDDLESBROUGH

3.42 The majority of new housing in South Middlesbrough is located on urban extensions. The sites are situated in four strategic areas; Hemlington Grange, Land South of Coulby Newham, Stainton and Nunthorpe. Housing Core Strategy policies H1, H7-H10 and H11 identify these locations for housing.

SUSTAINABILITY APPRAISAL

3.43 As the vast majority of proposed housing sites comprising the South Middlesbrough strategic housing allocation are large sites on greenfield land, related policies were assessed as being likely to have slight negative impacts against environmental SA objectives. An assessment of slight - not strong - negative impacts was justified because the vast majority of local and district facilities are within (at least) the suggested maximum walking distance¹ from sites, and criteria within adopted Core Strategy policies provide a means of mitigating or reducing the extent of potential negative impacts. In addition, with Middlesbrough experiencing the highest level of net commuting in-flows for employment in the Tees Valley², the majority of which are made by car³, it is clear many people coming into Middlesbrough for employment every day don't live here. As a consequence, it was considered providing attractive housing options in the town will encourage/create more opportunities for such people to live here - closer to their place of work - reducing the distance of (many) car journeys made across the sub-region on a daily basis and carbon/greenhouse gas emissions in turn. Against social and economic SA objectives, policies were assessed as being likely to have strong positive impacts. This was because the scale and type of dwellings proposed (higher value family and executive houses) for South Middlesbrough could help the town to retain a significant amount of families and/or professionals - economically active population groups the town needs but is currently losing - and contribute towards stemming it's long-term population decline.

HEMLINGTON GRANGE

INTRODUCTION

3.44 The development of the Hemlington Grange site has the potential to contribute to the rebalancing of the towns housing stock. The open countryside to the south of the site provides a setting and outlook for middle/upper range housing. This type of housing will assist in retaining and attracting economically active people to the borough. The development of the site will also assist with and

¹ Guidelines for Providing Journeys on Foot, Institute for Highways and Transport (2000)

² Tees Valley - Excellent transport connections in an ideal location (Report No.8), Tees Valley Regeneration (2008)

³ 2001 and 2011 ONS Census

complement the regeneration of the Hemlington estate. Erimus Housing has lead on vital regeneration work in this area. Significant investment has been spent on modernising properties, improving the environment, selective demolition of unpopular areas of the estate and converting some properties into family homes.

STRATEGIC CONTEXT

Local Plan Housing Core Strategy

3.45 The development of Hemlington Grange is an important element in the achievement of the spatial vision identified in the Housing Core Strategy. The policies in this section detail how the Housing Core Strategy policies, in particular policy H1 and H7, will be taken forward.

HEMLINGTON GRANGE – DEVELOPMENT PRINCIPLES

3.46 The site is currently rough pasture and displays typical pressures associated with the urban fringe, such as fly tipping, dog walking and horse grazing. Disturbed ground indicating remnants of a former farm complex, an isolation hospital and associated sewage works contributes to the rundown and slightly neglected appearance of the area. The northern part of the site is lower lying and subject to urban influences including the Hemlington estate and traffic noise from Stainton Way. The southern part of the site is more pastoral, with panoramic views across Middlesbrough.

3.47 This site provides an opportunity to create a high quality development that embraces the latest in sustainable construction techniques. It will also lead to the creation of a strategic urban extension that embodies the principles of sustainability as expressed in NPPF. Development will be undertaken in accordance with policy H7 of the Core Strategy, which identifies Hemlington Grange as a strategic site. In doing so it is important that development of the site maximises the environmental and landscape features of the site. There is also opportunity to enhance the environmental value of the site through the creation of green corridors, tree planting and linkages with surrounding areas. In order to ensure that the development contributes fully to stemming population decline it is important that the highest quality development is achieved. Whilst the proposals for Hemlington Grange provide an opportunity to create a new community to meet the aspirations and vision expressed in the Housing Core Strategy, it will also allow for integration with the existing Hemlington community and assist with the regeneration of the wider area. Design and implementation matters are addressed in greater detail in the Hemlington Grange masterplan.

POLICY H23 HEMLINGTON GRANGE

Land is allocated at Hemlington Grange for 1230 dwellings which a minimum of 750 should be completed within the plan period up to 2029. Land is also allocated for eight hectares of Employment use (B1, B2 and B8).

Planning permission will only be granted for development that satisfies the following criteria:

- a) residential development will provide a mixture of housing types on the site including medium to low-density three and four bedroom detached and semi-detached dwellings;
- b) all development is of the highest quality in terms of layout, architectural design, and materials that will create a high-value, high quality development;
- c) employment development is restricted to the western part of the site;
- d) land adjacent to Stainton Way should be developed for non-noise-sensitive uses such as employment and/or structural landscaping;
- e) two new access points will be created (vehicle and pedestrian) on Stainton Way in the north and the B1365 in the east. A linking spine road will run through the development. Additional pedestrian access points will be required;
- f) residential development is provided in neighbourhoods of identifiable character which provide variety and diversity in layout and design. Neighbourhoods on the southern boundary of the site should be developed for three and four bedroom detached and semi-detached dwellings. Apartments will not be permitted within the development;
- g) green corridors should be incorporated within the layout to facilitate the movement of wildlife and pedestrians, and which contribute to the creation and management of habitats identified in the Tees Valley Biodiversity Action Plan. These corridors should be coincidental with existing desire lines and should link the Gables public house and the existing public right of way network to the south, and should continue through to the Hemlington regeneration area creating linkages with the wider green space network and local facilities;
- h) creation of a community park to give the development a focal point and to provide additional biodiversity / landscape value;
- i) a detailed ecological assessment and hedgerow survey should be undertaken to determine which hedgerows should be retained and incorporated into the development;
- j) water bodies should be incorporated into the development to help prevent flooding downstream, create a recreational and ecological resource, and form part of a sustainable urban drainage system;
- k) there is the potential to de-culvert across the site. This should be carried out

where possible and a buffer zone created along the watercourse;

- l) the public utilities infrastructure requirements are considered holistically and provision should make a demonstrable contribution to sustainable development;
- m) a buffer/no build zone will be required at the eastern site boundary on Stokesley Road due to existing utilities including a high pressure gas main. A high voltage power line runs north / south across the site and would also require a buffer / no build zone;
- n) pedestrian crossing points should be provided on the B1365 and Stainton Way. Links with the Lingfield countryside centre should also be included if possible;
- o) bridleways, cycleways and footpaths should be incorporated into the site layout with links to the Unicorn Centre, Hemlington, Stainton and Thornton and Coulby Newham;
- p) 15% of dwellings to be affordable to be provided as 5% on site along with a 10% financial contribution off site; and
- q) development proposals should protect and enhance the setting of adjacent heritage assets (Stainton Grange and garden walls II*) in accordance with Core Strategy policies CS4 and CS5.

Development will be required to make a contribution to the provision of the transport infrastructure requirements identified within the Infrastructure Delivery Plan.

A masterplan will need to be approved by the Council for the development of Hemlington Grange before planning permission is granted for any constituent part of the development area.

HEMLINGTON GRANGE – EMPLOYMENT USES

- 3.48 The intention is to create a high quality business park, providing a variety of types and scales of employment use. Provision for small local businesses and community enterprises, benefiting the neighbouring communities, should be included in any scheme. It is envisaged that the employment uses will be primarily B1 uses. This does not mean that other employment-generating uses such as those in Use Classes B2 and B8 will not be allowed. By their nature B2 uses are less acceptable in residential areas, so it is important that, where they are proposed, safeguards are incorporated to protect the amenity of occupiers of surrounding properties. Buildings for such uses tend to be of a lower design quality. This will not be acceptable. Any B2 buildings will have to be designed to the same high standard as other buildings within the development.
- 3.49 Warehousing, storage and distribution uses (use class B8) tend to be land intensive, but have a low floorspace-to-job ratio. As such they offer fewer job opportunities than other employment types. Such uses will therefore only be permitted where it can be demonstrated that the proposal will make a significant contribution to the employment-generating potential of the development and the regeneration of Greater Hemlington.

POLICY H24 HEMLINGTON GRANGE – EMPLOYMENT USES

Within the Hemlington Grange development area, as identified on the proposals map, planning permission will be granted for B1, B2, and B8 employment uses in accordance with the provisions of policy H7 of the Core Strategy, provided that:

- a) development is restricted to the western part of the site adjacent to Stainton Way;
- b) access is taken off Stainton Way, no vehicular access will be permitted off the B1365;
- c) provision is made for starter units and a business enterprise centre;
- d) B2 and B8 uses will only be permitted where they will not:
 - have a detrimental impact upon the amenity of occupiers of nearby properties;
 - and
 - significantly reduce the overall number of potential job opportunities that could be provided within the development; and
- e) the proposal is of a standard appropriate to a high-value, high quality development.

Other employment generating uses will be permitted where they will not have an impact on amenity of nearby properties.

Further detail will be contained in a supplementary planning document

GREATER HEMLINGTON – TRANSPORT INFRASTRUCTURE

3.50 An initial appraisal of the transport impacts has been undertaken. This has shown that roads in the area do not have the capacity to accommodate the development without improvement. These improvements include the following:

- a new junction onto the B1365 (to serve the residential element of the development only);
- a new junction onto Stainton Way;
- widening of Hemlington Lane between Newham Way and Stainton Way from 7.3m to 10m;
- widening Stainton Way between Hemlington Lane and Aviemore Road from 7.3m to 12.3m; and

- widening Stainton Way between Hemlington lane and Dalby Way from 7.3m to 12.3m.

3.51 These improvements may be phased over the life of the development, and may be triggered when a particular level of development is reached. These triggers will be identified through a more detailed transport assessment and in the Greater Hemlington SPD.

3.52 The opportunity should be taken through development to deliver a sustainable transport system linking Hemlington with the wider Middlesbrough area. Further work will need to be undertaken to examine the feasibility of introducing new bus only lanes/roads adjacent to the B1365 between Stainton Way and Ladgate Lane. This work should also incorporate the feasibility work on the introduction of any light rapid transit (LRT) system and the possible inclusion of Hemlington Grange within the route. Other improvements should include improved passenger facilities at bus stops and re-routing of bus services through the development.

POLICY H25 HEMLINGTON GRANGE – TRANSPORT INFRASTRUCTURE
<p>As part of the development of Hemlington Grange and the regeneration of Hemlington the following improvements will be required to the transport infrastructure:</p> <ul style="list-style-type: none"> a) a new junction onto Stainton Way to serve the development site; b) a new junction onto the B1365, which will provide access to the residential development to the south of the site, access to the employment area will not be permitted from this access; c) widening of Stainton Way from Aviemore Road to Dalby Way; d) widening of the B1365 from the new junction serving the development to Newham Way; e) improvements to the roundabout at the junction of Stainton Way and the B1365; f) the provision of a bus-only lane adjacent to the B1365 from the development site to the A174 junction. In the longer term this route should be capable of being used for LRT purposes if required; g) provision of improved bus passenger facilities at bus stops including real time information systems; and h) further exploration of the provision of a park and ride facility to serve Middlesbrough town centre, either within or near to the Hemlington area. <p>The above requirements will be subject to confirmation by a detailed transport assessment, the details of which will be reflected in the Greater Hemlington Supplementary Planning Document.</p>

COULBY NEWHAM

3.53 The site presents an opportunity to deliver a high quality residential development in an attractive environment. The site is suitable to accommodate a range of three and four bedroom detached and semi-detached dwellings and executive dwellings. This will contribute to the Council's objective of retaining economically active population within the Borough in order to stabilise the Borough's population.

STRATEGIC CONTEXT

Local Plan Housing Core Strategy

3.54 The development of land south of Coulby Newham is an important element in the achievement of the spatial vision identified in the Housing Core Strategy. The policies in this section detail how the Housing Core Strategy policies, in particular policy H1 and H8, will be taken forward.

3.55 The site forms a logical extension to Coulby Newham with vehicular access points already available for future development at the roundabout on Bonnygrove Way and from Rye Hill Way. The proposed development protects Lingfield Green as a community resource for existing and future residents.

3.56 The proposed expansion of the adjoining Golf Course into the parkland south of Newham Hall provides an opportunity to protect the setting of the three listed structures and improve golf course provision which will attract more people into the Borough along with associated economic benefits.

POLICY H26 COULBY NEWHAM

93 ha of land at Newham Hall Farm and Lingfield Green are allocated for a mixed and balanced residential community.

The following uses are considered appropriate:

- i) Residential – 1000 dwellings of which a minimum of 500 should be completed in the plan period up to 2029.
- ii) Community/open space at Lingfield Farm – approximately 6ha.
- iii) Primary school – to be provided either on site or off site when the need arises.

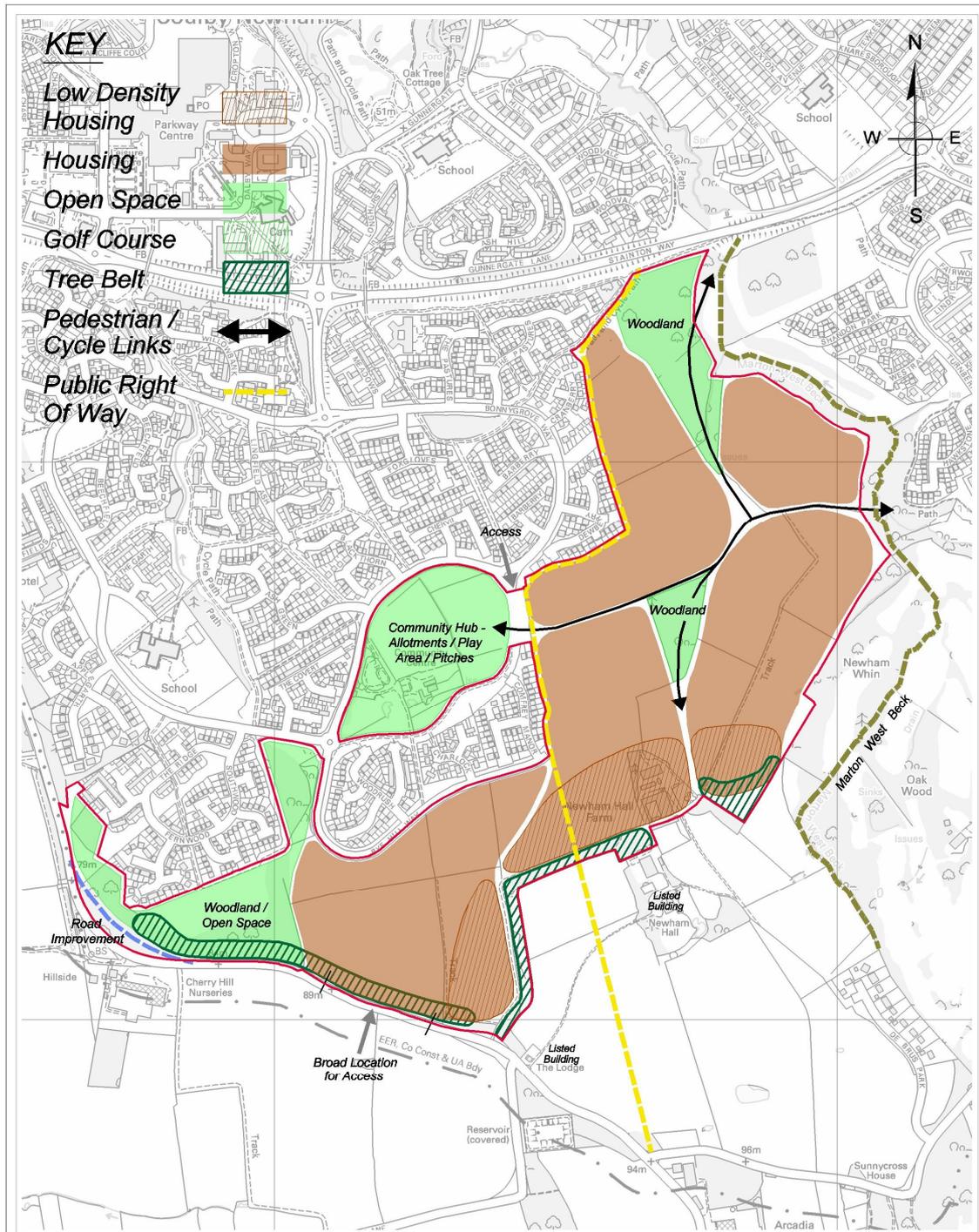
The Council will require the development to deliver a high quality scheme that:

- a) creates residential development in neighbourhoods of identifiable character which provide variety and diversity in layout and design;
- b) provides a mix of dwelling types and sizes, including bungalows, three and four bedroom detached and semi-detached dwellings and executive housing – land adjacent to Newham Hall shall be developed for executive dwellings.
- c) includes 5% of the dwellings as social rented housing and a 10% off-site affordable housing contribution;

- d) incorporates the community facilities at Lingfield Green including open space, allotments, play area and pond as a hub to serve the wider area;
- e) preserves the character and appearance of the setting of the Grade II listed structures Newham Hall, Newham Hall Lodge and Newham Hall Gate;
- f) incorporates and retains the local listed Newham Hall Farm within the development;
- g) provides either off-site or onsite improvements to school provision to accommodate the educational needs of future residents;
- h) is accessed from the B1365, Bonnygrove Way and Rye Hill Way and provides any necessary off-site improvements to transport infrastructure to ensure traffic generated by the development does not have a significant detrimental impact upon the highway network;
- i) provides improvements to the B1365 to realign the bend in the road at the west of the site.
- j) provides pedestrian and cycleway links throughout the development, linked to existing public rights of way, to improve connectivity including links to adjoining residential areas;
- k) protects and enhances the woodland areas adjacent to Southwood and Fernwood, Marton West Beck and the coppice north of Newham Hall Farm and retains a green buffer zone between the housing and Marton West Beck and its tributaries;
- l) creation of a wildlife corridor and recreational route along the Marton West Beck valley;
- m) incorporates a structural tree buffer:
 - i. alongside the B1365
 - ii. to the east and south of the access road to Newham Hall Farm of a minimum 10 metres
 - iii. to the north east of Newham Hall
- n) maximises the use of SUDS in the drainage system and retains the ponds south of Newham Hall Farm.

Development will be required to make a contribution to the provision of the transport infrastructure requirements identified within the Infrastructure Delivery Plan.

Figure 3.3 Coulby Newham – Indicative Site Layout



Coulby Newham - Indicative Site Layout	
Head of Service:	Sharon Thomas
Service Area:	Development & Planning
Created by:	John Manders
Ref:	MP/J/LDF/IL/CNU/L
Scale:	N.T.S.
Date:	7th July 2014

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STANTON

3.57 The land at Stainton to the west of Stainton Village comprises of two sites, Rose Cottage Farm and Land Adjacent (L/A) Strait Lane, which are adjacent to one another. The strategic area is bounded by Stainton Wood to the northeast, the B1380 (Low Lane) to the northwest, residential properties to the southeast and Stainton Beck to the southwest. Strait Lane runs through the middle of the area.

STRATEGIC CONTEXT

Local Plan Housing Core Strategy

3.58 The development of Stainton is an important element in the achievement of the spatial vision identified in the Housing Core Strategy. The policies in this section detail how the Housing Core Strategy policies, in particular policy H1 and H9, will be taken forward.

3.59 The Rose Cottage Farm site has planning permission for 106 dwellings. The scheme includes a mix of housing types, bungalows and detached properties. The development will also include the provision of open space and pedestrian / cycle links that will both be well connect to the adjacent community woodland.

POLICY H27 STANTON

17.91 ha of land at Stainton both north and south of Strait Lane will be allocated for 326 dwellings.

The following will be required as part of any development:

- a) the Council aspires to see predominantly three and four bed detached and semi-detached dwellings within the site;
- b) 15% of dwellings to be affordable provided as 5% of the dwellings on site and a 10% off-site affordable housing contribution;
- c) site access (vehicle and pedestrian) will be from Strait Lane, one access point to the north and one access point to the south. Additional pedestrian access required from Low Lane;
- d) a children's play area with pedestrian linkages to existing housing;
- e) a green corridor / buffer zone along Stainton Beck; and
- f) the public rights of way running across the site should be maintained.

Development will be required to make a contribution to the provision of the transport infrastructure requirements identified within the Infrastructure Delivery Plan.

NUNTHORPE

STRATEGIC CONTEXT

Local Plan Housing Core Strategy

3.60 The development of Nunthorpe is an important element in the achievement of the spatial vision identified in the Housing Core Strategy. The policies in this section detail how the Housing Core Strategy policies, in particular policy H1 and H10, will be taken forward.

LAND AT GREY TOWERS FARM

3.61 Land at Grey Towers Farm comprises 41.39ha of farmland and blocks of mature deciduous woodland plantation and is located on the southern edge of Middlesbrough. The site is surrounded by existing residential development on three sides, Grey Towers Park to the south, Grey Towers Drive to the east and Eagle Park/Brass Castle Lane to the north. To the west and southwest are areas of open countryside. To the east of the site is located the A172 and Poole Hospital roundabout and to the north Brass Castle Lane.

3.62 Outline planning permission was granted on 9 December 2011, for a residential development comprising 295 dwellings, community centre and associated access.

POLICY H28 LAND AT GREY TOWERS FARM

Planning permission will be granted for a bespoke executive residential scheme, to provide a maximum of 295 dwellings, community centre and associated access.

Development proposals will be expected to:

- a) provide an executive residential development based on an approximate target density of seven dwellings per hectare, that is centred around three character areas which are different, distinct, and interlinked:
 - i. village core – a closely knit pattern of development centred around a village green characterised by houses close to public space and by a predominance of public spaces in comparison to private gardens;
 - ii. village streets – comprising a strong relatively formal and linear pattern of development fronting the streets, walks, lanes and wynds. These type of houses will have more space between them and larger gardens; and
 - iii. houses in landscape – comprising larger homes set in their own plots around shared surfaces and private drives. Characterised by informality of layout and more substantial spacing of buildings and the way in which landscaping and open space predominates over buildings.
- b) provide three new accesses:
 - vehicular
 - i. a new main access road (all users) from Poole Roundabout, which will require the realignment of the bridleway;
 - ii. a new main access road off the A172;

pedestrian and cycle

- iii. a new access onto Brass Castle Lane opposite the junction with Eagle Park, to be used by cyclists and pedestrians, but will also be available for emergency vehicular access only.
- c) retain and integrate existing bridleway and footpaths, which should be combined with additional cycle and footpath routes; prepare an open space strategy to ensure that all existing woodland and hedgerows will be retained and work undertaken to secure its long-term well being;
- d) provide any necessary off-site improvements to transport infrastructure to ensure traffic generated by the development does not have a significant detrimental impact upon the highway network;
- e) provide 15% on-site affordable housing or an equivalent off-site financial contribution;
- f) provide off-site improvements to school provision to accommodate the educational needs of future residents;
- g) provide a contribution to support the continuing provision of Marton Library;
- h) provide an off-site recreation contribution to increase the capacity of an existing sports facilities;
- i) provide a landscape and public open space contribution; and,
- j) a community centre.

LAND AT NUNTHORPE, SOUTH OF GUISBOROUGH ROAD

3.63 The land at Nunthorpe comprises 26.55ha of farmland, playing fields, open spaces, mature tree, hedgerows and a residential unit. The site is located south and east of existing residential developments. To the west and south are areas of open countryside. The site is bounded by the Guisborough Road (A171) to the north, by railway lines to the east, to the south by the (A1043) and to the west by the Stokesley Road.

POLICY H29 LAND AT NUNTHORPE, SOUTH OF GUISBOROUGH ROAD

Land is allocated at Nunthorpe, South of Guisborough Road for a maximum of 250 predominantly three and four bedroom detached and semi-detached dwellings, and associated access arrangements.

