

# PUBLICATION

## Middlesbrough Local Plan





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# 1: Introduction

1.1 Middlesbrough Council adopted its Housing Local Plan in November 2014. In doing so it became one of the first in the North East to have a National Planning Policy Framework (NPPF) housing compliant Local Plan in place. The implementation of this plan has allowed the Council to successfully deliver significant levels of housing growth to support its aspirations. On the back of this success it is now proposed to review the Middlesbrough Local Plan. This will ensure that the Council will have an up to date, comprehensive and fully NPPF compliant Local Plan enabling the Council to drive forward both population growth, housing and economic development, and to deliver quality places attractive to both people to live in and for employers to locate their businesses.

## Scope of the review

1.2 This review will cover issues such as housing, the economy and employment, retail, leisure, the Town Centre, natural and the historic environment, infrastructure and housing needs of gypsies and travellers. It will not cover minerals and waste. It will replace policies in the Housing Local Plan (2014), Core Strategy (2008), Regeneration DPD (2009) and saved policies from the Middlesbrough Local Plan (1999).

## Middlesbrough Local Plan

1.3 The Council as Local Planning Authority is required to prepare a development plan for Middlesbrough covering a 15-year period. The Middlesbrough Local Plan is the current spatial planning framework for the town. Planning decisions on development are made in accordance with the development plan unless material considerations indicate otherwise.

1.4 The existing 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).

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

Housing Local Plan	November 2014
Core Strategy	February 2008

Regeneration DPD	February 2009
Minerals and Waste Core Strategy	September 2011
Minerals and Waste DPD	September 2011
Middlesbrough Local Plan saved policies	August 1999

1.6 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](http://www.middlesbrough.gov.uk)

### Local Plan Review

1.7 The preparation of this Local Plan review is required for the following reasons:

- 1) There is a need to update the Council's planning strategy on a number of key issues such as housing, economic growth, the City Centre and the natural and historic environments;
- 2) Previous documents, particularly the saved policies in the Middlesbrough Local Plan (1999), are significantly out of date and do not comply with national policy (for example the NPPF) and lack clarity to guide development. Such an outdated policy framework can leave the Council open to challenge;
- 3) Whilst the Housing Local Plan was only adopted in November 2014 (based upon assumptions from 2012) it is considered the most efficient use of resources and appropriate to commence the review now. The reasons for this are threefold:
  - it enables housing issues to be considered alongside all other matters allowing for a comprehensive and holistic strategy to be developed ensuring full consideration is given to those issues that both influence the provision of housing, and upon which housing delivery impacts;
  - if a review of housing is not undertaken until after the other aspects of the plan are completed the housing elements of the Local Plan will not be reconsidered and/or adopted until 2025 at the earliest. By this time these elements of the plan will be considered to be significantly out of date; and
  - the Government is proposing significant changes to the way in which housing is addressed through the planning system. These matters need to be addressed now. Failure to do so could cause the Council significant problems in its ability to respond to the needs of the population and deliver housing.
- 4) To take account of changes to Government policy incorporated within the Housing and Planning Act 2016 and the National Planning Policy Framework 2018;
- 5) A key recommendation of the Inspector in approving the Housing Local Plan was that the Council commits to an early review of the policies for gypsies and travellers;

- 6) To address playing field issues associated with development of existing facilities with housing development, a key issue for Sport England raised during the preparation of the Housing Local Plan;
  - 7) To address the lack of a positive strategy for the historic environment, the lack of which is a significant concern for Historic England raised during the preparation of the Housing Local Plan; and
  - 8) To address the wider health agenda.
- 1.8 The review provides an opportunity to support the Council’s strategic ambitions by setting down in policy the Council’s vision and strategy for Middlesbrough over the next 10-15 years. The