Development proposals will be expected to:

- a) provide a residential development that reflects the housing types within the surrounding area;
- b) take account of the topography, features and views of the site in the design

process;

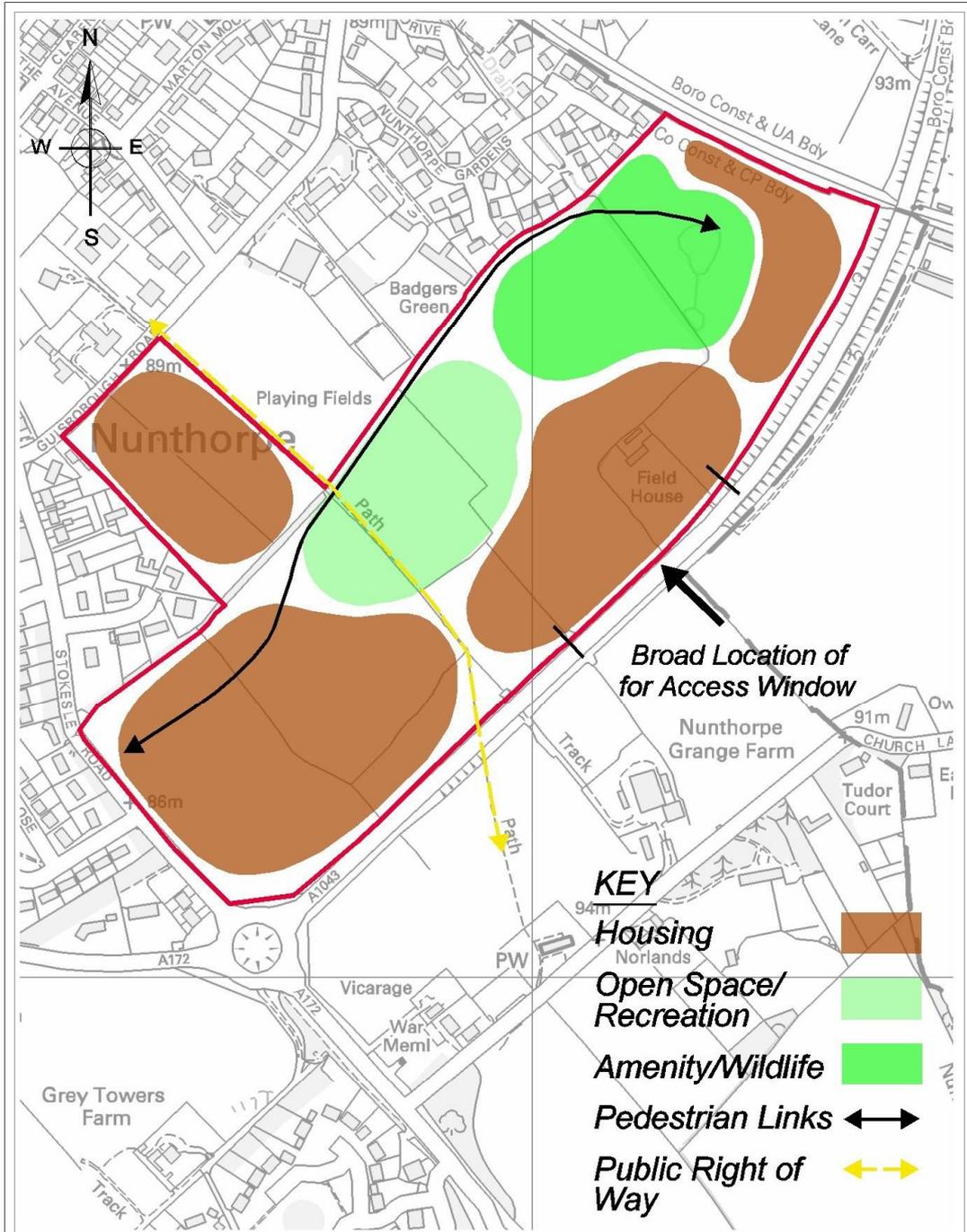
- c) provide a new vehicular access arrangement off the A1043;
- d) ensure that there is no vehicular access onto Guisborough Road;
- e) retain and integrate existing mature trees and hedgerows, where possible;
- f) retain and integrate existing footpaths, which should be combined with additional cycle and footpath routes;
- g) retain and enhance the planting buffer alongside the A1043 and the railway;
- h) retain the existing play pitches on the site;
- i) set-a-side approximately 3 hectares of land for public open space/recreational purposes;
- j) provide any necessary off-site improvements to transport infrastructure to ensure traffic generated by the development does not have a significant detrimental impact upon the highway network;
- k) provide 15% on site affordable housing or an equivalent off-site financial contribution;
- l) provide off-site improvements to school provision to accommodate the educational needs of future residents;
- m) create an approximate 3.5 hectare wildlife habitat in that part of the site designated within flood zone 2-3; and,
- n) maximise any potential use of SUDs and/or de-culvert, along watercourses and natural pond areas, where appropriate;

A noise assessment will be required to take account of traffic noise from the A1043 and railway line.

This site will not be brought forward until an agreement on the provision of a park and ride facility has been secured or the Longlands Road to Ladgate Lane road have been secured and a timetable for implementation agreed.

Development will be required to make a contribution to the provision of the transport infrastructure requirements identified within the Infrastructure Delivery Plan.

Figure 3.4 Land South of Guisborough Road – Indicative Site Layout



Land south of Guisborough Road - Indicative Site Layout		
Head of Service:	Sharon Thomas	Ref: C/J/LDF/IL/N/L
Service Area:	Development & Planning	Scale: N.T.S.
Created by:	John Manders	Date: 2nd July 2013

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LAND AT FORD CLOSE RIDING CENTRE, NUNTHORPE.

3.64 Land at the Ford Close Riding Centre comprises 5.44ha of open space, a riding school and associated structures, a block of mature deciduous woodland plantation (protected by a TPO) and is located on the southern edge of Middlesbrough. The site is surrounded by existing residential to the north, open space and farmland to the east, and south (outline planning permission given to this site known as Land at Grey Towers Farm for 295 dwellings), and to the west is Middlesbrough Golf Club.

3.65 Access to the site can be gained via Brass Castle Lane.

POLICY H30 LAND AT FORD CLOSE RIDING CENTRE

Planning permission will be granted for a high quality, high value executive residential development to provide a maximum of 50 dwellings, and associated access improvements.

Development proposals will be expected to:

- a) provide a residential development that reflects the executive housing types within the surrounding area;
- b) take account of the topography and features of the site in the design process;
- c) retain and integrate existing mature trees and hedgerows, where possible, including the retention of existing woodland buffers along identified watercourses;
- d) provide any necessary off-site improvements to transport infrastructure to ensure traffic generated by the development does not have a significant detrimental impact upon the highway network;
- e) provide 15% on site affordable housing or an equivalent off-site financial contribution;
- f) provide off-site improvements to school provision to accommodate the educational needs of future residents; and
- g) provide pedestrian and cycleway links along the eastern boundary of the site to improve connectivity with adjoining residential areas to the north and south.

REVITALISING THE HOUSING MARKET

INTRODUCTION

3.66 This section deals with the site-specific policies for delivery of a revitalised housing market. This section should also be read in conjunction with more detailed site specific policies.

STRATEGIC CONTEXT

Local Plan Housing Core Strategy

3.67 The policies in this section detail how those of the Housing Core Strategy dealing with site-specific housing issues will be taken forward. Relevant Housing Core Strategy policies include:

- H1 – Spatial Strategy;
- H2-H10 – Strategic Housing Allocations;
- H11 – Housing Strategy; and,
- H12 – Affordable housing.

Middlesbrough 2020 Vision and Middlesbrough Sustainable Community Strategy

3.68 A strategic priority of the Sustainable Community Strategy is to facilitate a housing offer that provides the quality and choice required to meet the needs of the community and to support future economic growth. The SCS identifies that a key to Middlesbrough's long-term prosperity is the ability to retain population and attract new people to settle in the town, and that this can only be achieved by significantly improving the quality of the town's housing offer.

3.69 The SCS identifies that Middlesbrough has struggled to compete with neighbouring boroughs in making available a modern housing offer on a sufficient scale and that this has contribute to falling population. The Local Plan seeks to address this matter by ensuring that the allocated housing sites are deliverable and in locations that meet residents aspirations.

Regional Housing Aspirations Study

3.70 The study identified that high build rates have influenced migration patterns. Both of these factors are evident within the Tees Valley. Higher new build in Stockton has resulted in out-migration from Middlesbrough to Stockton. Middlesbrough also has a higher proportion of people in lower socio-economic groups compared to neighbouring authorities, and a high proportion of terraced stock. In simple terms, high levels of build in Stockton have contributed to population growth and a more balanced socio-economic profile. The reverse is true in Middlesbrough.

3.71 Compared to aspirations, Tees Valley has an undersupply of detached properties, flats and apartments, with an oversupply of other property types. Middlesbrough has the lowest proportion of detached housing of all the authorities.

SUSTAINABILITY APPRAISAL

3.72 The sustainability appraisal recognised that the policies of this section are likely to have a major beneficial effect in terms of meeting housing needs and the provision of better quality homes. In addition, the policies are likely to contribute towards stemming out-migration as more attractive homes of varying types, sizes and tenures will be provided.

3.73 In developing site-specific policies it is important that the proposals of this DPD carry through these beneficial impacts.

POLICY H31 HOUSING ALLOCATIONS					
The following sites are allocated for residential development within the specified phased release dates. The phases below are indicative only and the Council will not seek to restrict allocated sites coming forward in earlier phases.					
		2013 - 19	2019 - 24	2024 - 29	Post 2029
	Strategic Locations				
1	<i>Greater Middlehaven:</i> Middlehaven Demolitions	67 -17	200	200	355
2a	<i>Inner Middlesbrough:</i> Grove Hill:	238	250	120	
	Grove Hill demolitions	-54			
2b	Gresham:	25	125	50	
	Gresham demolitions	-345			
2c	Acklam Green	102	125	100	
	<i>Prissick:</i>				
3a	Scholars Rise	145			
3b	Land south of James Cook University Hospital	64			
3c	Tennis World	50			
3d	Prissick Depot	80			
3e	Land North of Marton Avenue		50		
3f	Brackenhoe East	130	50		
	<i>Brookfield:</i>				
4a	Land adjacent Cunningham House	300	43		
4b	Low Lane	77			
4c	Stainsby Hall Farm and Stainsby Hill Farm		330	375	545

5	Ladgate Lane	165	175	35	
6	Hemlington Grange	250	250	250	480
7	<i>Stainton:</i> Rose Cottage Farm Land at Strait Lane	106	175	45	
8	<i>Coulby Newham:</i> Newham Hall Farm		250	250	500
9a	<i>Nunthorpe:</i> Grey Towers Farm South of Guisborough Road Ford Close Riding Centre	165	130	250	
9b					
9c					
	Other locations				
	<i>North</i>				
10	Clairville	153			
11	Acklam Iron & Steelworks Club		30		
	<i>East</i>				
12	MTLC			30	
13	Land adjacent MTLC	180			
14	Roworth Road		130		
15	Beresford Crescent	83			
16	Former Erimus Training Centre		100		
17	Cornforth Avenue	15			
18	Fulbeck Road	26			
19	Penrith Road	10			
	<i>West</i>				
20	St Davids		115		
21	Acklam Hall		56		
22	Trimdon Avenue	50			
23	Beechwood			28	
24	Low Gill	140			
25	Longridge	79			
26	Land adjacent Hemlington Hall School	30			
	Total	2,316	2,584	1,783	1,880

NON STRATEGIC HOUSING ALLOCATIONS

3.74 Policies to guide the development of the strategic housing allocations are set out previously. For most of the non-strategic housing allocations Policies Core Strategy (2008) policies CS4, CS5 and DC1 and the Urban Design SPD provide sufficient guidance. There are, however, a small number of non

strategic sites where there are site specific issues that need to be addressed as part of the development. The policies for these sites are set out below.

NORTH MIDDLESBROUGH

CLAIRVILLE

3.75 The Clairville Stadium site is situated in an attractive and highly accessible location, south of Middlesbrough town centre and east of the Grade II listed Albert Park in a predominantly residential location. The site is currently used as an athletics stadium. The site is considered to be important as it will complement the housing regeneration work which is taking part in the nearby Grove Hill area.

3.76 The Council has prepared a development guidance note for the site. The document establishes the Council's aspiration for the area, which is family housing and provides more detail in terms of land use and the built form. The site offers a unique opportunity to provide aspirational residential development overlooking the award winning Albert Park.

POLICY H32 CLAIRVILLE

4.39ha of land is allocated at Clairville for 153 dwellings, phased to come forward between 2013-19.

- a) The Council aspires to see predominantly three and four bedroom detached and semi-detached dwellings within this site.
- b) Development must take account of the adjacent Albert Park and Linthorpe Road Conservation Area.
- c) Vehicular and pedestrian access will be from Clairville Road. Additional pedestrian access required to Clairville Common and Park Road South.

Development will not be permitted until appropriate re-provision has been made within the Prissick development or elsewhere in the town for the sports provision currently on the site.

ACKLAM IRON & STEELWORKS CLUB

3.77 The Acklam Iron & Steelworks Club consists of a playing field laid out one senior and one junior pitch and a club house. Residential use of part of the site would act as enabling development to facilitate reinvestment in the club's facilities. The site is within an area of predominantly social housing stock. Development of the site will help diversify tenure in the locality and complement the wider redevelopment proposals in Grove Hill.

3.78 The exiting senior pitch must be retained on the site with new associated facilities to be provided by the developer. Development will not be permitted to take place until the junior pitch currently on the site is re-provided elsewhere in

the town. Discussions that have taken place with the club indicate that Saltersgill is the preferred location for this reprovision.

POLICY H33 ACKLAM IRON & STEELWORKS CLUB

The site is allocated for 30 dwellings.

Development proposals will be expected to:

- a) provide a residential development that reflects the housing types within the surrounding area;
- b) ensure that the design of the proposal takes account of any surface water flooding issues without adversely effecting existing surrounding residential properties, and maximises opportunities for the use of SUDS, where appropriate;

Housing development shall not be located within the part of the site that is within flood zone 2. This area will be retained for sport and recreation use and should be laid out as a senior pitch, the developer will also be required to provide associated changing facilities.

Development will not be permitted until appropriate reprovision has been made elsewhere within the town for the junior pitch currently on the site.

WEST MIDDLESBROUGH

ST DAVIDS (FORMER RC SCHOOL SITE)

3.79 This site was previously occupied by St. Davids Roman Catholic School, which has been merged with St. Mary's School and relocated to Saltersgill as part of the Building Schools for the Future programme to form the new Trinity Catholic College.

3.80 The school buildings (now demolished) and playing fields occupied a triangular site of 5.91ha, located in the west of Middlesbrough within a residential area, bounded by detached and semi-detached residential properties to the north and west. To the east lies the historic avenue of trees and the Acklam Hall Conservation Area. This former school site lends itself to a high quality family residential development scheme, and provides an opportunity to deliver a residential development with 3/4 bedroom units.

3.81 Access is via St David's Way, off Hall Drive. Acklam Road (A1032) is to the west of the site, which provides access to public transport, local retail facilities and other services.

3.82 Development of the site will not be permitted until the reprovision of the existing playing pitches is made. The preferred location for this reprovision is on land south of the Hustler Trust Land close to the St David's site.

POLICY H34 ST DAVID'S (FORMER RC SCHOOL SITE).

Land is allocated at St David's for a high quality, high value residential scheme, to provide a maximum of 115 dwellings.

Development proposals will be expected to:

- a) provide a residential development that reflects the housing types within the surrounding area, which is predominantly 3/4 beds housing with a mix of semi and detached properties;
- b) respond positively to the Acklam Hall Conservation Area and the adjacent historic avenue of trees;
- c) properties should front on to the avenue of trees however there will be no vehicular access on to the avenue of trees;
- d) utilise existing access road arrangements from St David's Way;
- e) maintain and enhance existing pedestrian footpath access arrangements from Acklam Road and Hall Drive;
- f) ensure that the design of the proposal takes account of any surface water flooding issues without adversely effecting existing surrounding residential properties, and maximises opportunities for the use of SUDS, where appropriate;
- g) retain the existing mature trees;
- h) 15% of dwellings to be affordable provided as 5% of the dwellings on site and a 10% off-site affordable housing contribution; and,
- i) provide off-site improvements to school provision to accommodate the educational needs of future residents.

Development will not be permitted until the reprovision of the playing pitches currently on the site is made elsewhere in the town.

BEECHWOOD

3.83 Located in the Beechwood Ward of central Middlesbrough, this flat greenfield site is bounded by residential dwellings to the north; a youth/community club to the east; informal open space to the south and allotments to the west. The site itself consists of both informal grassed open space (two thirds) and allotments (one third) presently.

3.84 Housing development on this site would be a logical and straightforward extension to the well-established residential area to the north, in a location

offering easy access to adjacent open space and a number of other important local facilities.

POLICY H35 BEECHWOOD

1.63ha of land is allocated at Beechwood for development of 28 dwellings.

Any development would be expected to:

- a) comprise three and four bedroom detached and semi-detached dwellings and bungalows;
- b) provide access to the site from Gleneagles Road and Kirkham Row (no through route, except for pedestrians and cyclists);
- c) retain the existing allotments if they remain in active use at the time of development coming forward and provide improvements to the allotments; and
- d) maximise the potential benefits provided by the surrounding open space (e.g. suitable access, appropriate layout of dwellings etc.).

Development will not be allowed to take place until the Beechwood site is no longer needed for the temporary reprovision of pitches from Prissick.

SOUTH MIDDLESBROUGH

LOW GILL

3.85 The site is located adjacent to the residential outer suburb of Marton. It is bounded by the A174 to the north, the railway to the east, Gypsy lane to the south, and Low Gill wood to the west. The site consists of a single field in agricultural use.

3.86 The site is separated visually from the residential areas of Marton to the west by the broad swathe of woodland that borders Low Gill and will not impact upon existing residents' amenity. Notwithstanding the visual separation the site is well located in relation to the local centres at The Avenue and Marton Road/Gypsy Lane and local schools.

POLICY H36 LOW GILL

7.3 ha of land are allocated at Low Gill for 140 dwellings.

The Council will require the development to deliver a high quality scheme that:

- a) provides a mix of dwelling types and sizes, including detached houses and bungalows;
- b) includes 5% of the dwellings as onsite affordable dwellings and a 10% off-site affordable housing contribution;

- c) is accessed from Gypsy Lane;
- d) enhances the public right of way adjacent to the north and east of the site through landscaping and additional planting;
- e) creates pedestrian links to access the adjacent Low Gill wood; and
- f) maximises the use of SUDS in the drainage system.

Development will be required to make a contribution to the provision of the transport infrastructure requirements identified within the Infrastructure Delivery Plan.

GYPSY AND TRAVELLING SHOWPEOPLE

3.87 There is one Gypsy and Travellers site in Middlesbrough, at Metz Bridge, and one Travelling Showpeople yard at North Ormesby. The site at Metz Bridge has 15 pitches and is managed by the local authority. It is the Council's intention to continue to maintain facilities at this site and to monitor its continued suitability for this purpose. The Travelling Showpeople yard is privately owned and makes provision for 10 plots.

3.88 These two sites have been safeguarded for their current use within this DPD, and will only be allowed to be developed for alternative uses if a suitable alternative site can be provided or there is no longer a requirement for a particular site.

POLICY H37 GYPSY AND TRAVELLING SHOWPEOPLE SITES

To meet the identified need for Gypsy and Traveller, and Travelling Showpeople provision in the borough over the plan period, the Council has allocated:

- land within the existing Metz Bridge Gypsy site; and
- land adjacent to the North Ormesby Travelling Showpeople yard.

Any proposals for the development of the existing Gypsy site (Metz Bridge) or Travelling Showpeople yard (North Ormesby) for alternative uses will not be permitted unless the Council is satisfied that there is no longer a local need for the provision, or an alternative site can be provided. In considering the suitability of any replacement provision the Council will have regard to the criteria contained in Core Strategy Policy H13.

Appendix 1 – Superseded/Replacement policies

Core Strategy Policy	Housing Core Strategy Policy
CS1 Spatial Strategy	H1 – Spatial Strategy
CS2 – Greater Middlehaven	H2 – Greater Middlehaven
CS3 – Greater Hemlington	H7 – Hemlington Grange
CS9 – Housing Strategy	H11 – Housing Strategy
CS11 – Affordable Housing	H12 – Affordable Housing
CS12 – Gypsy and Travelling Showpeople Sites	H13 Provision for Gypsies and Travellers and Travelling Showpeople
CS17 – Transport Strategy	CS17 Transport Strategy
CS20 – Green Infrastructure	CS20 Green Infrastructure

Regeneration DPD Policy	Housing Development Plan Document Policy
REG1 – Greater Middlehaven phasing	H14 Greater Middlehaven – Mix of uses and phasing
REG 2 – Greater Middlehaven Development and Design Principles	H15 – Greater Middlehaven – Development and Design Principles
REG3 – Greater Middlehaven Transport Infrastructure	H16 – Greater Middlehaven- Development and Design principles
REG4 – Hemlington Grange – development principles	H22 – Hemlington Grange
REG5 – Hemlington Grange - employment uses	H23 – Hemlington Grange – Employment Uses
REG6 Greater Hemlington – Transport Infrastructure	H24 Hemlington Grange – Transport Infrastructure
REG 8 Gresham/Jewels Street area	H17 – Gresham/Jewel Street area
REG11 – Grove Hill	H19 – Grove Hill
REG18 – Housing allocations	H30 - Housing Allocations
REG19 – Gypsy and Travelling Showpeople sites	H36 – Gypsy and Travelling Showpeople sites
REG34 – East Middlesbrough Transport Corridor	Deleted

Appendix 2: Glossary

Phrase	Definition
Accessible Green Space Standards	Model standards devised by English Nature (now Natural England) for the provision of 'natural' greenspace, i.e. accessible areas that also provide potential wildlife habitat. The model sets out that no person should live more than 300m from their nearest area of natural greenspace of at least 2ha in size; that there should be at least one accessible 20ha site within 2km of home; that there should be one accessible 100ha site within 5km of home; and that there should be one accessible 500ha site within 10km of home.
Adoption	The approval, after independent examination, of the final version of a Local Plan by a local authority for future planning policy and decision making.
Affordable Housing	Includes affordable rented, social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market.
Authorities' Monitoring Report (AMR)	A report produced at least annually assessing progress of the LDS and the extent to which policies in Local Development Documents are being successfully implemented.
Appropriate Assessment	An Appropriate assessment, also known as a Habitat Regulations Assessment, is required in order to assess the potential effect of the Local Plan on Ramsar sites (wetlands of international importance). Special Protection Areas (SPAs) and Special Areas of Conservation (SACs).
Area Action Plan (AAP)	A type of Development Plan Document focused upon an area which will be subject to significant change.
Archaeological Interest	There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.
Article 4 Direction	A direction which withdraws automatic planning permission granted by the General Permitted Development Order.
Best and most valuable agricultural land	Land in grades 1, 2 and 3a of the Agricultural Land Classification.
Biodiversity	Identification of priorities for biodiversity conservation and work to deliver agreed actions and targets for priority habitats and species and locally important wildlife sites.
Development Plan	The statutory term used to refer to the plans/documents that apply to a particular area, including the Regional Spatial Strategy and Local Plan Documents.
Development Plan Documents (DPDs)	Documents which make up the Local Plan constitute Local Development Documents and have Development Plan status. DPDs must include the Local Plan and adopted Proposals Map. All DPDs are subject to public consultation and independent examination.
Duty to Cooperate	This duty requires local authorities and other public bodies to work together on planning issues in the preparation of Local Plans
European Union (EU)	Union of European Member States
Evidence Base	The information and data collated by local authorities to support the policy approach set out in the Local Plan.
Examination	The process by which an independent Planning Inspector may consider whether a Development Plan Document is 'sound' before it can be adopted.
Executive Housing	Typically of high quality detached accommodation having 4+ bedrooms, set in their own grounds in the region of 7 dwellings per hectare. Suited to the needs and aspirations of higher income households, and likely to be in Council Tax bands of F, G&H.
Green Infrastructure	A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
Historic Environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora
Infrastructure	Includes education, transport, health, flood defences and open space.

Key Diagram	A map showing the main features and proposals in the local authority area.
Local Development Documents (LDDs)	The collective term for Development Plan Documents, Supplementary Planning Documents and a Statement of Community Involvement.
Local Development Framework (LDF)	This term has been replaced by the term 'Local Plan'. It was used to describe a portfolio of Local Development Documents that provide a framework for delivering the spatial planning strategy for the area. It also contains a number of other documents, including the Annual Monitoring Report, and any 'saved' plans that affect the area.
Local Development Scheme (LDS)	This sets out the programme for the preparation of Local Development documents.
Local Plan	The plan for the local area which sets out the long-term spatial vision and development framework for the district and strategic policies and proposals to deliver that vision. This replaces the Local Development Framework.
Local Strategic Partnership (LSP)	A group of people and organisations from the local community including from public, private, community and voluntary sectors within a local authority area, with the objective of improving the quality of life of the local community.
Local Transport Plan (LTP)	A transport strategy prepared by the Council.
Localism Act 2011	The Localism Act introduced changes to the planning system (amongst other changes to local government) including making provision for the revocation of Regional Spatial Strategies, introducing the Duty to Cooperate and Neighbourhood Planning.
Material Considerations	Any factor relevant to the determination of a planning application.
National Planning Policy Framework (NPPF)	This sets out the Governments planning policies. Replaces many of the previous Planning Policy Statements.
Neighbourhood Plans	Plans prepared by a Parish Council, or a Neighbourhood Forum for a particular neighbourhood or area Introduced by the Localism Act 2011. When adopted neighbourhood plans form part of the development plan. They must be in conformity with the Local Plan and national planning policy. The neighbourhood plan can be used to enable development, but not prevent it. For example, the Neighbourhood Plan will have to incorporate the strategic housing targets for the area as a minimum, but may propose additional development.
Planning Condition	A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.
Planning & Compulsory Purchase Act 2004	This Act updated the 1990 Town & Country Planning Act. The Planning and Compulsory Purchase Act 2004 introduced a new statutory system of regional and local planning and has since been amended by the Localism Act 2011
Planning Inspectorate	The Government body responsible for providing independent inspectors for planning inquiries and for examinations of development plan documents and statements of community involvement
Planning Policy Guidance (PPG)	Produced by central Government setting out national planning guidance. These have been replaced by the NPPF.
Planning Policy Statement (PPS)	Produced by central Government setting out national planning guidance. These have been replaced by the NPPF.
Planning Obligation	A legally enforceable obligation entered into under Section 106 of the Town and Country planning Act 1990 to mitigate the impacts of a development proposal.
Previously Developed Land (PDL)	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the

	process of time
Proposals Map	A map of the local planning authority's area which must be reproduced from, or based on, an Ordnance Survey map; include an explanation of any symbol or notation which it uses; and illustrate geographically the application of the policies in the adopted development plan. Where the adopted policies map consists of text and maps, the text prevails if the map and text conflict.
Regeneration	The economic, social and environmental renewal and improvement of rural and urban areas.
Regulations	This means "The Town and Country Planning (Local Planning) (England) Regulations 2012" unless indicated otherwise. Planning authorities must follow these when preparing Local Plans.
Saved Policies	Policies in historic Local Plans and Structure Plans are 'saved' and therefore will continue to be used until replaced by a new Local Plan.
Site Specific Allocations	Site specific proposals for specific or mixed uses or development. Policies will identify any specific requirements for individual proposals.
Soundness	To be "sound" a Development Plan Document should be 'positively prepared', 'justified', 'effective' and 'consistent with national policy'. The examination into a DPD will assess this.
Spatial Planning	Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes and stake holders which influence the nature of places and how they function.
Specialist Housing	Transitional accommodation for patients with mobility problems who are not ready to move home following neurological injuries, and may also include some student and sheltered housing.
Statement of Community Involvement (SCI)	The SCI sets out standards to be achieved by the local authority in relation to involving the community in the preparation, alteration and continuing review of all LDDs and in development control decisions. It is subject to independent examination. In respect of every LDD the local planning authority is required to publish a statement showing how it complied with the SCI.
Strategic Environmental Assessment (SEA)	An assessment of the environmental effects of policies, plans and programmes, required by European legislation, which will be part of the public consultation on the policies.
Strategic Housing Land Availability Assessment (SHLAA)	An assessment of the land capacity across the District with the potential for housing.
Submission	When a Plan Document is sent to the Secretary of State for independent examination.
Supplementary Planning Document (SPD)	These cover a wide range of issues on which the plan making authority wishes to provide guidance to supplement the policies and proposals in Development Plan Documents. There is no independent examination for an SPD.
Sustainable Drainage Systems (SuDS)	SuDS seek to manage surface water as close to the source as possible, mimicking surface water flows arising from a site prior to the proposed development. Typically SuDS involve a move away from piped systems to softer engineering solutions inspired by natural drainage processes.
Sustainability Appraisal (SA)	The process of assessing the economic, social and environmental effects of a proposed plan. This process implements the requirements of the SEA Directive. Required to be undertaken for all DPDs.
Sustainable Community Strategy (SCS)	Sets an overall strategic direction and long-term vision for the economic, social and environmental wellbeing of an area.
Sustainable Development	A widely used definition drawn up by the World Commission on Environment and Development in 1987: "development that meets the needs of the present without compromising the ability of future generations to meet their own needs".
Sustainable Transport Modes	Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.

Transport Assessment	A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.
Travel Plan	A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.
Viability Assessment	A viability assessment examines whether different types of development are likely to prove financially viable when taking into account a range of different factors such as location, type of site, size of scheme and scale of contributions to infrastructure and facilities.
Windfalls	Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously - developed sites that have unexpectedly become available.

Appendix 3: Monitoring Framework

Introduction

As part of the process of preparing the Housing Local Plan, it will be necessary to identify an effective monitoring framework against which implementation of the 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 Plan are not delivering their intended outcomes.

Performance Indicators

Indicators will be identified to show how the performance of the Housing Local Plan will be measured. The monitoring process is 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 Plan. Where possible, policies will be grouped and common indicators identified.

Annual Monitoring Report (AMR)

The AMR will be the principal component in the monitoring framework, bringing together all the necessary information to successfully monitor the implementation of the Housing Local Plan in one place. It will be published by December each year and will include an assessment of:

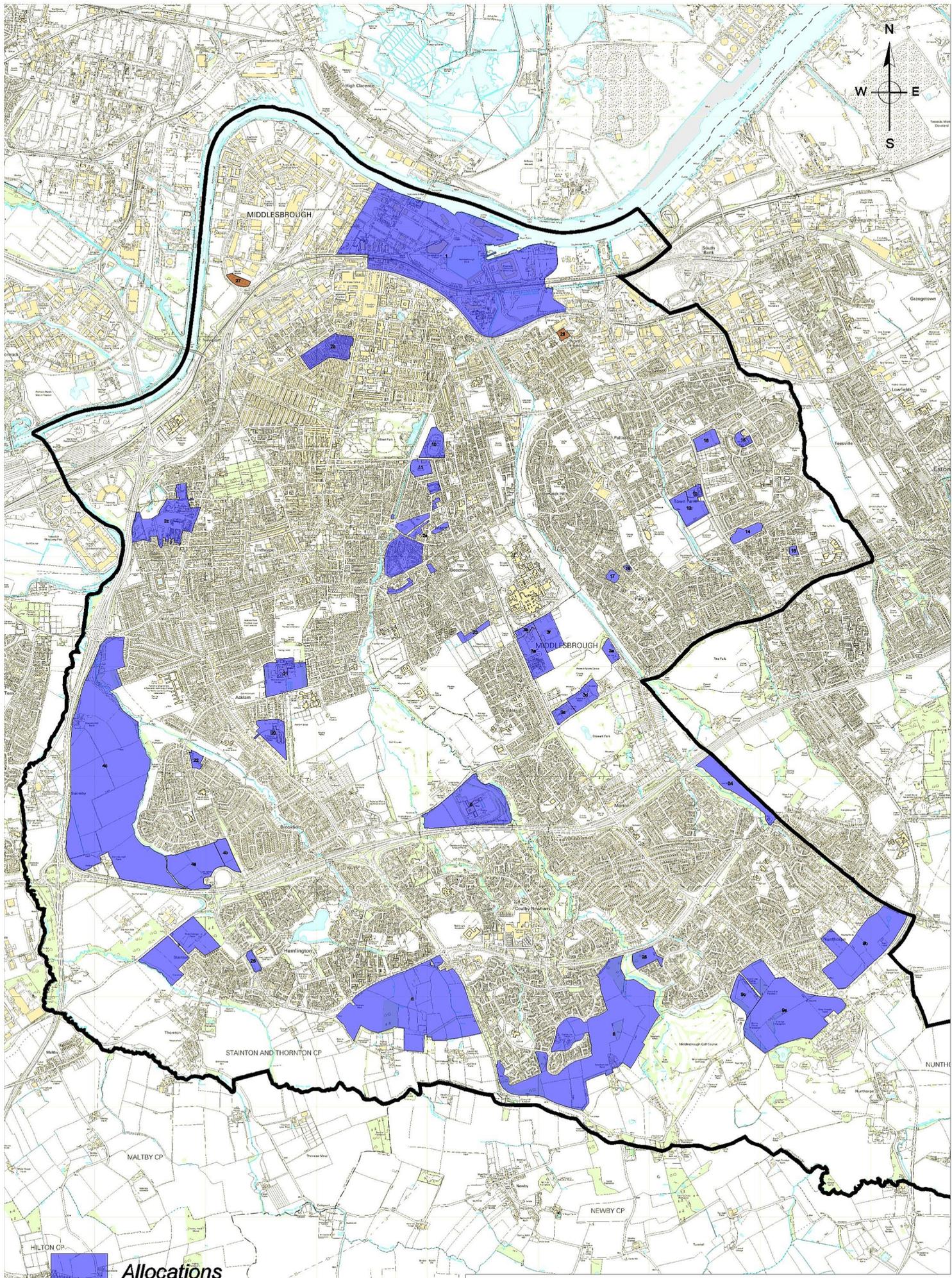
- I. whether policies and related targets or milestones in the Local Plan have been met or progress is being made towards meeting them or, where they are not being met or not on track to being achieved, the reasons why;
- II. what impact the policies are having in respect of national and local policy targets and any other targets identified in the Local Plan;
- III. whether the policies in the Local Plan need adjusting or replacing because they are not working as intended;
- IV. whether the policies need changing to reflect changes in national policy; and
- V. whether policies or proposals need changing, and the actions needed to achieve this.

The following targets and indicators will be used to monitor implementation of the Housing Local Plan. This will be refined through the AMR.

INDICATOR	HOUSING LOCAL PLAN POLICIES	SPATIAL OBJECTIVES	TARGET	EXISTING BASELINE (WHERE APPROPRIATE)	SOURCE
Housing trajectory showing: i. net additional dwellings since start of Plan; ii. net additional dwellings for the current year; iii. projected net additional dwellings to 2029; and, iv. the five year supply of deliverable dwellings.	H1, H11	1,2	Net additional dwellings: 2012-19=2,660 2019-24=2,150 2024-29=2,160	N/A	Planning decision notices/ completion certificates

Population change	H1, H11	1	Stabilise population	138,700 (mid year estimate 2012)	Census/ Mid-year estimates
Outstanding planning permissions for residential use	H1, H11	1,2,3	To maintain a 5 year deliverable supply of housing from outstanding permissions and allocations	Planning permission for 4,323 dwellings at 31/03/13.	Planning decision notices/ completion certificates
Number of housing completions/ outstanding planning permissions on strategic locations	H2-H11	1,2,3	Completions 2012-19=1,545 2019-24=2,155 2024-29=1,725	N/A	Planning decision notices/ completion certificates
Number of apartments permitted/completed in: <ul style="list-style-type: none"> • Greater Middlehaven • Town Centre • Other areas 	H11, H14	1,2,3	To focus development of apartments in Greater Middlehaven and the Town Centre	N/A	Planning decision notices/ Completion certificates
Housing Stock	H11	1, 2	Improve the range and choice of dwelling types and sizes	Detached: 14.0% Semi: 39.1% Terraced: 32.0% Flat: 12.8% (2011)	DCLG
Vacant dwellings	H11	2	Reduce vacancy rates to 3% by 2029	4.2% (2013)	Council tax records
Affordable housing completions by type and tenure	H12	2	Improve the range and choice of dwelling types	N/A	Housing Flow Reconciliation Form
Planning applications approved/refused for gypsy and travelling show people sites and appeals	H13	2	Ensure that there are sufficient well located sites	N/A	Planning decision notices
Number of unauthorised gypsy encampments	H13	2	No unauthorised gypsy encampments	N/A	Community Protection

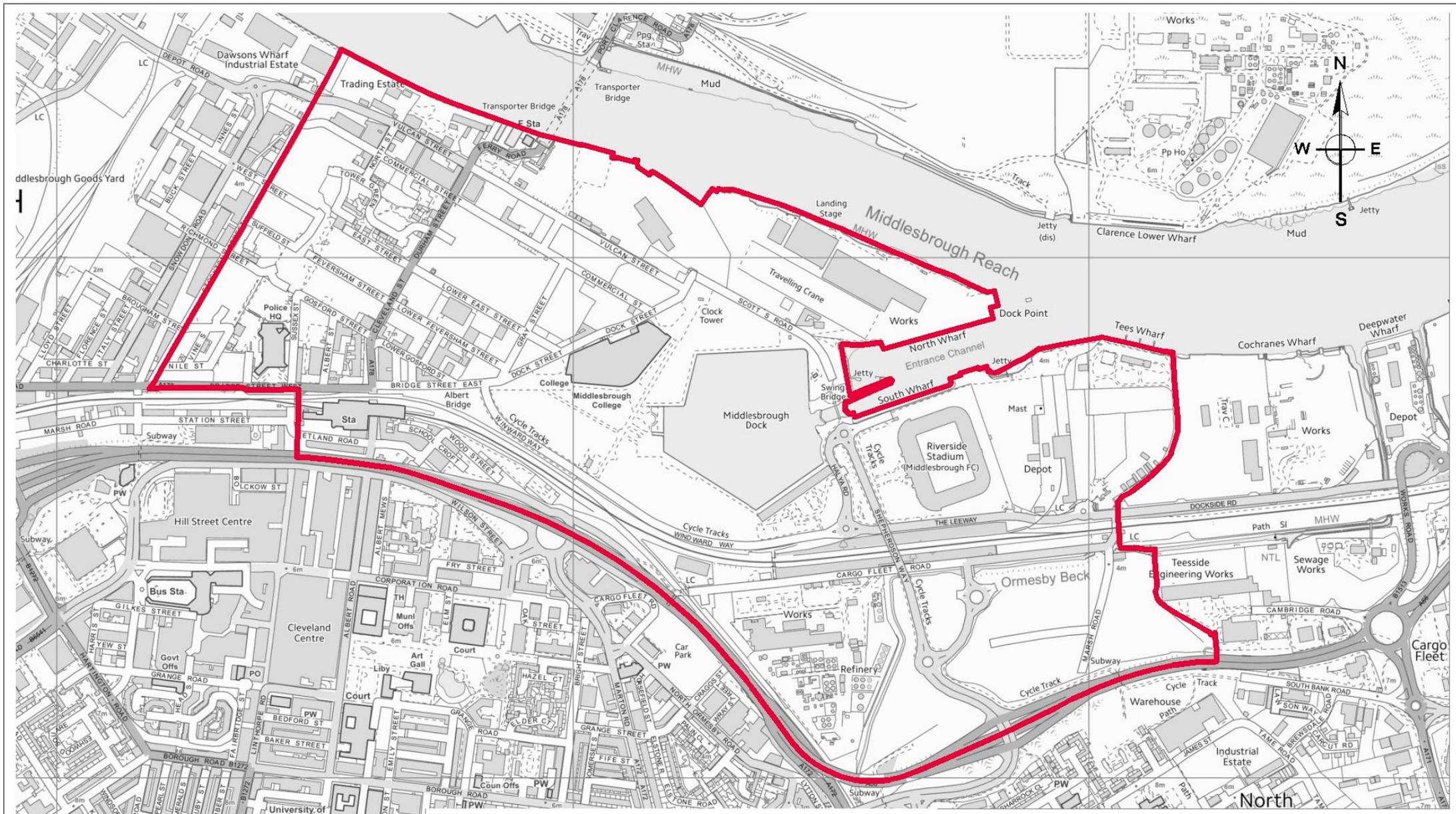
Maps and Plans



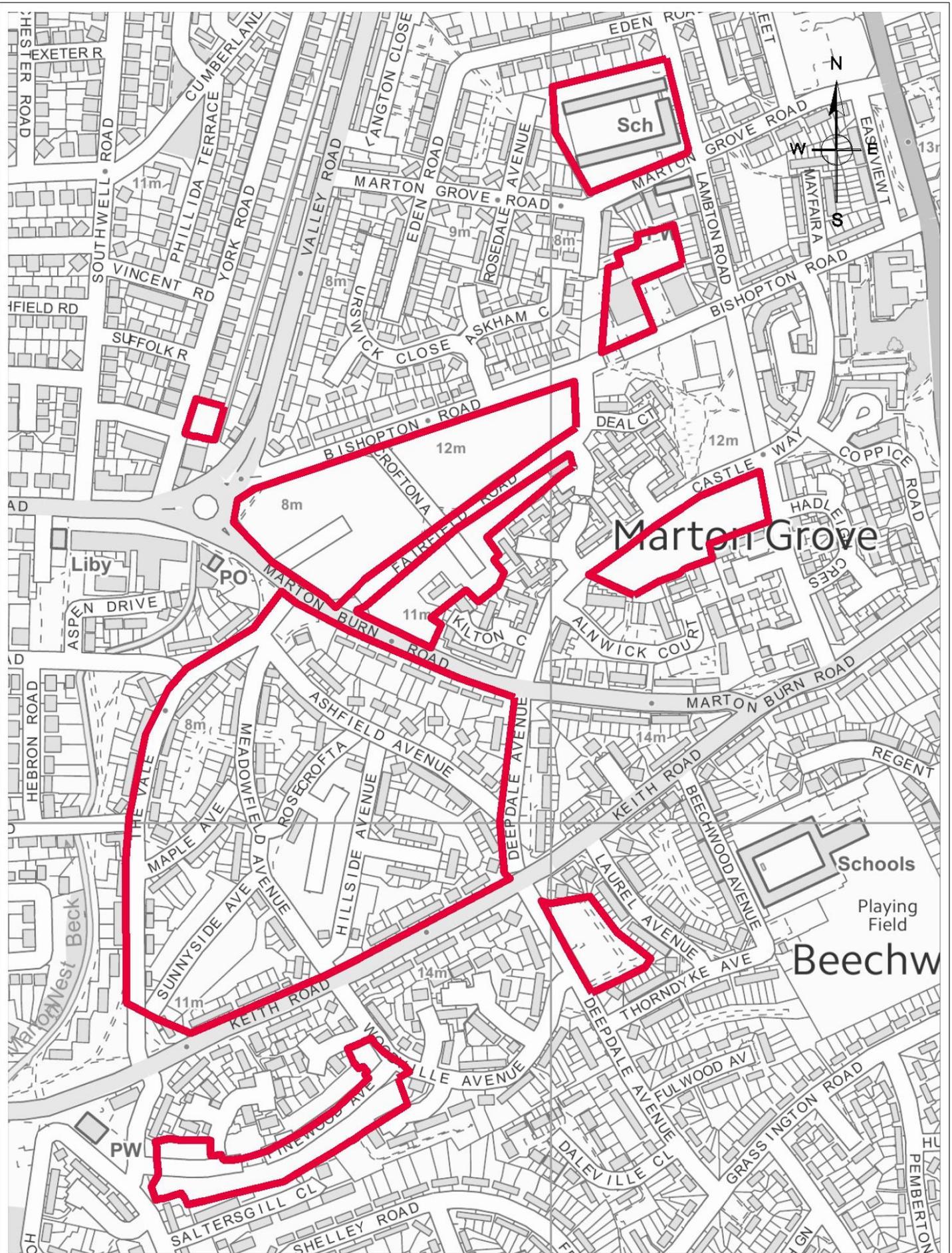
 **Allocations**
 **Gypsy and travelling showpeople allocations**



Head of Service: Sharon Thomas	Ref: MP/J/LDE/PP/U/L
Service Area: Development & Planning	Scale: N.T.S.
Created by: John Manders	Date: 28th November 2014



1. Greater Middlehaven	
<i>Head of Service:</i>	<i>Ref:</i>
<i>Service Area:</i>	<i>Scale:</i>
<i>Created by:</i>	<i>Date: 4th September 2013</i>



2a Grove Hill

Head of Service:

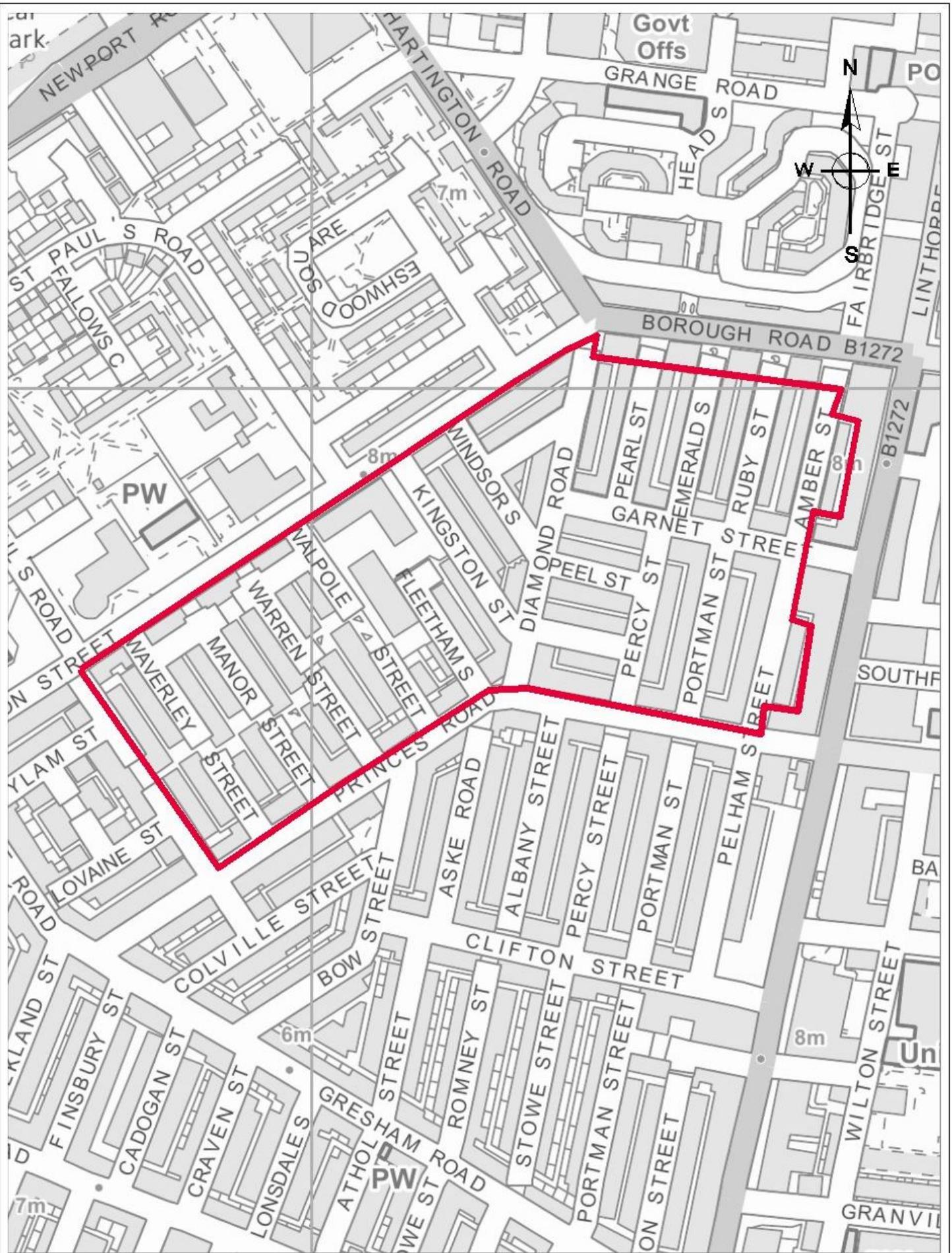
Service Area:

Created by:

Ref:

Scale:

Date: 22nd January 2014



2b Gresham

Head of Service:

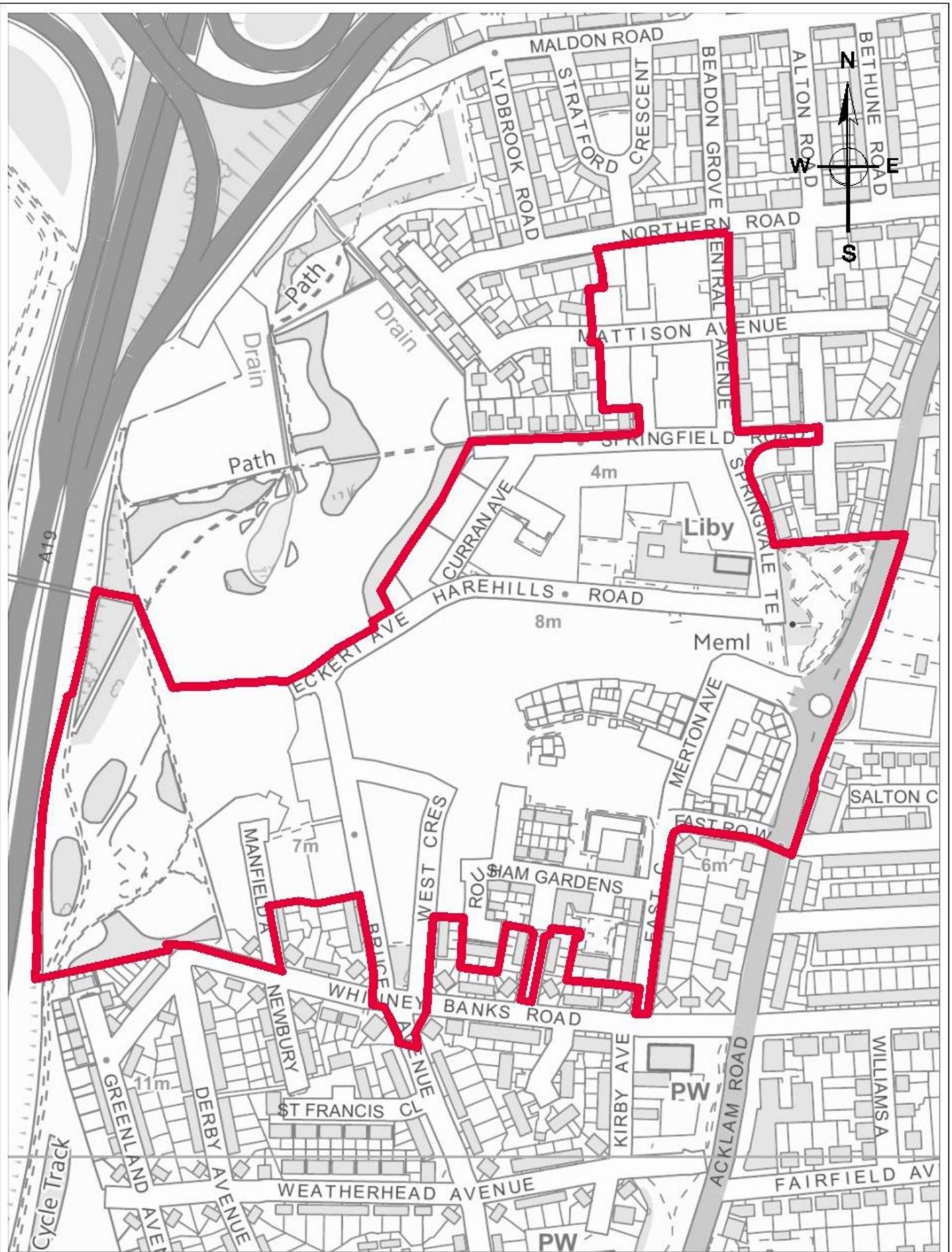
Service Area:

Created by:

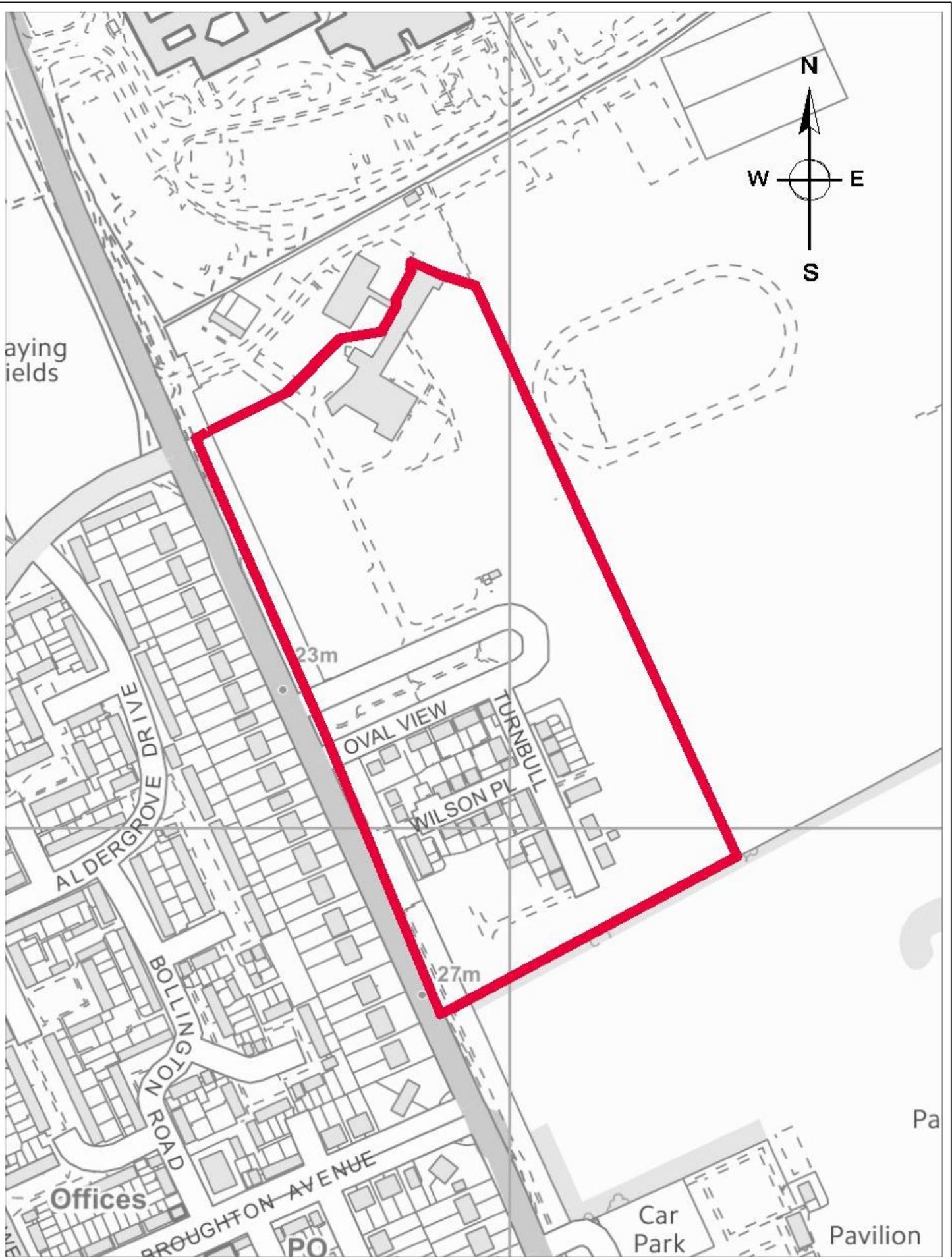
Ref:

Scale:

Date: 4th September 2013



2c Acklam Green	
<i>Head of Service:</i>	<i>Ref:</i>
<i>Service Area:</i>	<i>Scale:</i>
<i>Created by:</i>	<i>Date: 4th September 2013</i>



3a Scholars rise

Head of Service:

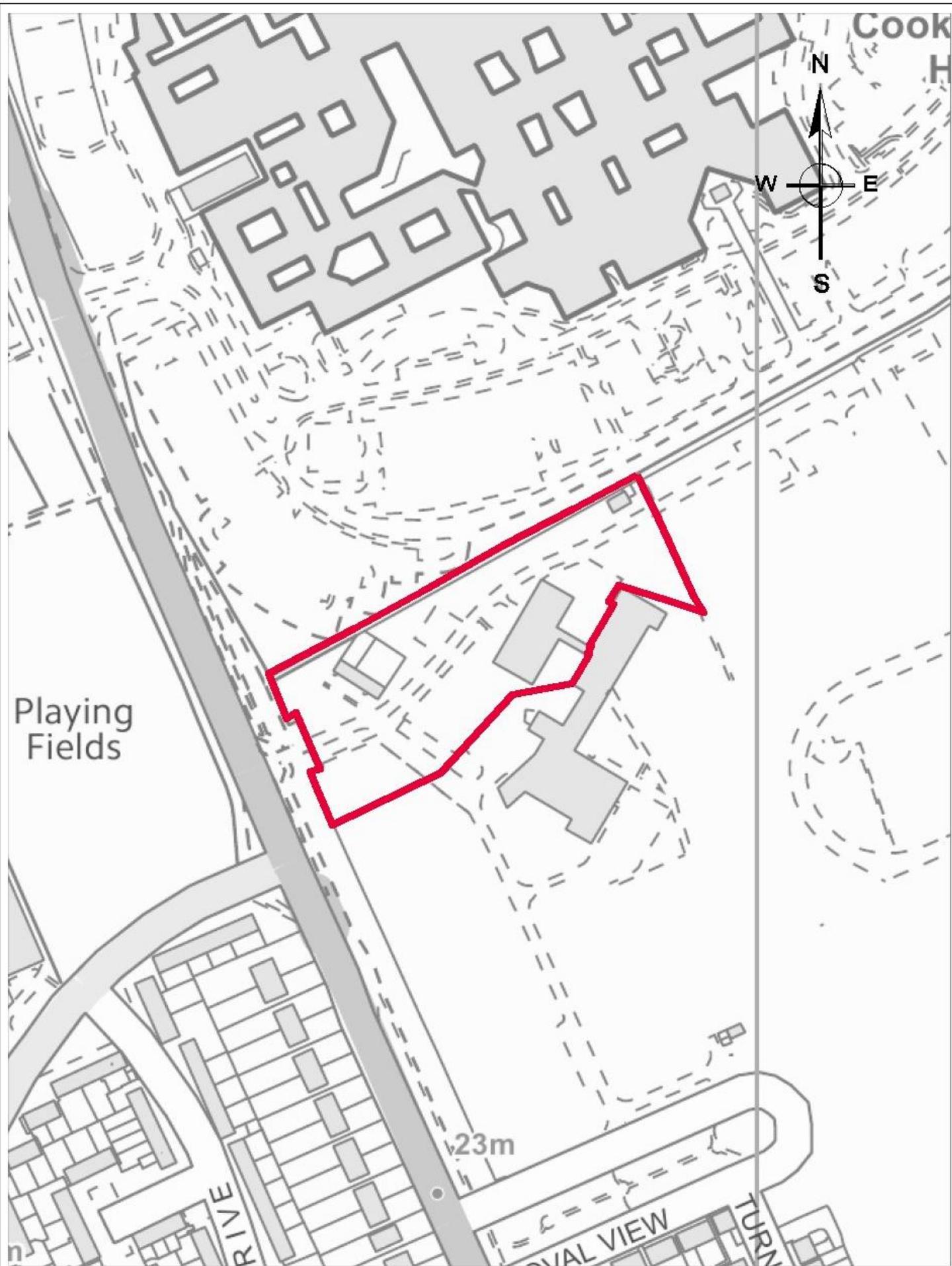
Service Area:

Created by:

Ref:

Scale:

Date: 4th September 2013



3b Land south of James Cook University Hospital

<i>Head of Service:</i>	<i>Ref:</i>
<i>Service Area:</i>	<i>Scale:</i>
<i>Created by:</i>	<i>Date:</i> 4th September 2013



3c Tennis World

Head of Service:

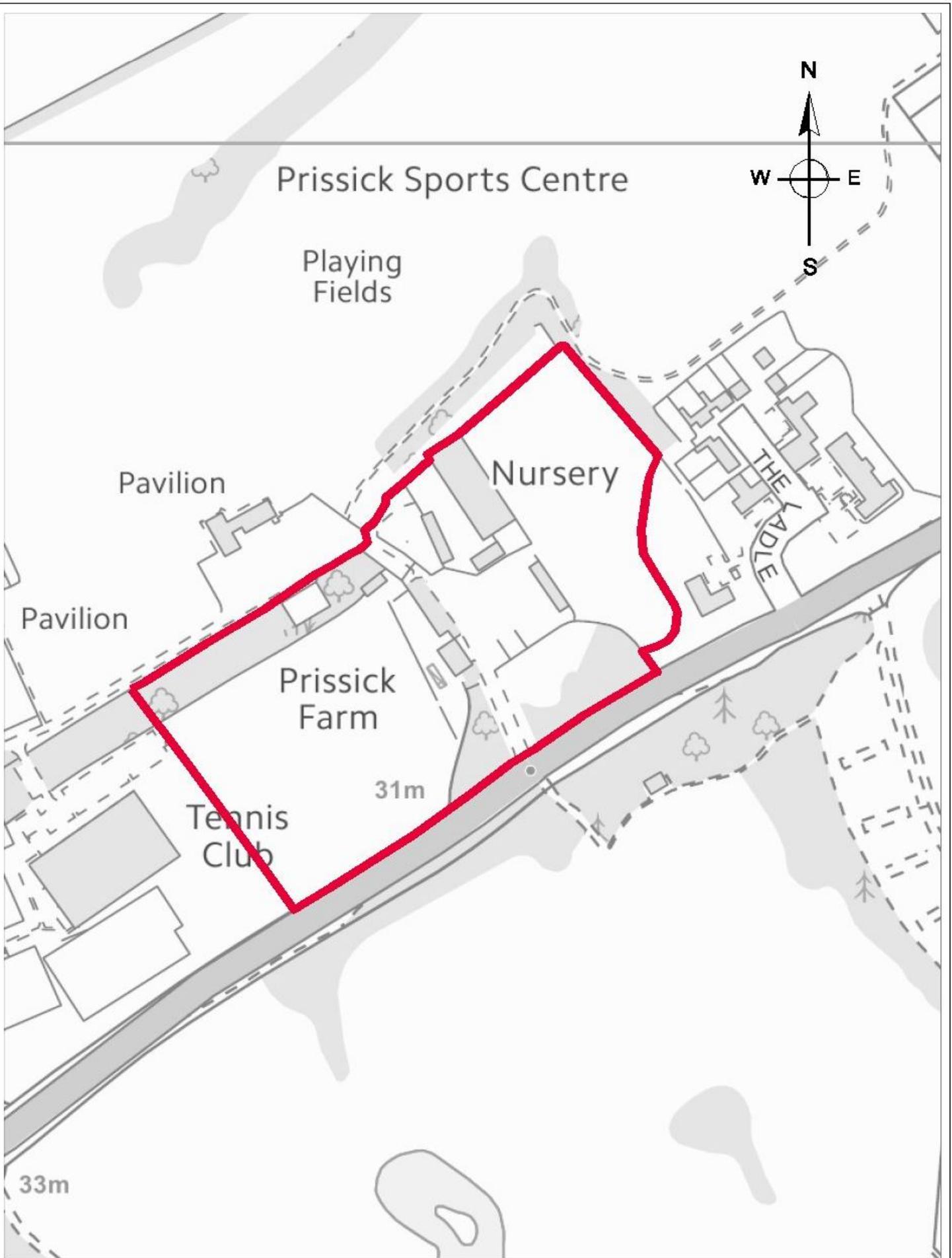
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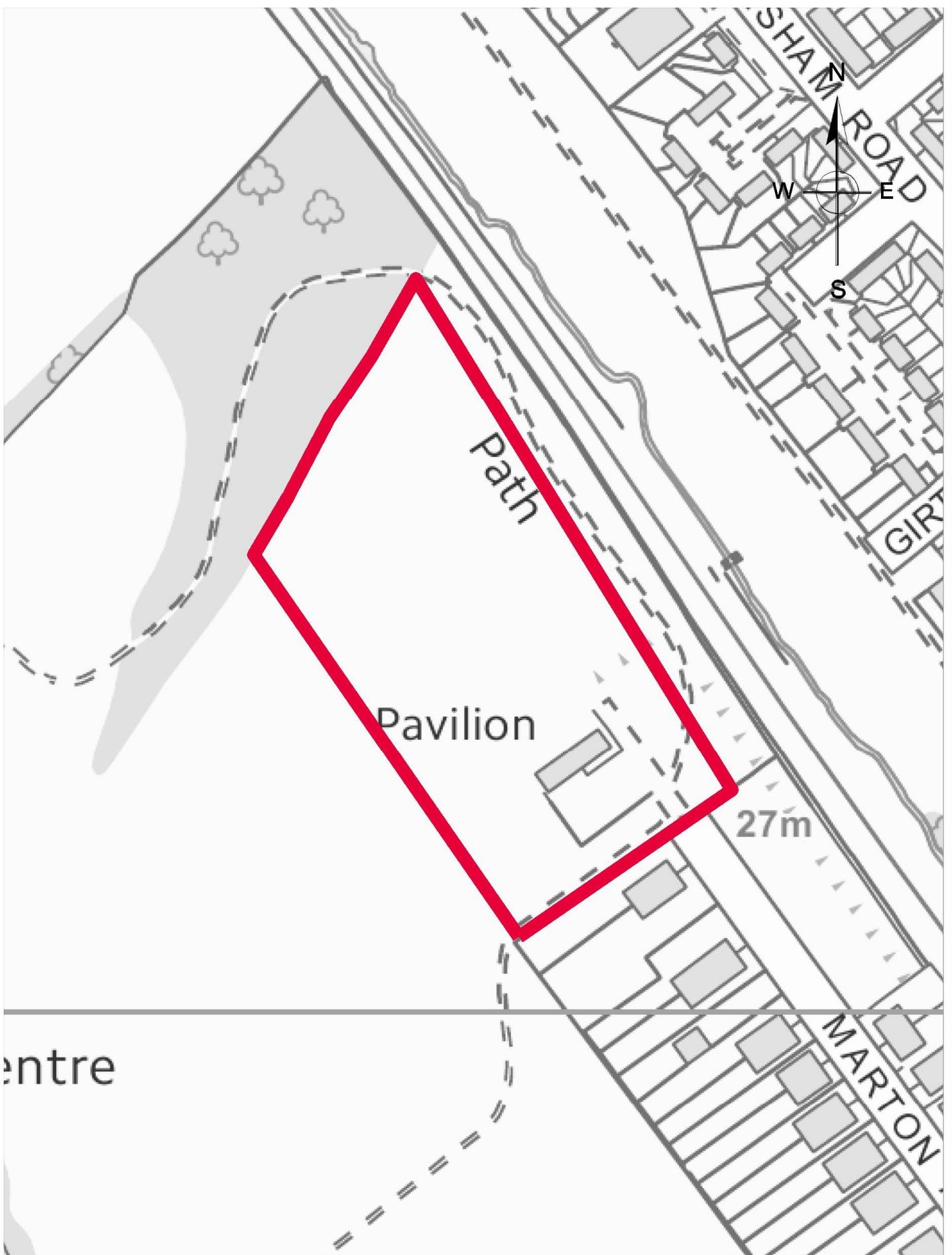
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Created by:

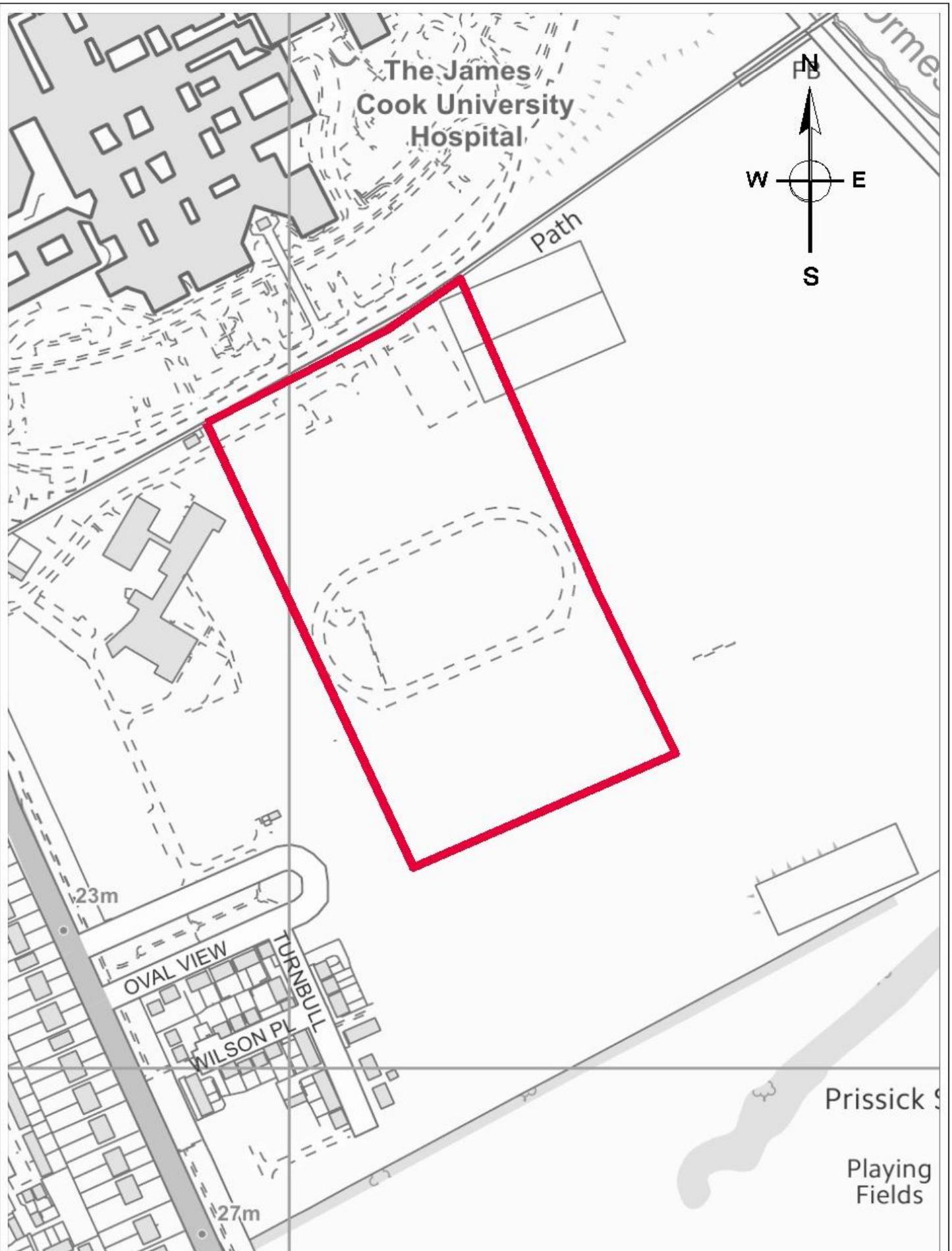
Date: 4th September 2013



3d Prissick Depot	
<i>Head of Service:</i>	<i>Ref:</i>
<i>Service Area:</i>	<i>Scale:</i>
<i>Created by:</i>	<i>Date:</i> 4th September 2013



3e Land North of Marton Avenue	
Head of Service:	Ref:
Service Area:	Scale:
Created by:	Date: 3rd October 2013



3f Brackenhoe East

Head of Service:

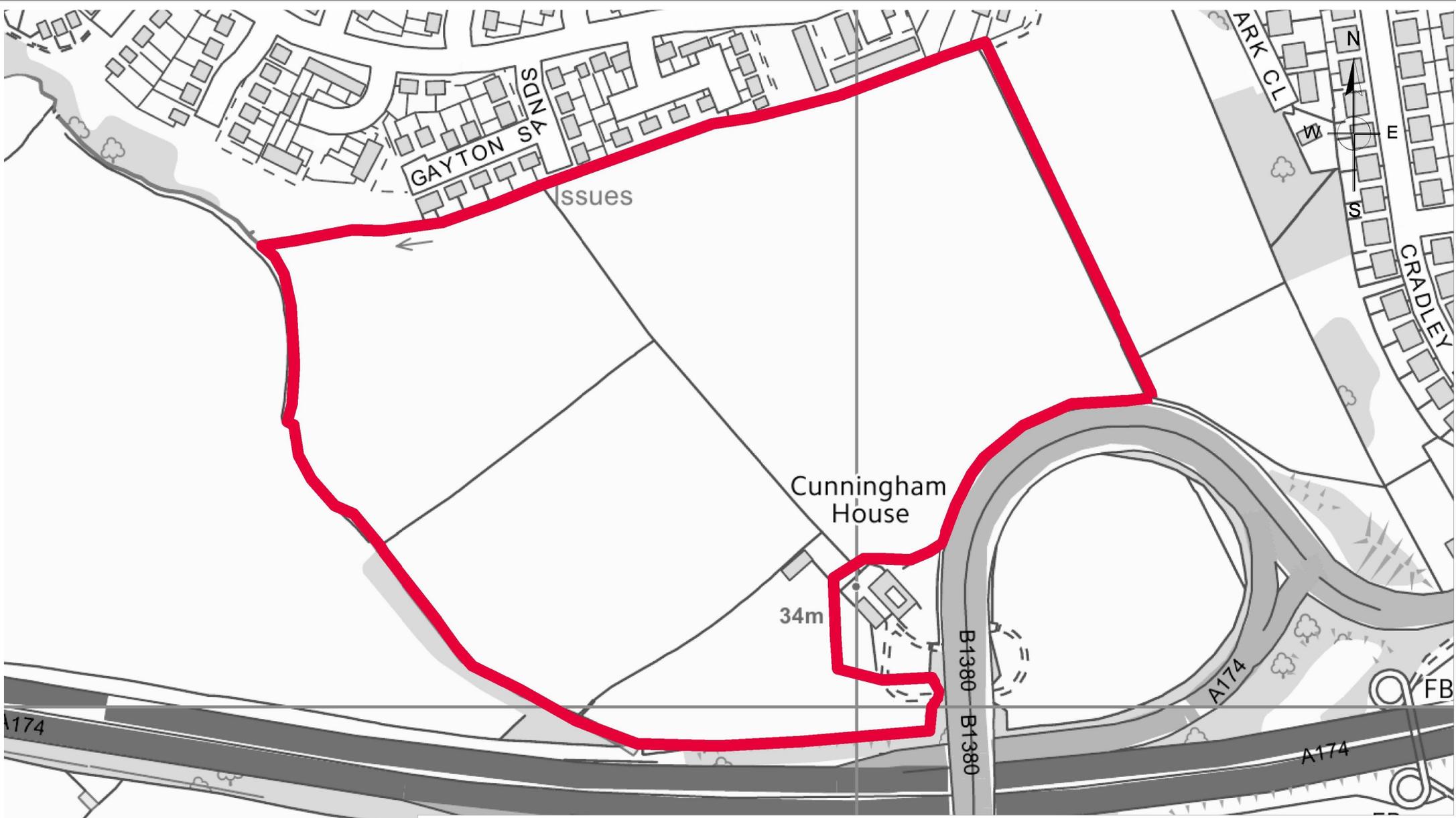
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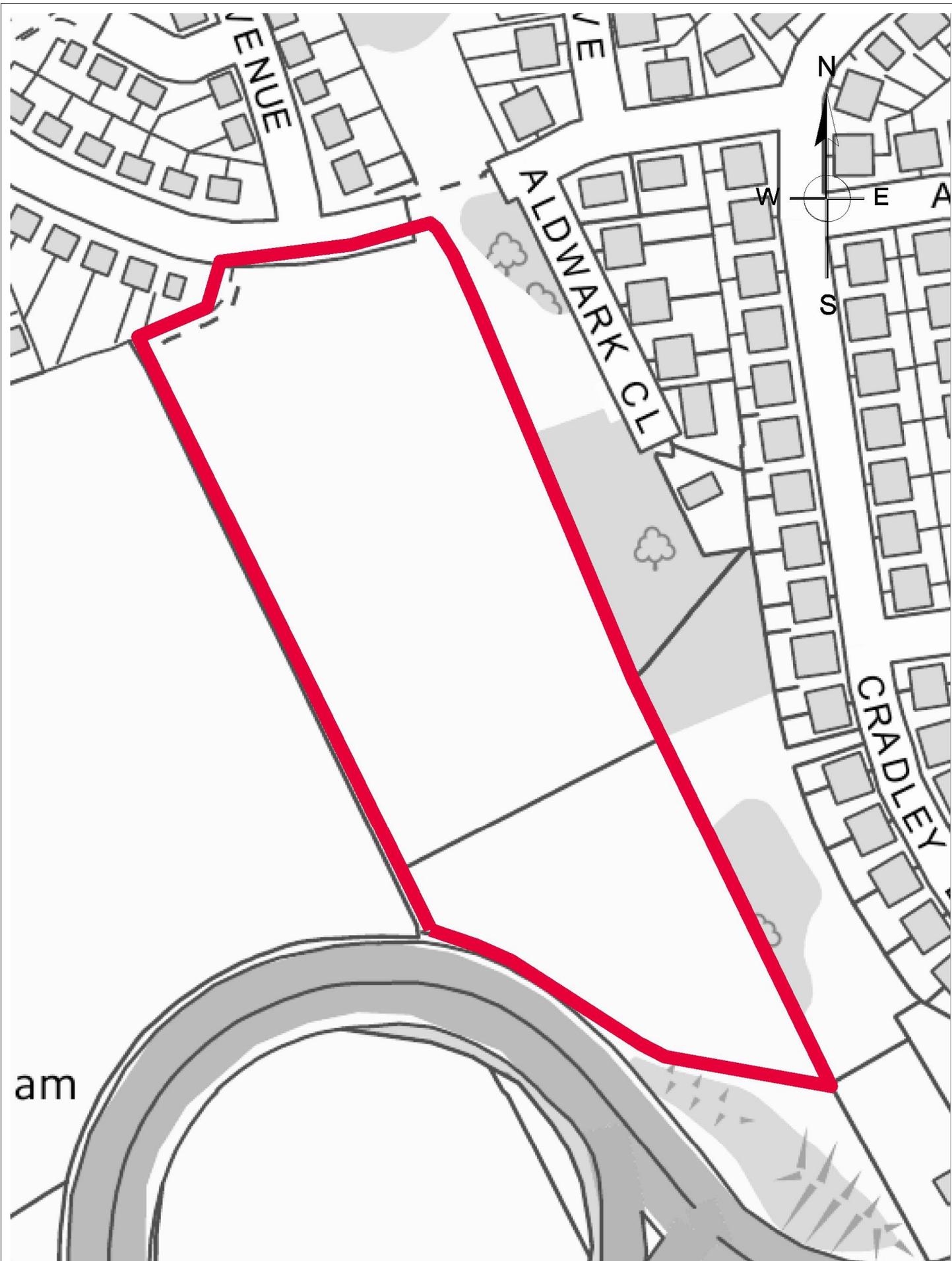
Created by:

Date: 7th October 2013



4a LA Cunningham House

Head of Service:	Ref:
Service Area:	Scale:
Created by:	Date: 11th December 2012



4b Low Lane

Head of Service:

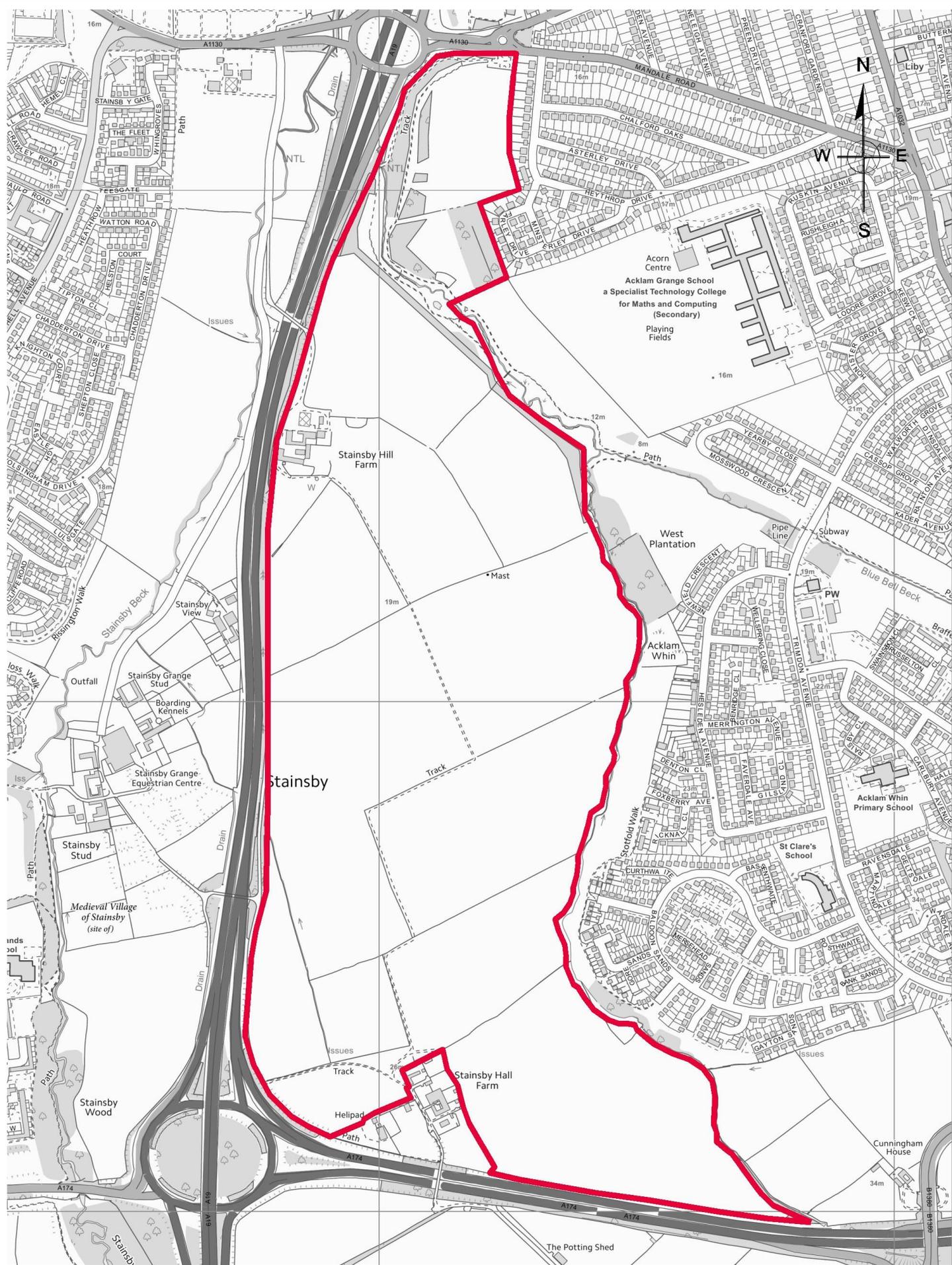
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Service Area:

Scale:

Created by:

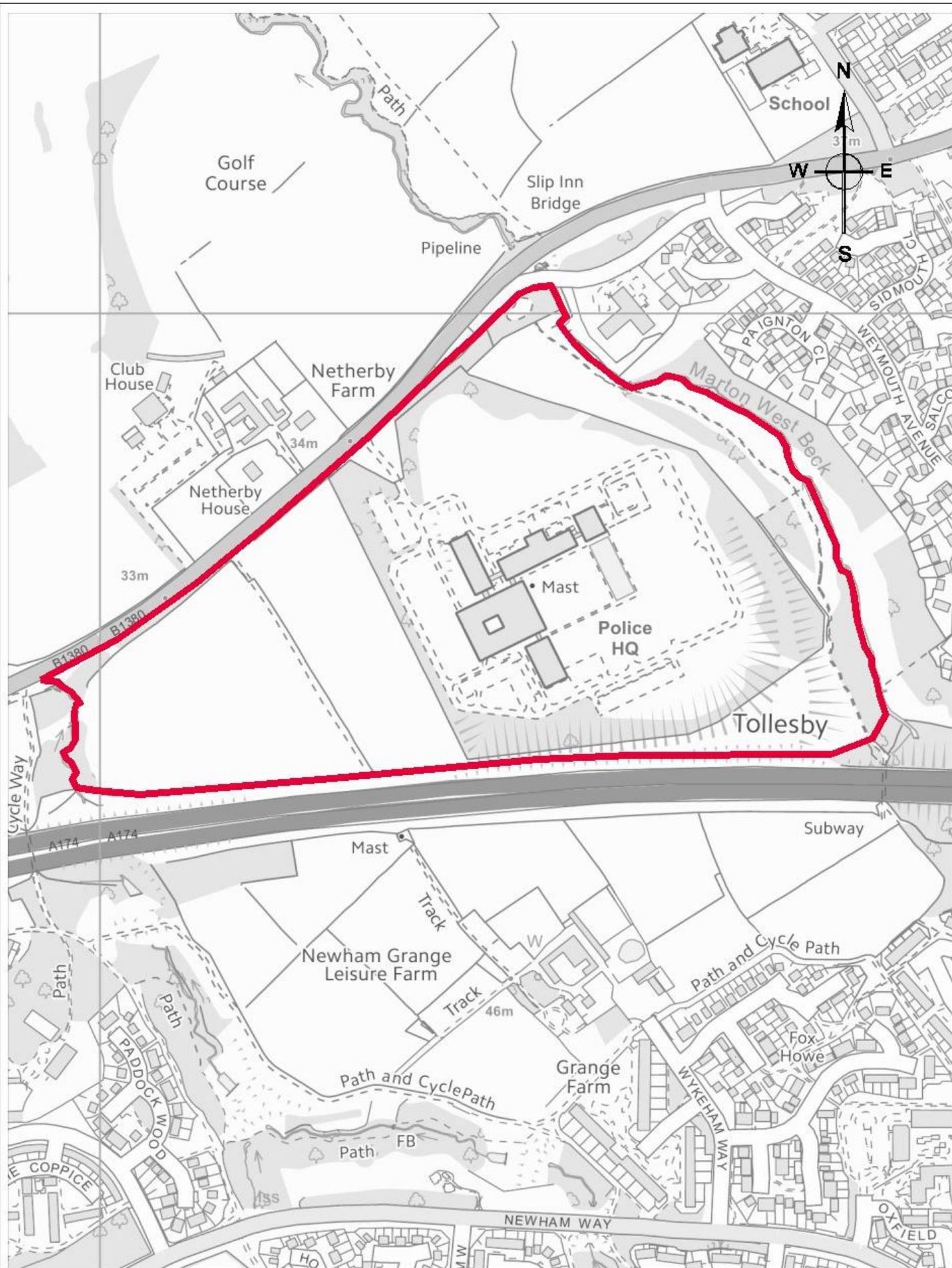
Date: 11th December 2012



4c Stainsby Hall Farm & Stainsby Hill Farm



Head of Service:	Ref:
Service Area:	Scale:
Created by:	Date: 11th December 2012



5 Ladgate Lane

Head of Service:

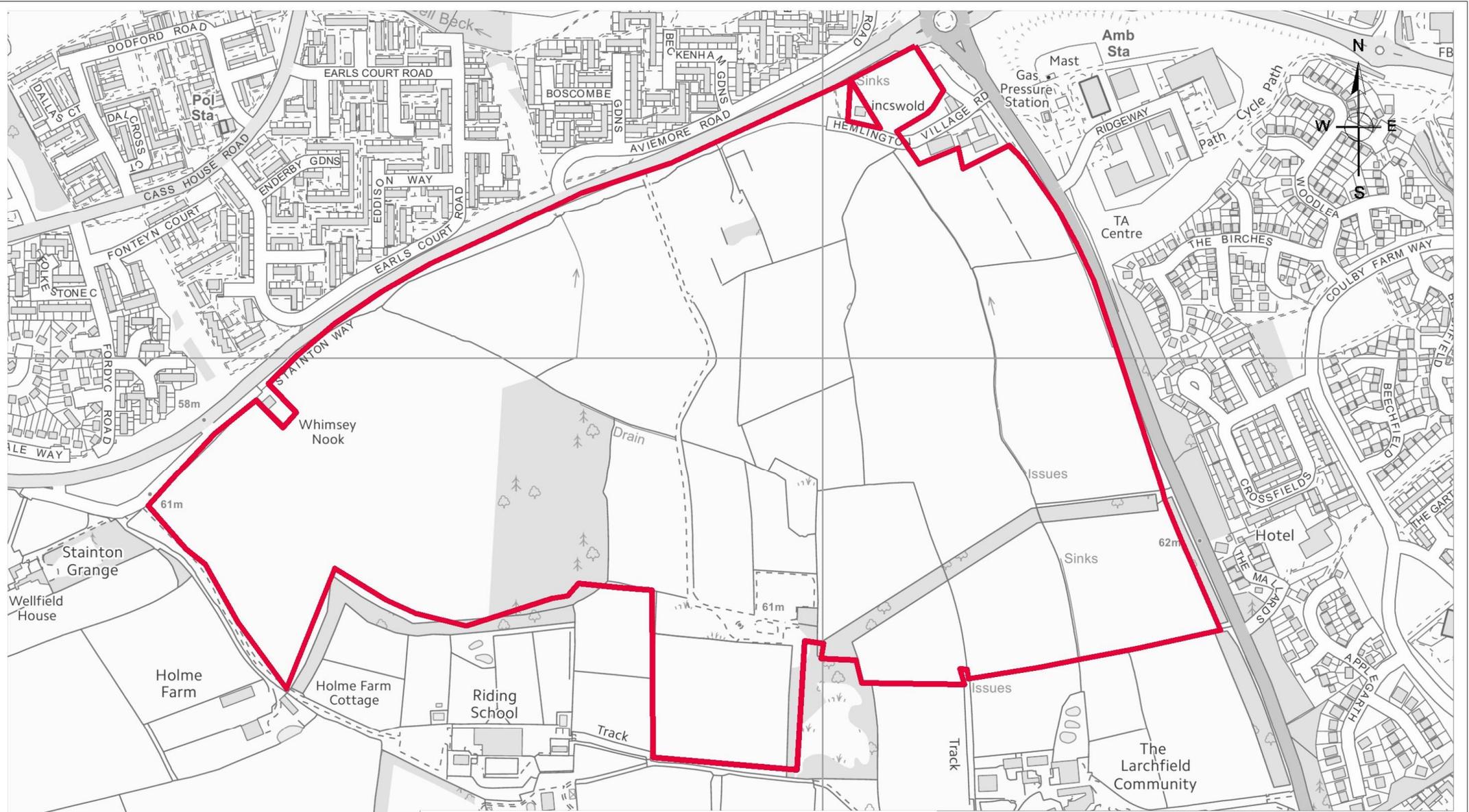
Service Area:

Created by:

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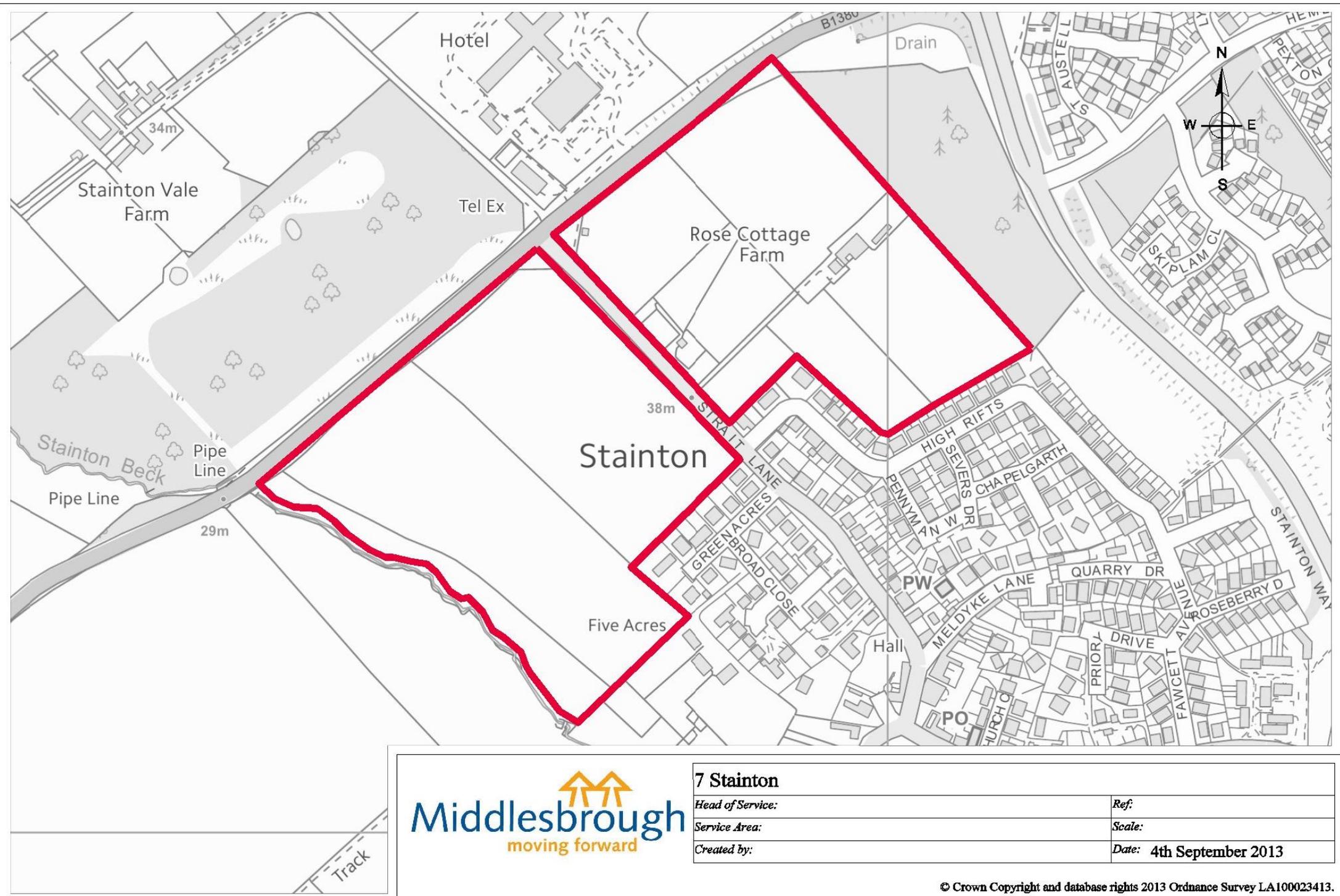
Scale:

Date: 4th September 2013

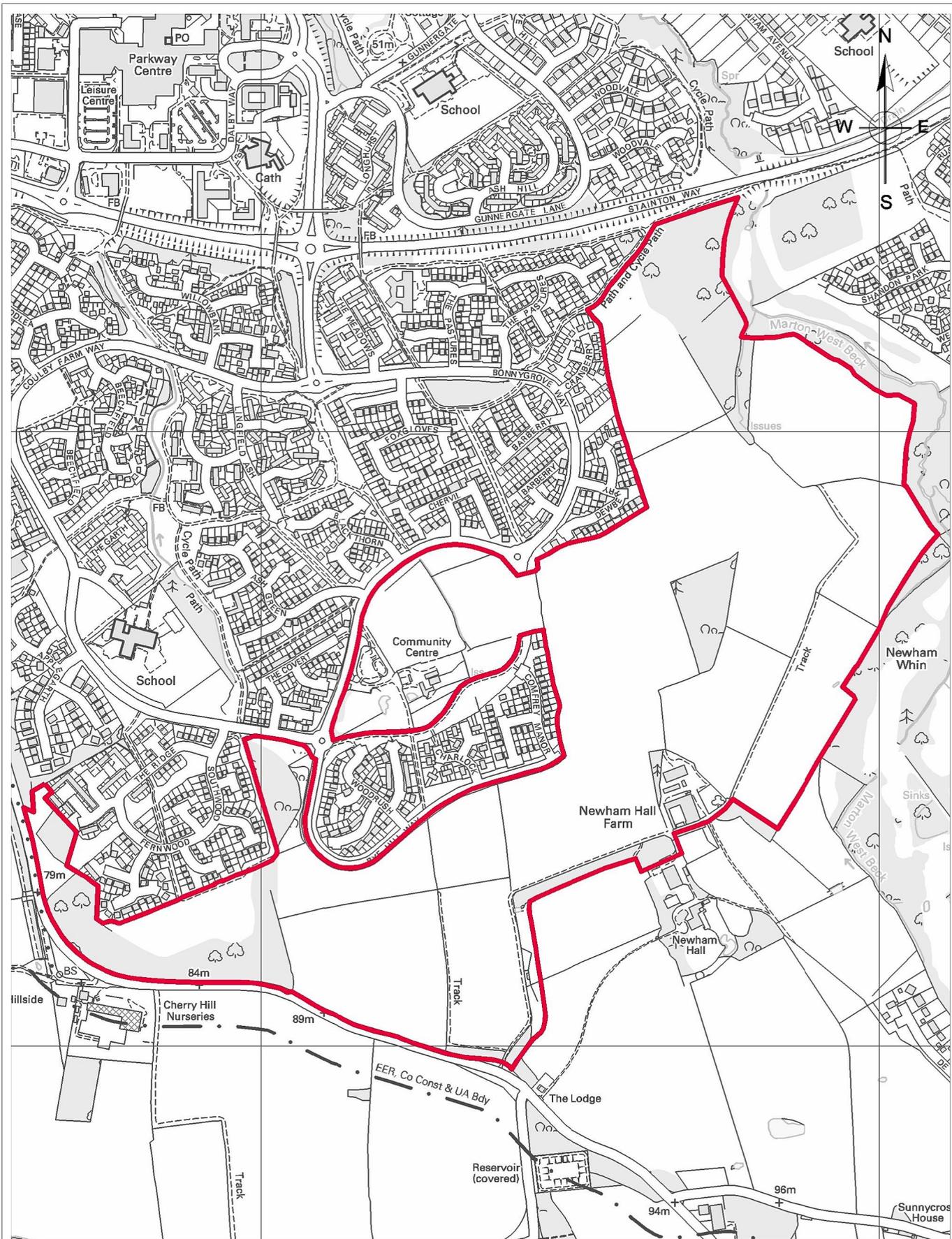


6. Hemlington Grange

Head of Service:	Ref:
Service Area:	Scale:
Created by:	Date: 22nd January 2014



7 Stainton	
<i>Head of Service:</i>	<i>Ref:</i>
<i>Service Area:</i>	<i>Scale:</i>
<i>Created by:</i>	<i>Date:</i> 4th September 2013



8 Coulby Newham

Head of Service:

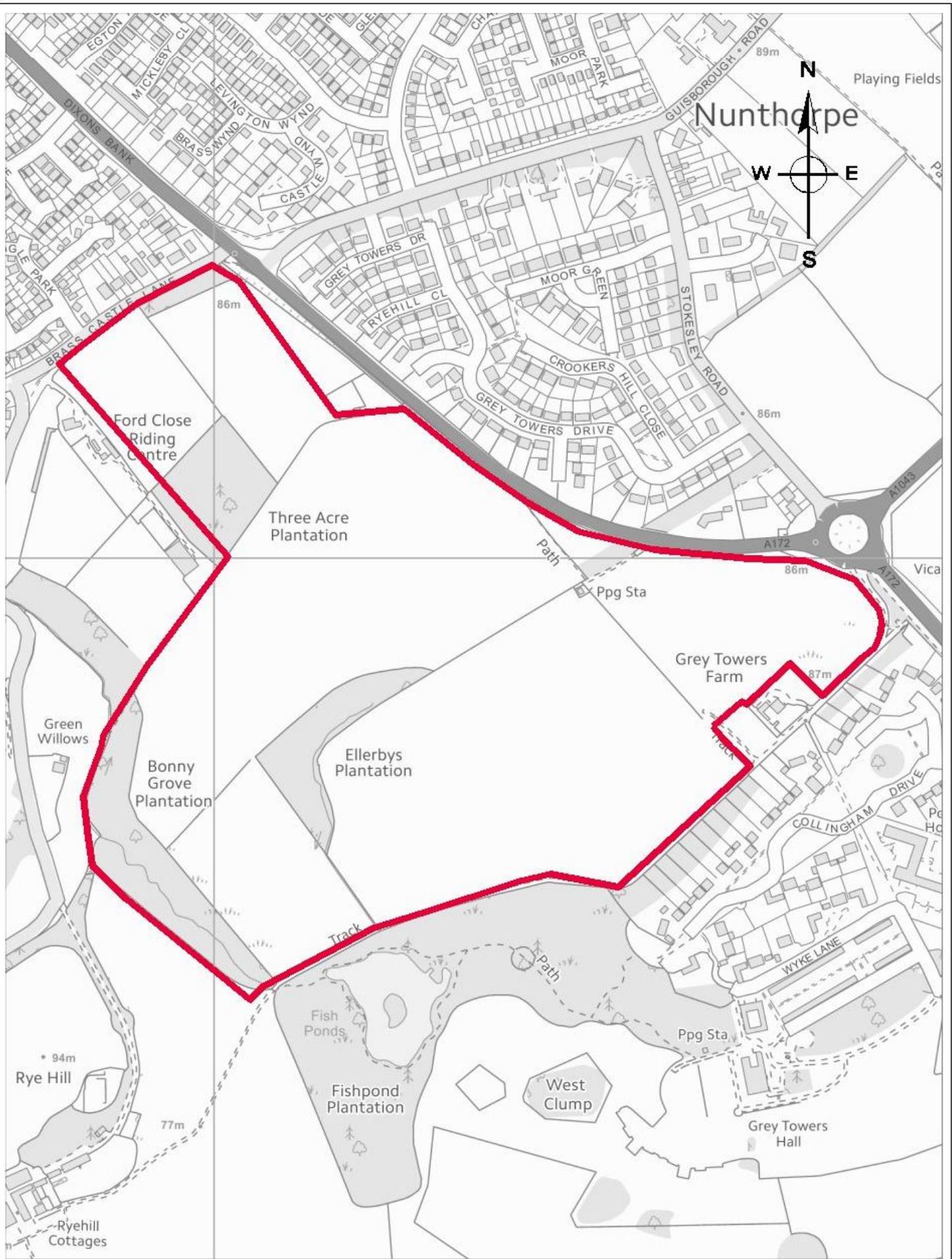
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Service Area:

Scale:

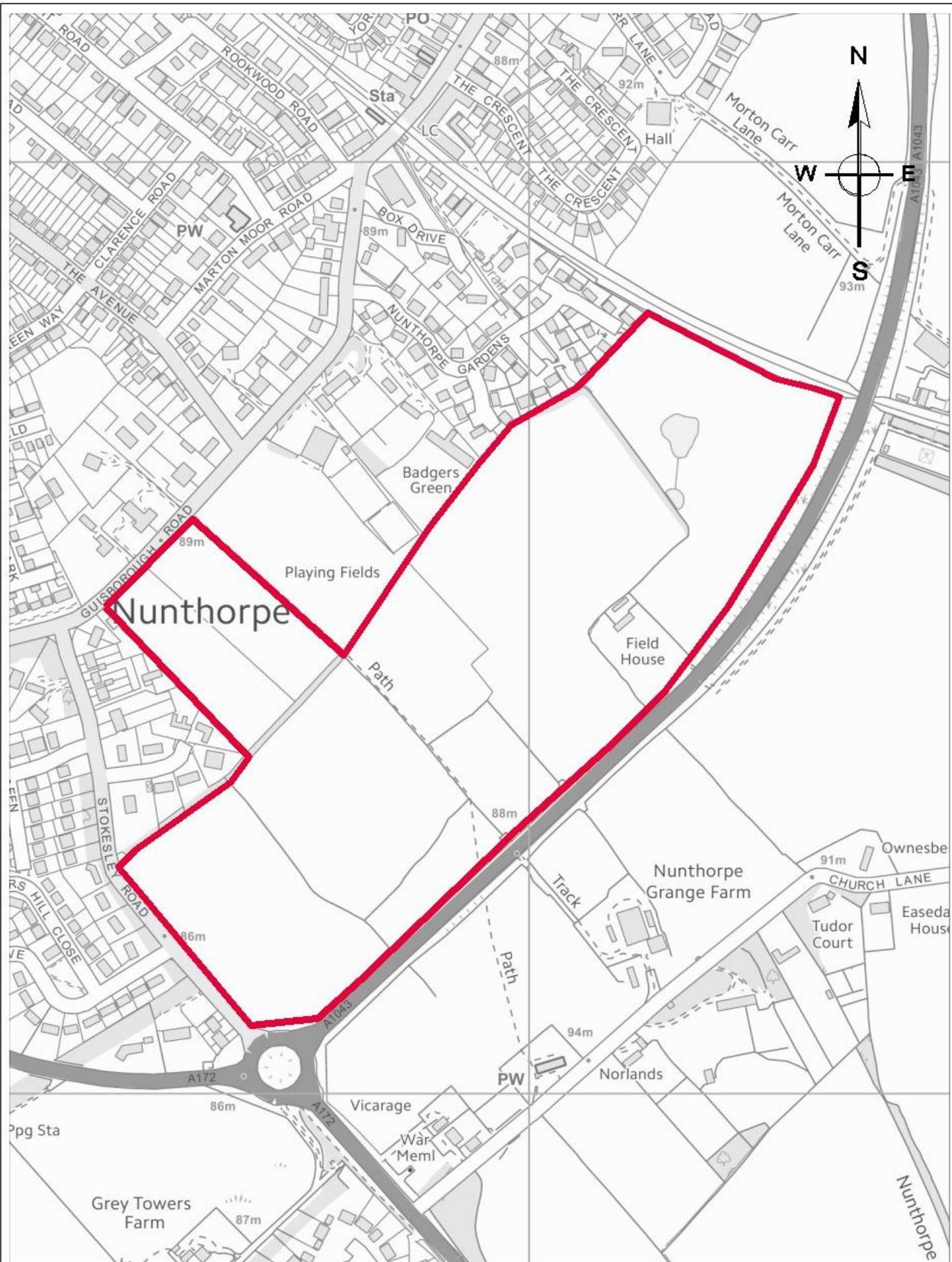
Created by:

Date: 1st December 2014



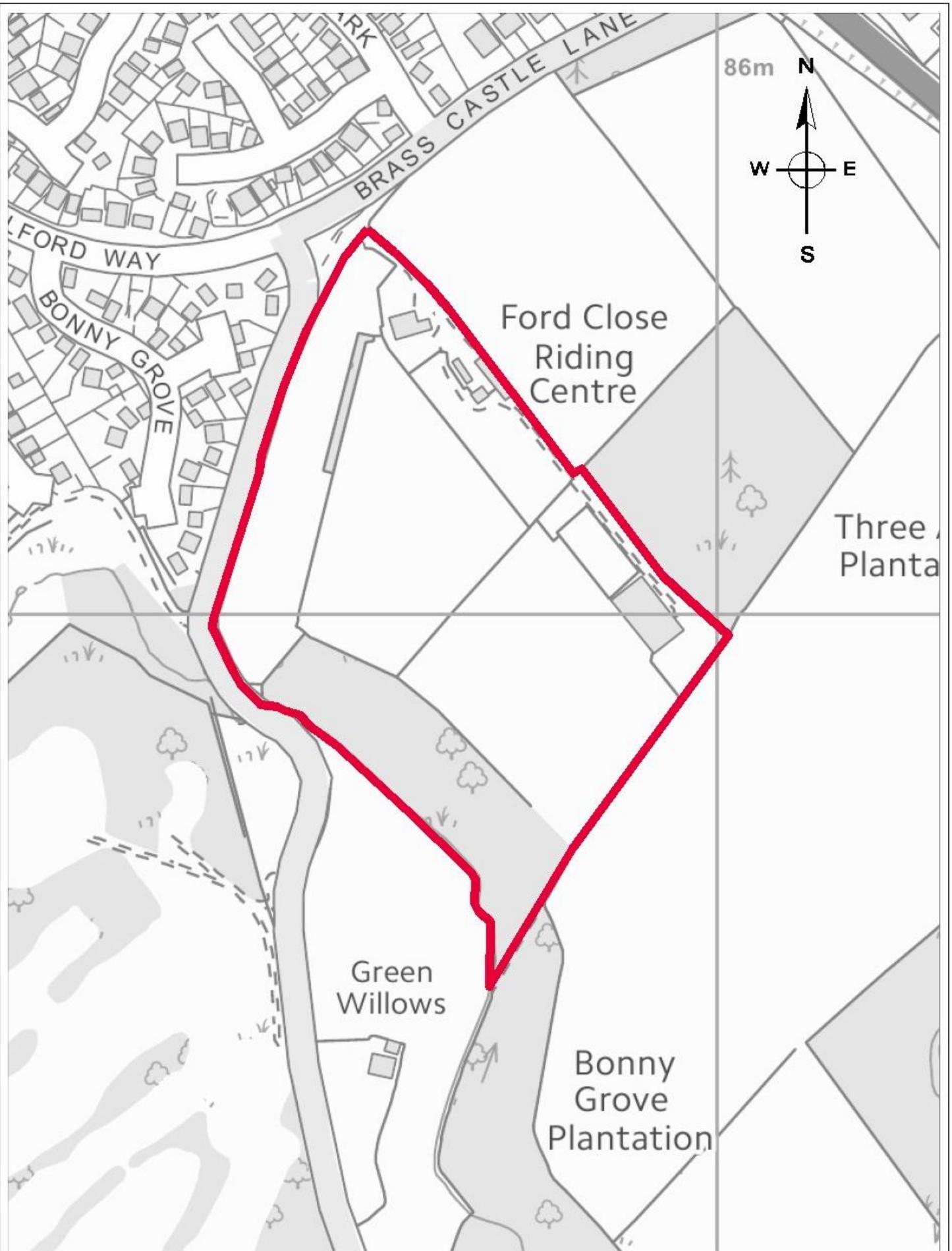
9a Grey Towers Farm

<i>Head of Service:</i>	<i>Ref:</i>
<i>Service Area:</i>	<i>Scale:</i>
<i>Created by:</i>	<i>Date:</i> 4th September 2013



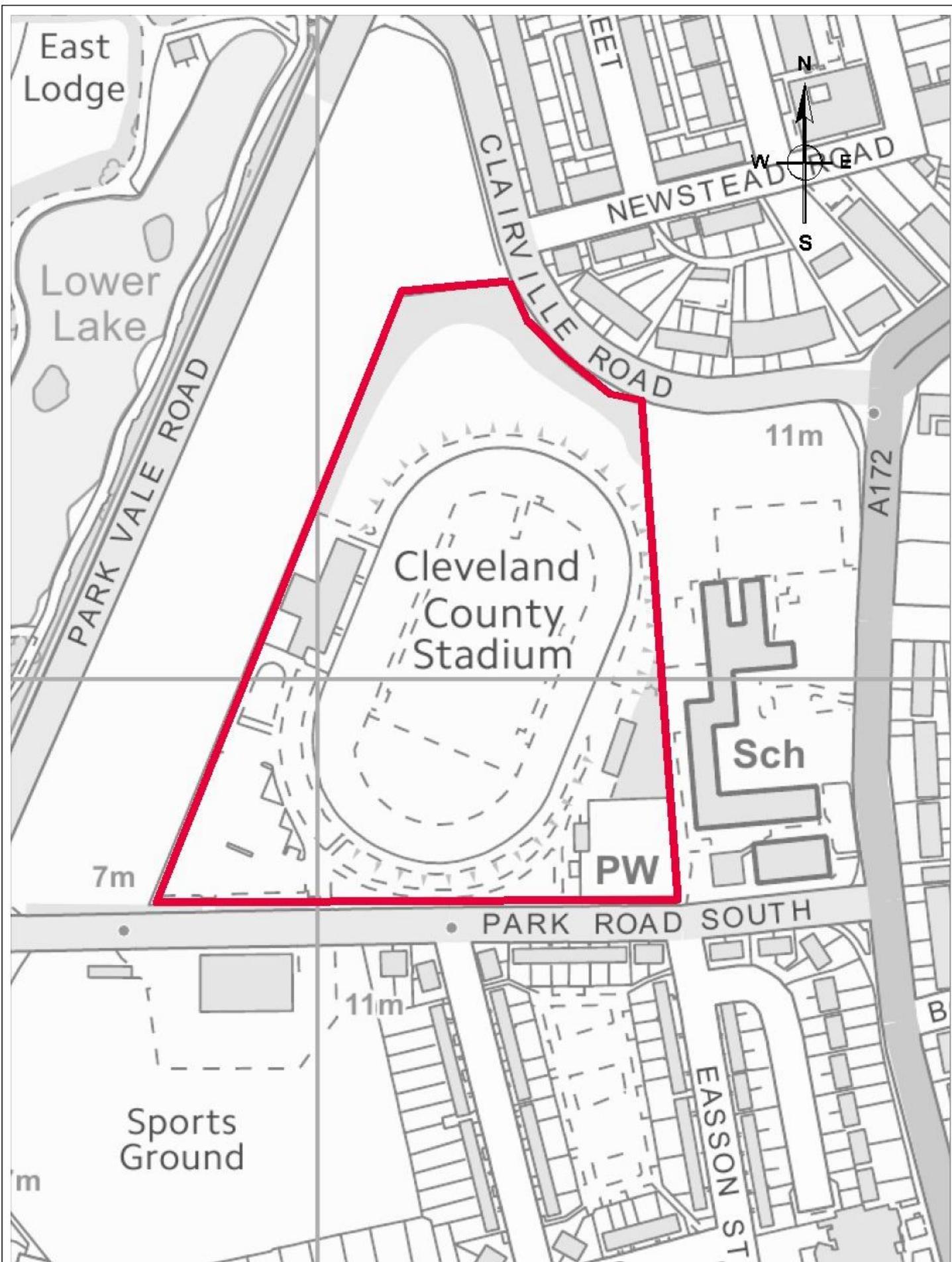
9b South of Guisborough Road

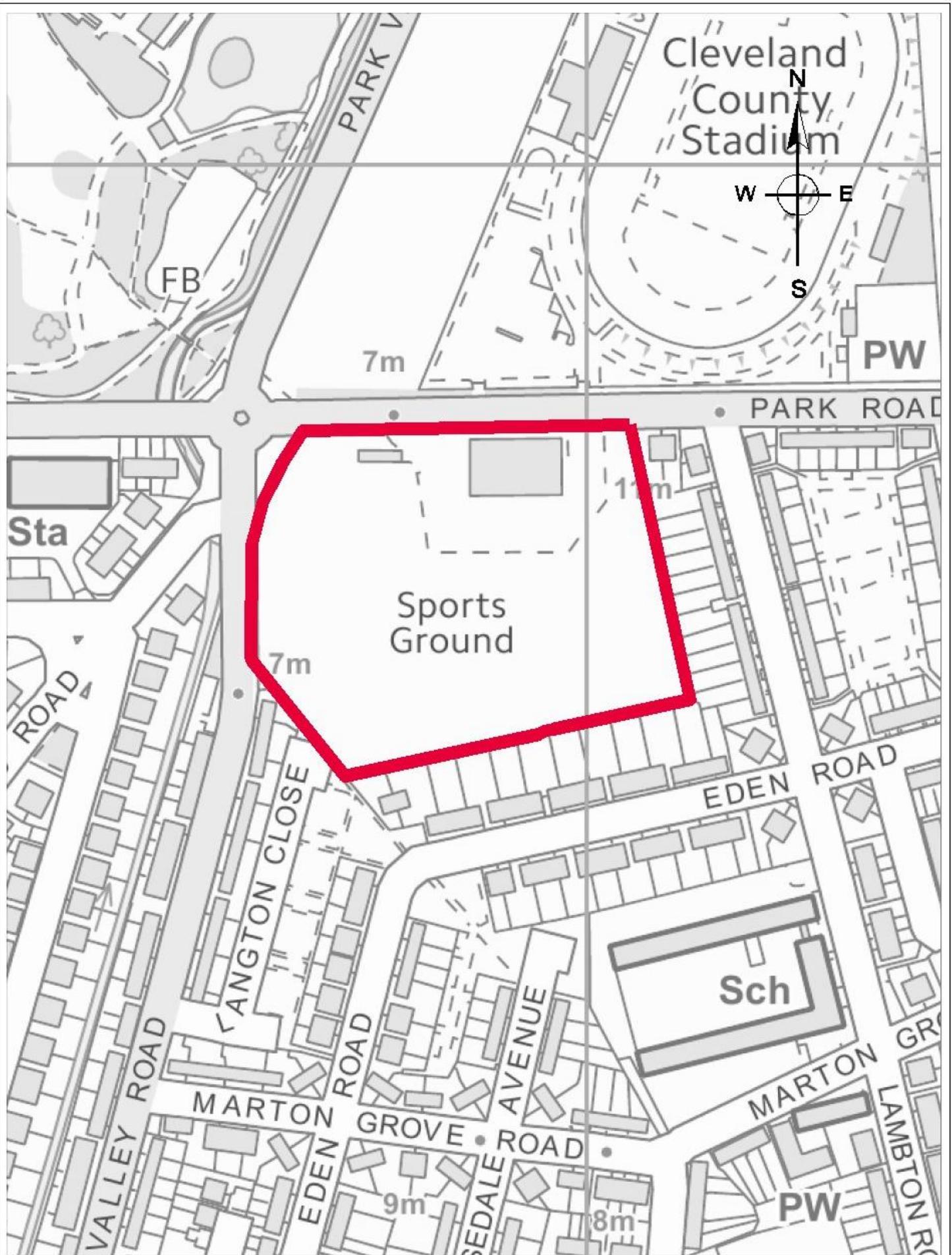
<i>Head of Service:</i>	<i>Ref:</i>
<i>Service Area:</i>	<i>Scale:</i>
<i>Created by:</i>	<i>Date:</i> 4th September 2013



9c Ford Close Riding Centre

Head of Service:	Ref:
Service Area:	Scale:
Created by:	Date: 4th September 2013





11 Acklam Iron & Steelworks Club

Head of Service:

Ref:

Service Area:

Scale:

Created by:

Date: 4th September 2013



12 MTLC

Head of Service:

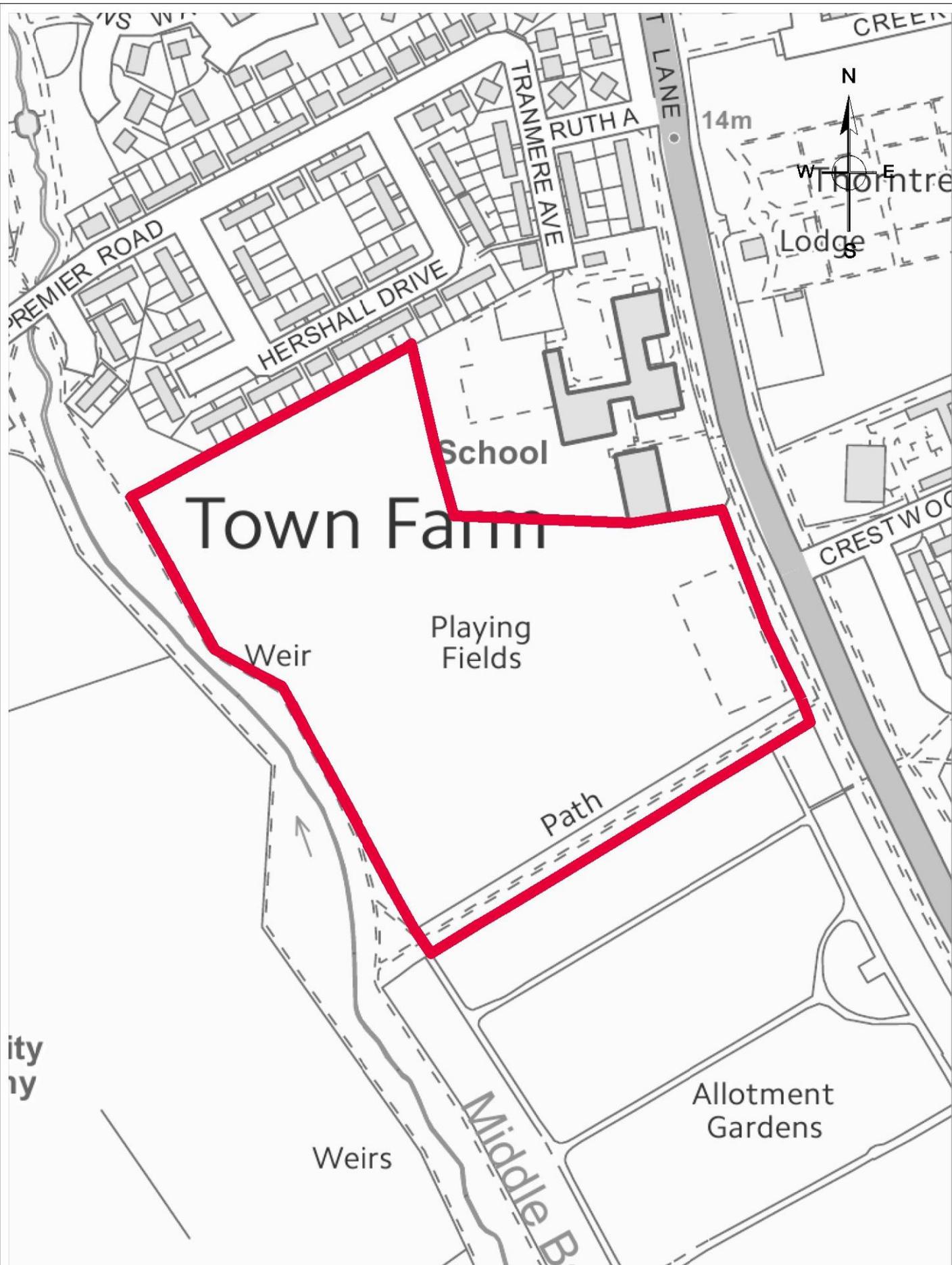
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Service Area:

Scale:

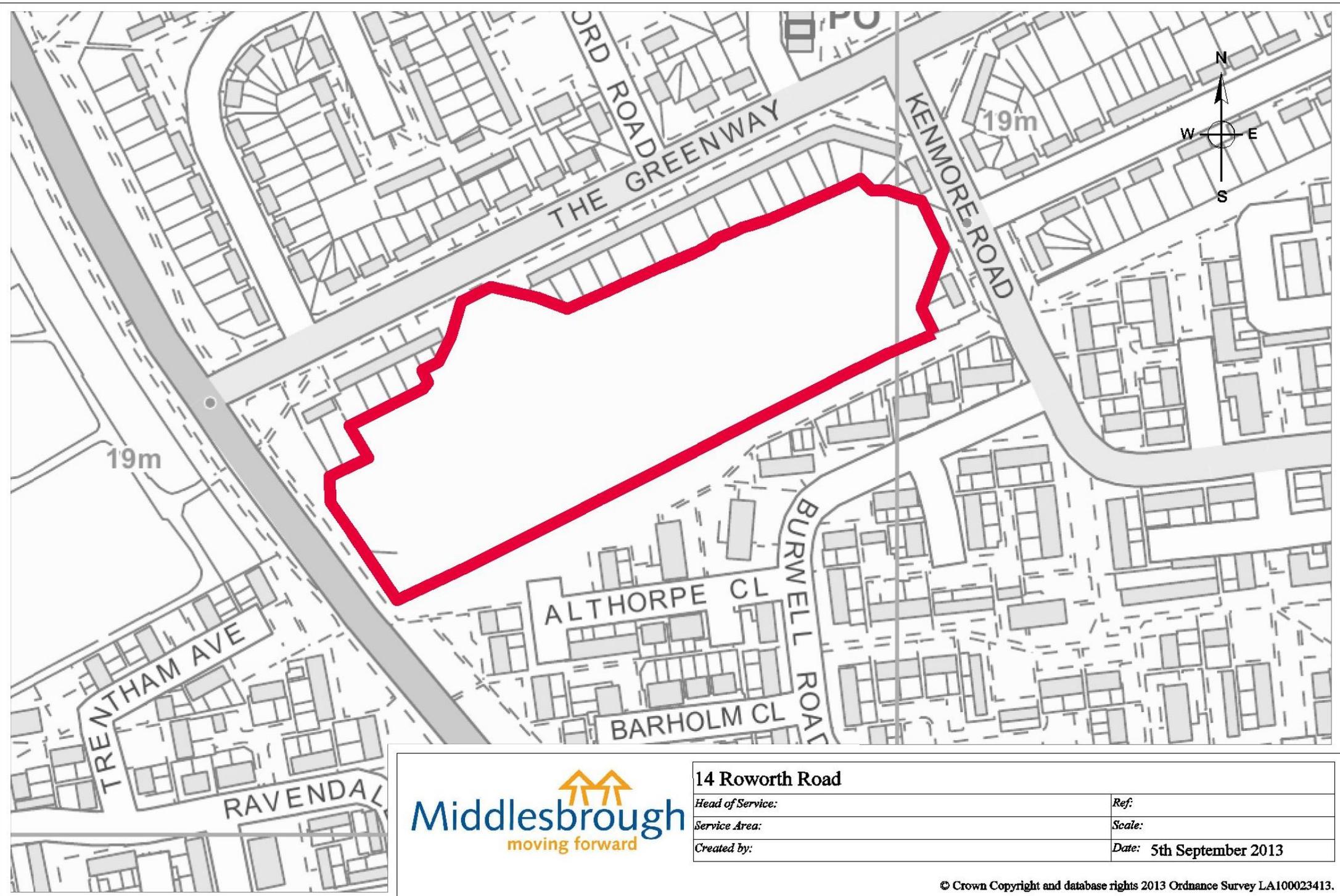
Created by:

Date: 29th January 2014

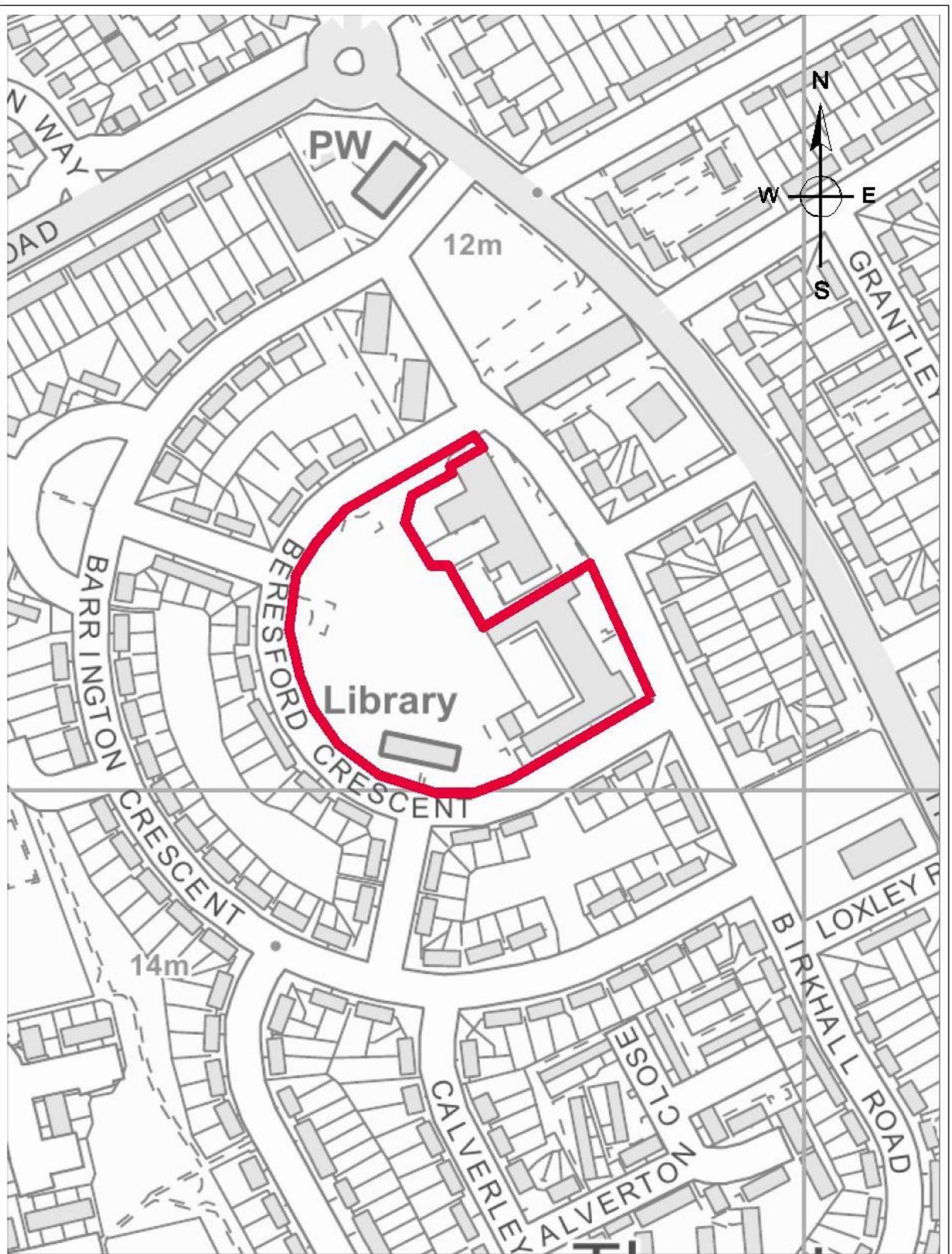


13 Land adjacent MTLC

Head of Service:	Ref:
Service Area:	Scale:
Created by:	Date: 29th January 2014



14 Roworth Road	
<i>Head of Service:</i>	<i>Ref:</i>
<i>Service Area:</i>	<i>Scale:</i>
<i>Created by:</i>	<i>Date: 5th September 2013</i>



15 Beresford Crescent

Head of Service:

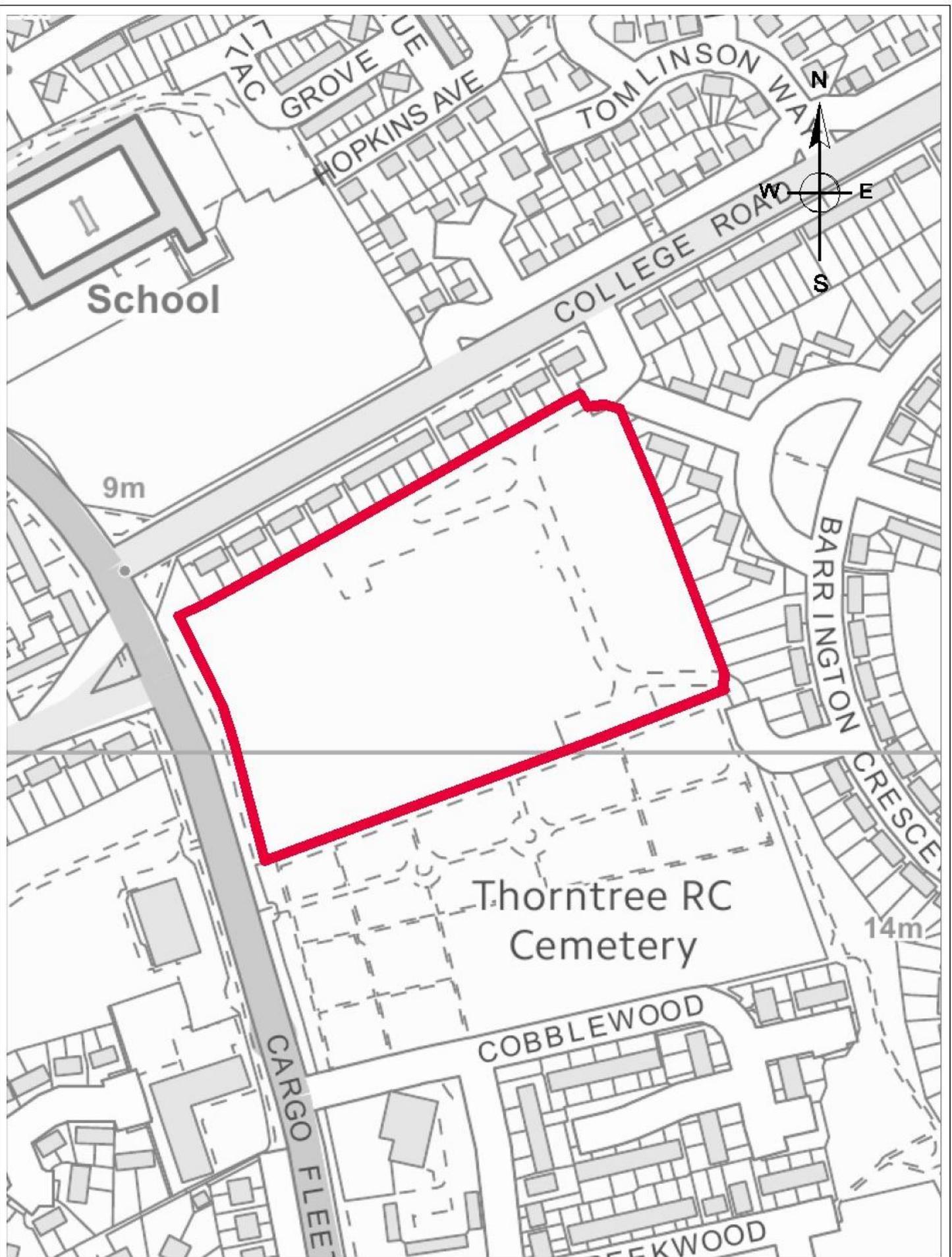
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Service Area:

Scale:

Created by:

Date: 5th September 2013



16 Former Erimus Training Centre

Head of Service:

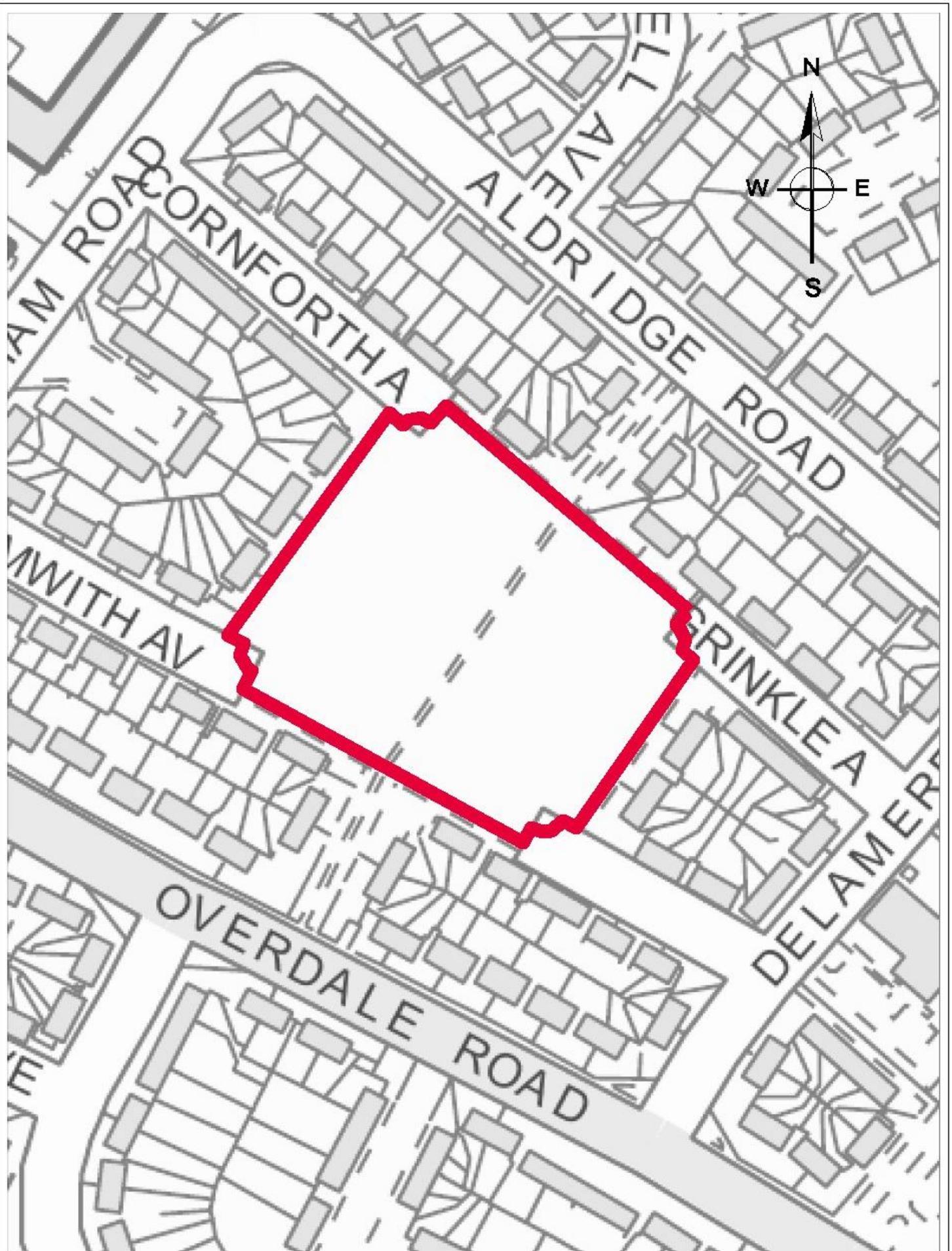
Ref:

Service Area:

Scale:

Created by:

Date: 5th September 2013



17 Cornforth Avenue

Head of Service:

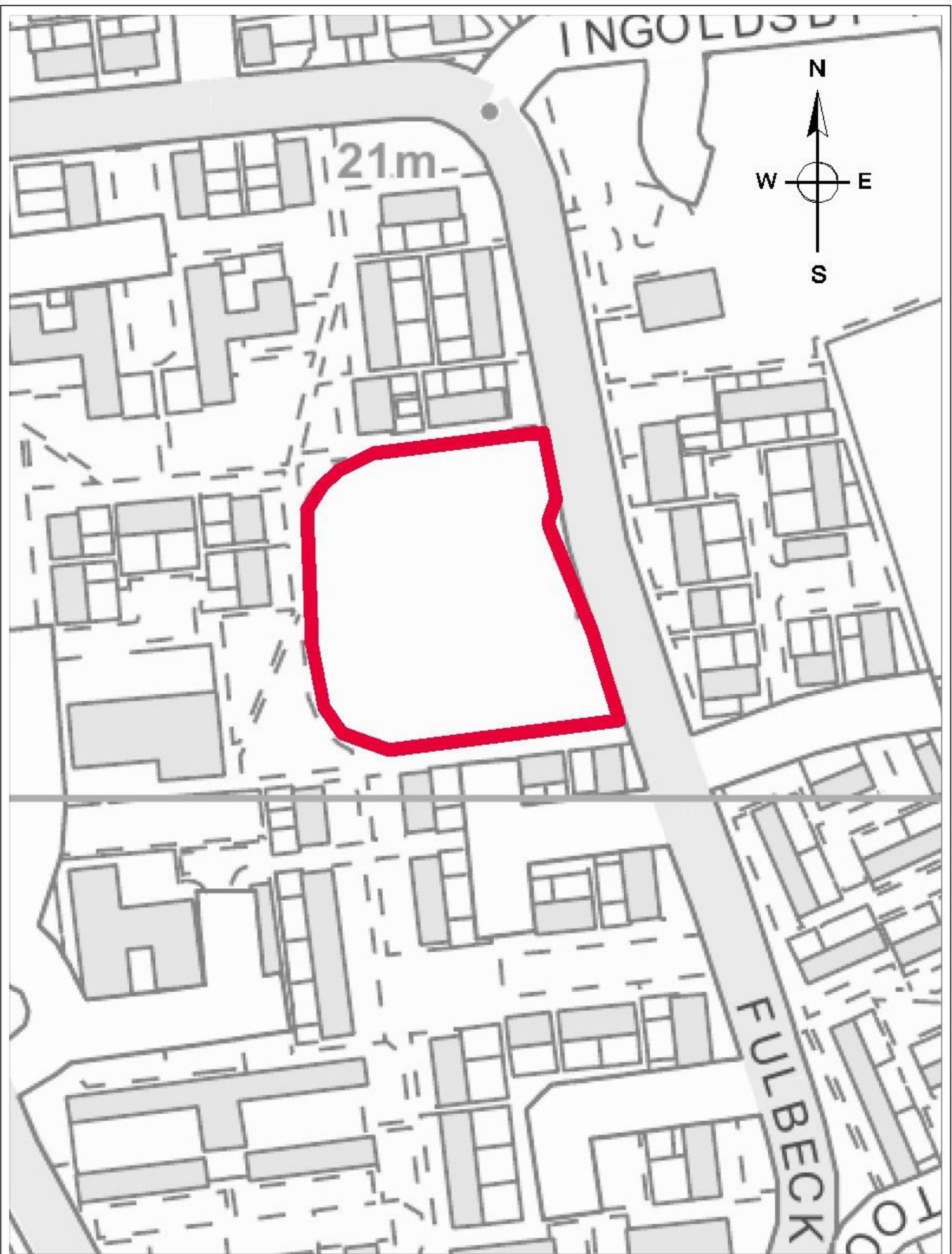
Ref:

Service Area:

Scale:

Created by:

Date: 5th September 2013



18 Fulbeck Road

Head of Service:

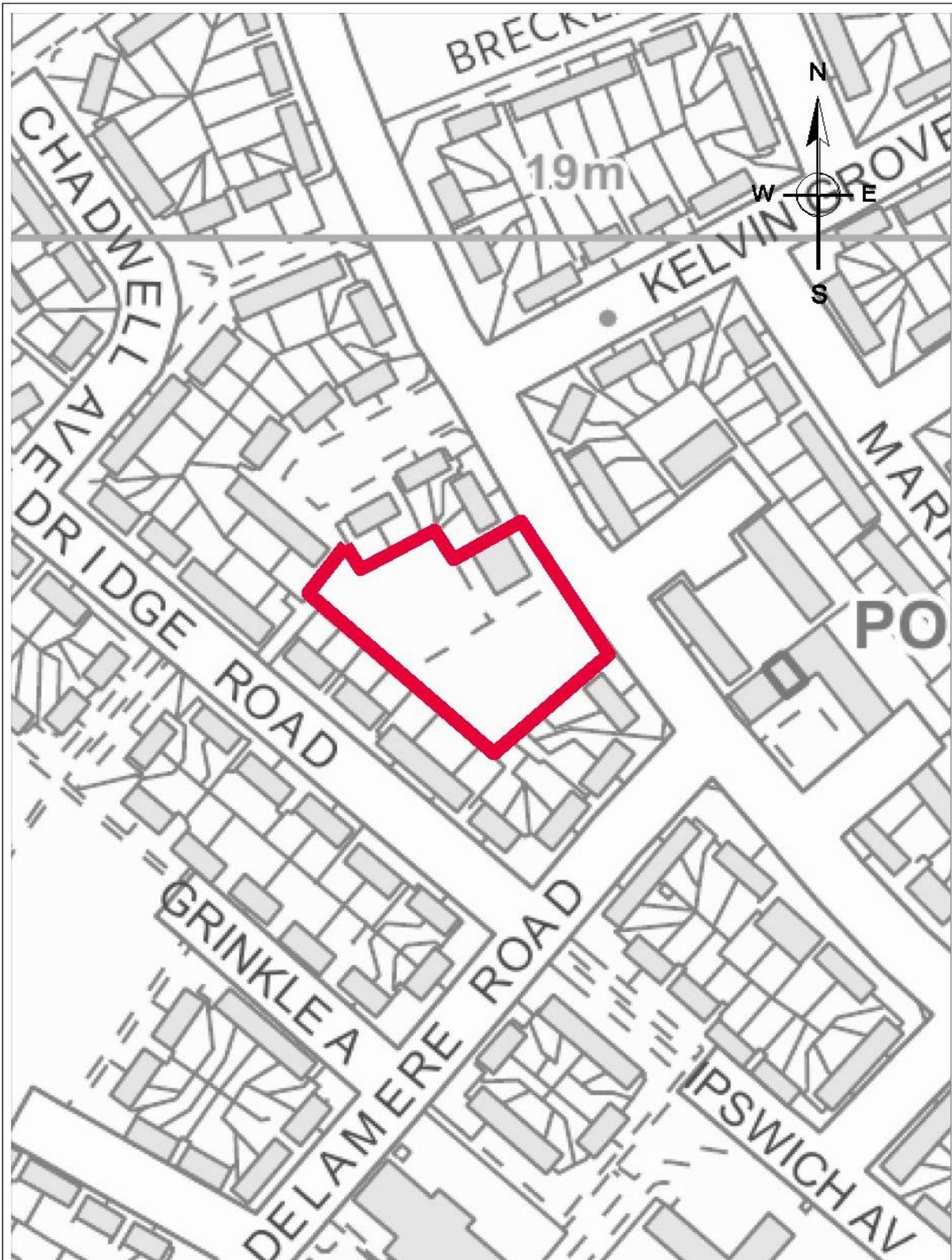
Service Area:

Created by:

Ref:

Scale:

Date: 5th September 2013



19 Penrith Road	
<i>Head of Service:</i>	<i>Ref:</i>
<i>Service Area:</i>	<i>Scale:</i>
<i>Created by:</i>	<i>Date:</i> 5th September 2013



20 St Davids

Head of Service:

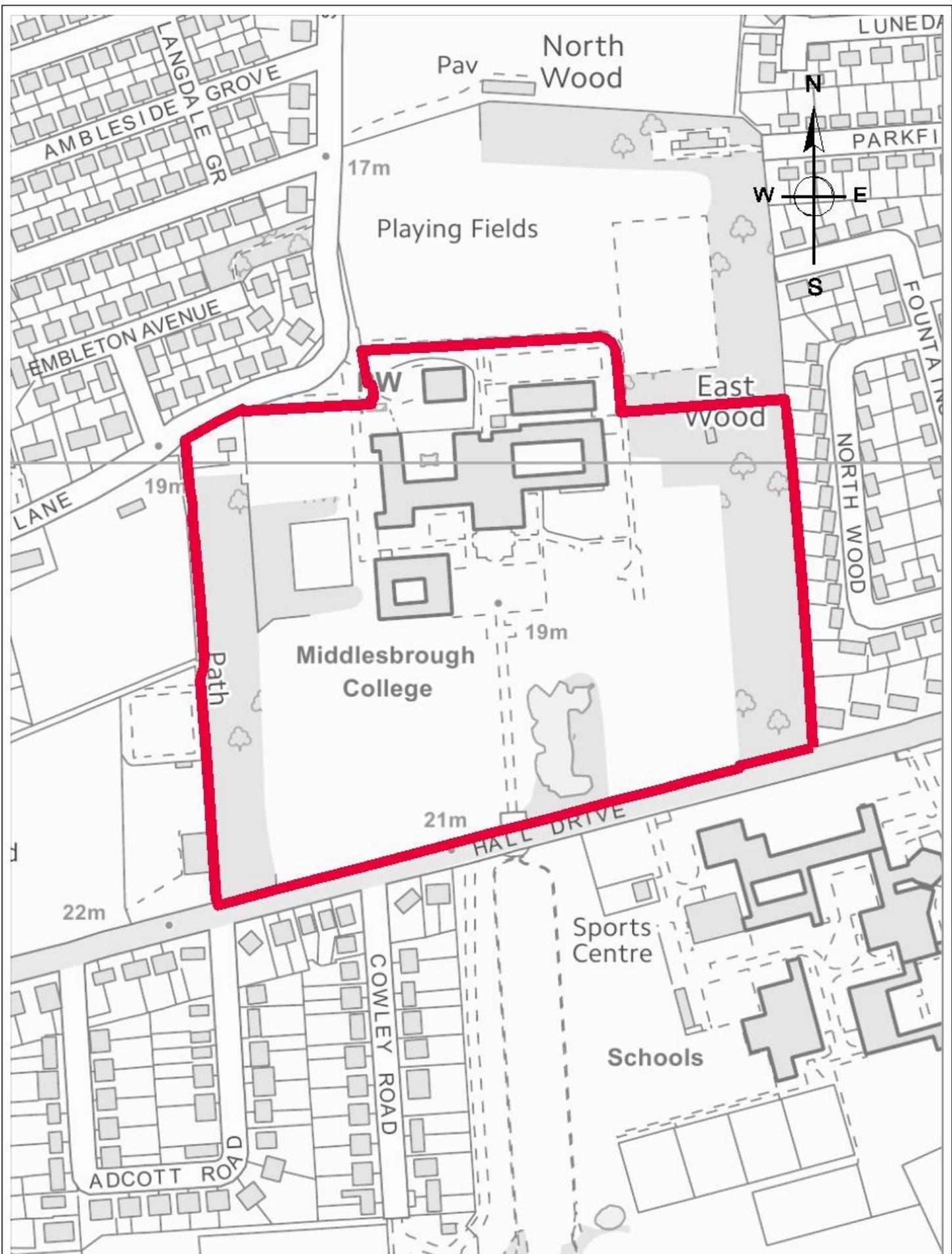
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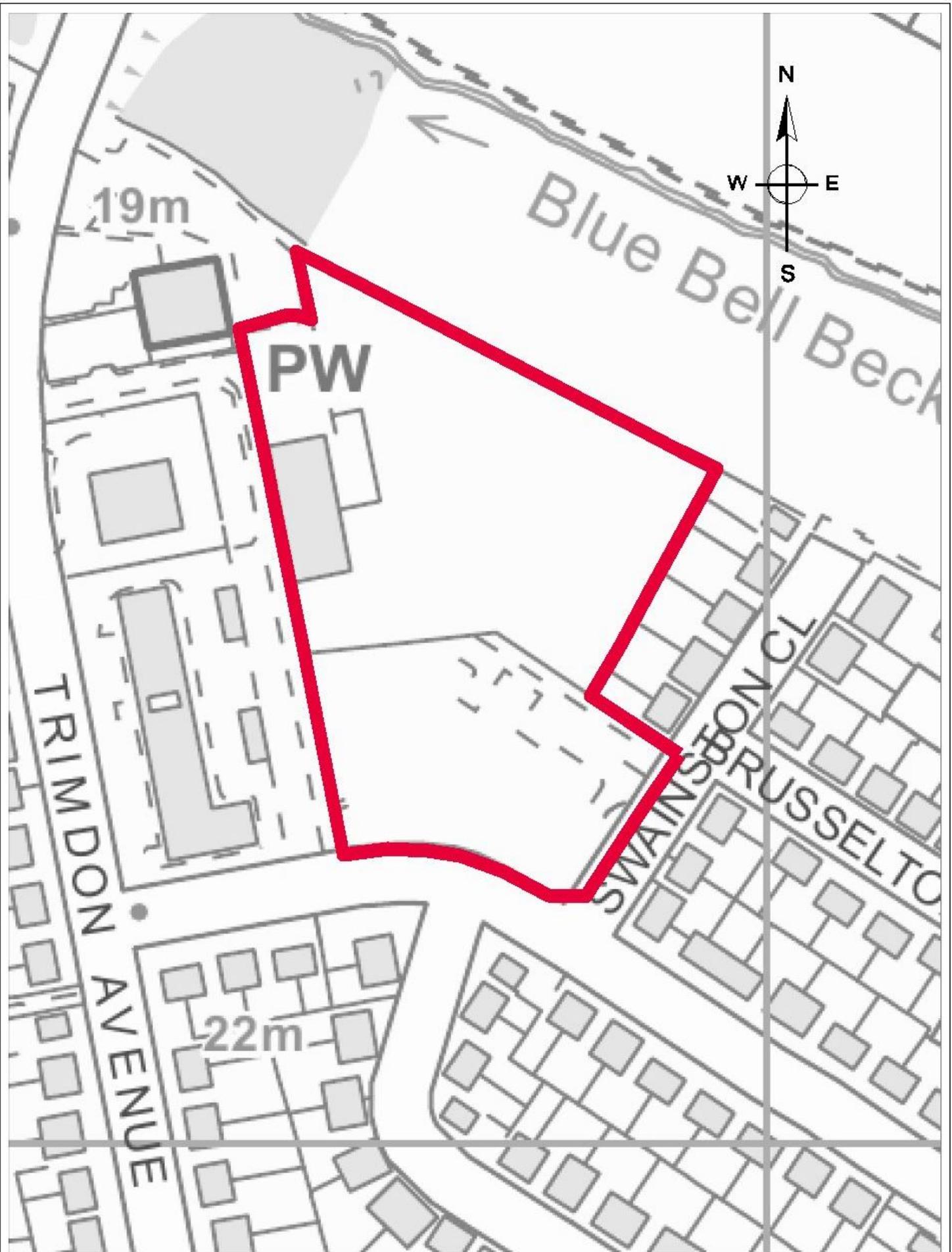
Created by:

Ref:

Scale:

Date: 5th September 2013





22 Trimdon Avenue

Head of Service:

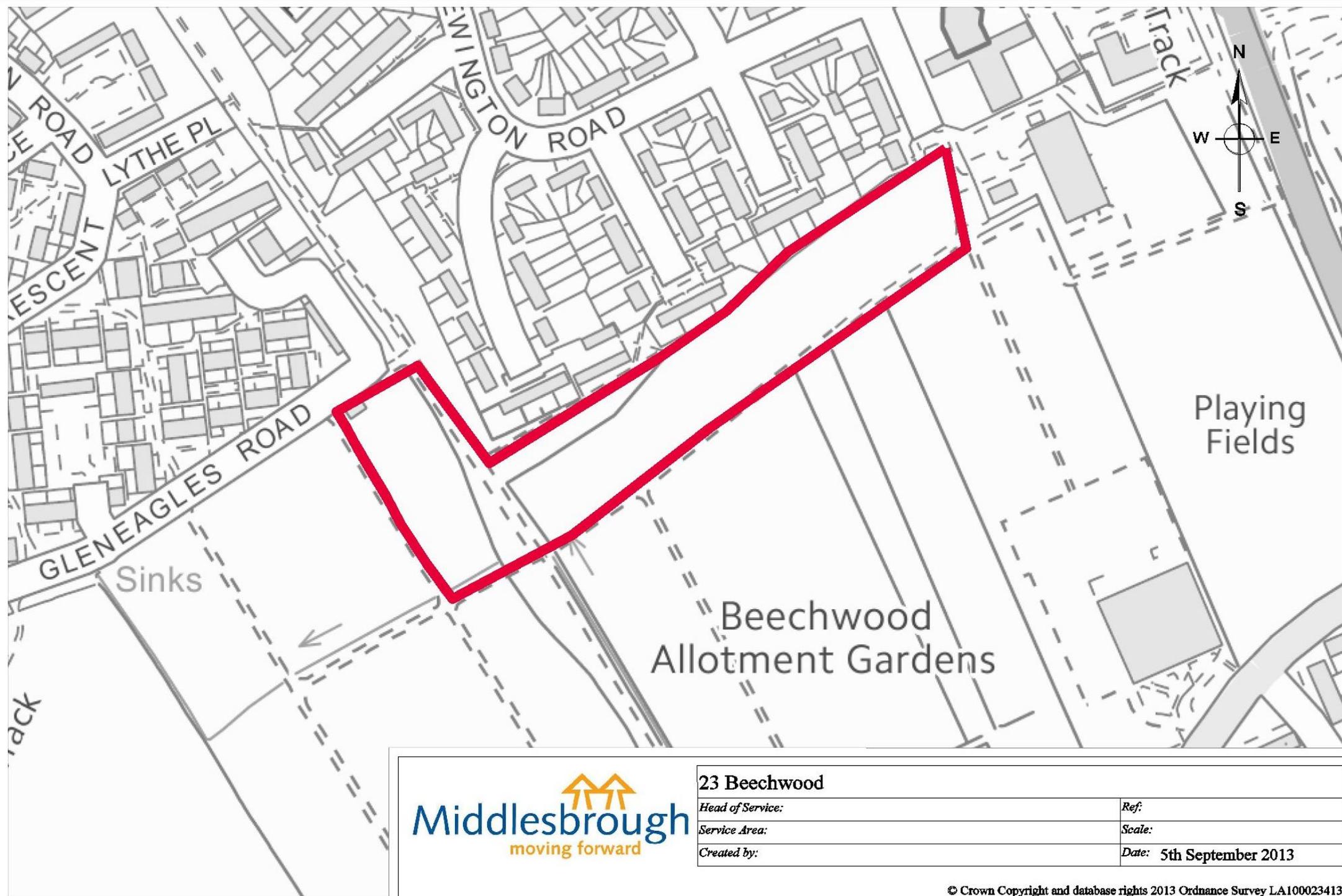
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Service Area:

Scale:

Created by:

Date: 5th September 2013



23 Beechwood

Head of Service:

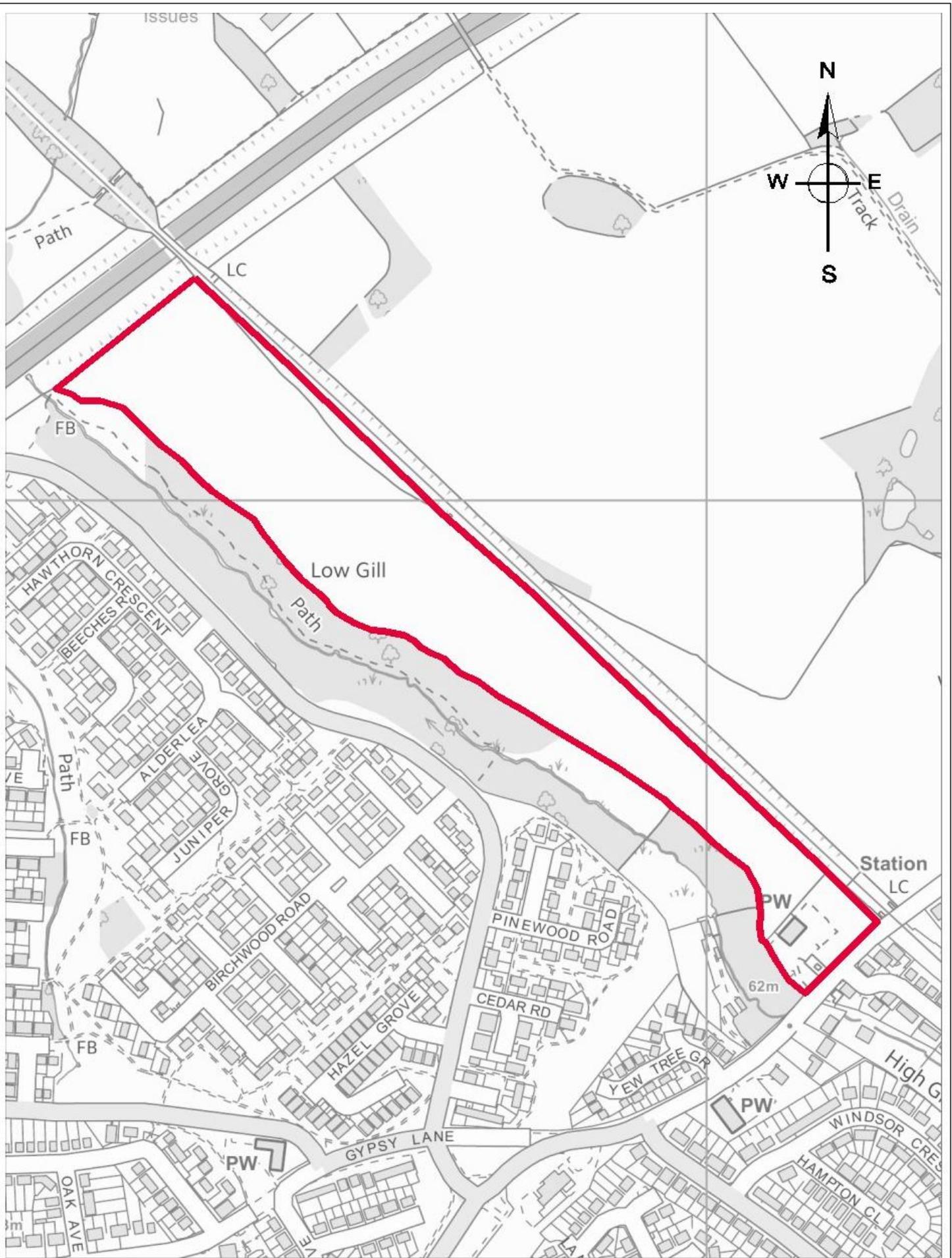
Ref:

Service Area:

Scale:

Created by:

Date: 5th September 2013



24 Low Gill

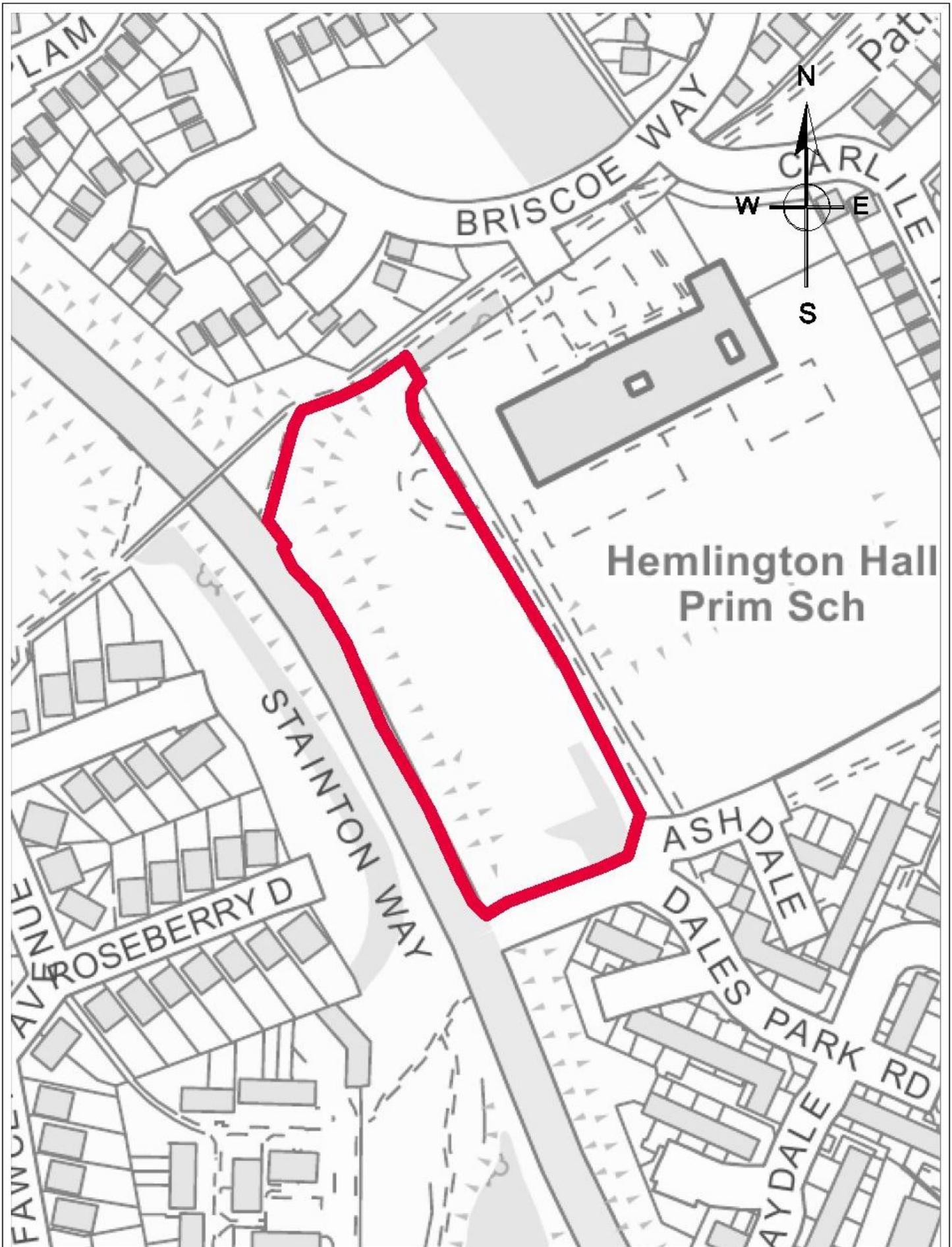
Head of Service:
 Service Area:
 Created by:

Ref:
 Scale:
 Date: 5th September 2013

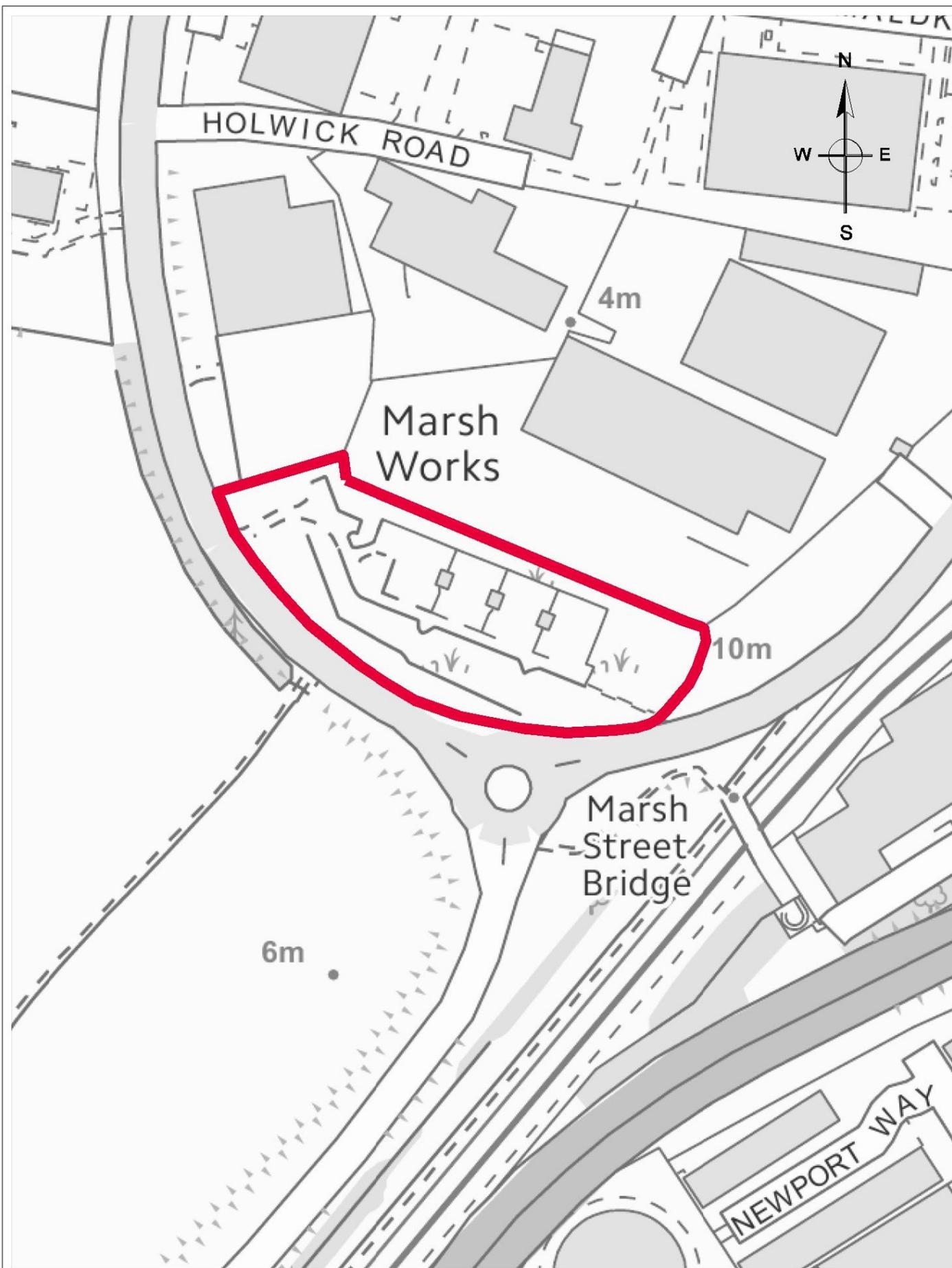


25 Longridge

<i>Head of Service:</i>	<i>Ref:</i>
<i>Service Area:</i>	<i>Scale:</i>
<i>Created by:</i>	<i>Date:</i> 5th September 2013

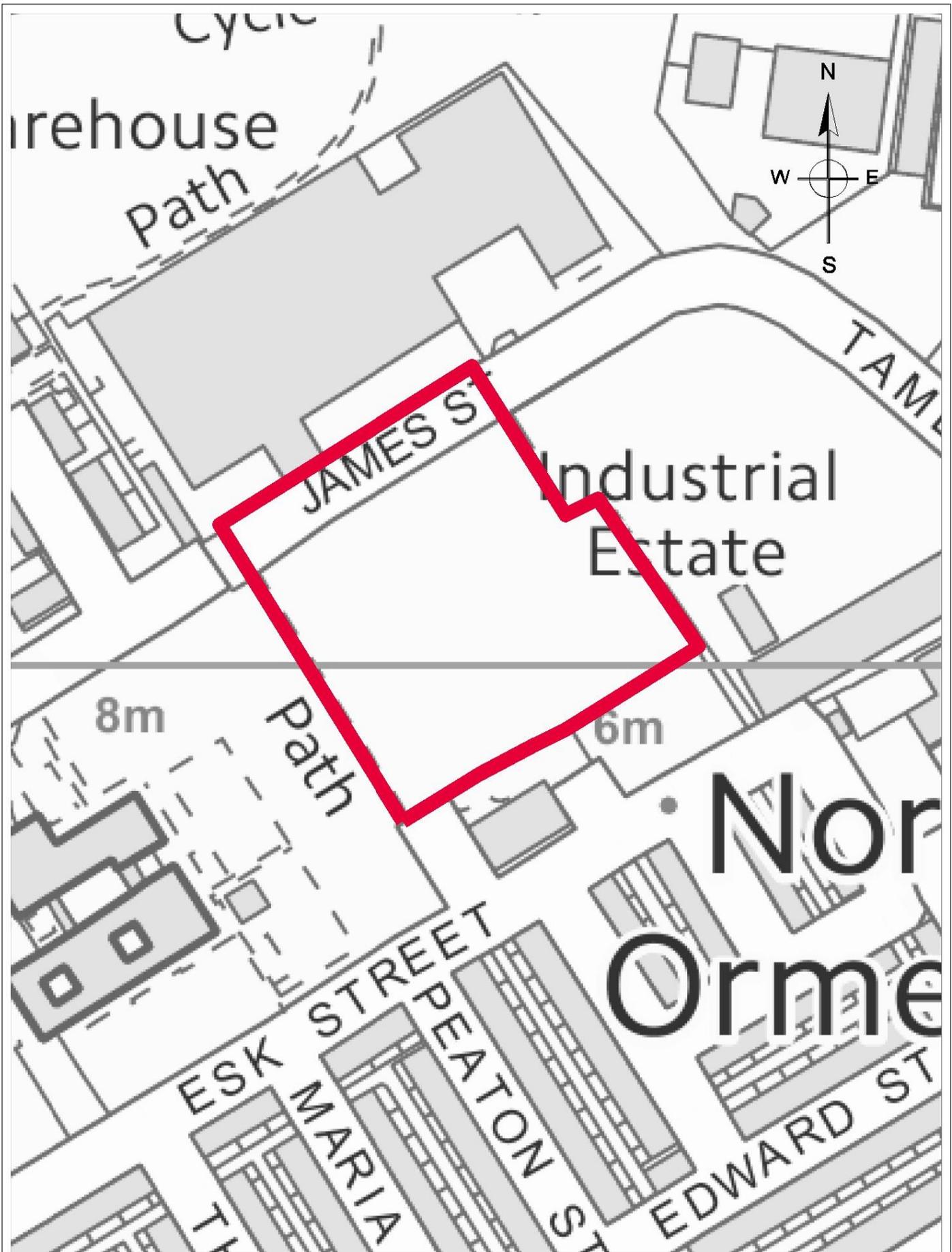


26 LA Hemlington Hall School	
<i>Head of Service:</i>	<i>Ref:</i>
<i>Service Area:</i>	<i>Scale:</i>
<i>Created by:</i>	<i>Date:</i> 5th September 2013



27 Metz Bridge - gypsy site

Head of Service:	Ref:
Service Area:	Scale:
Created by:	Date: 22nd January 2014



28 North Ormesby - travelling showpeople site

<i>Head of Service:</i>	<i>Ref:</i>
<i>Service Area:</i>	<i>Scale:</i>
<i>Created by:</i>	<i>Date:</i> 22nd January 2014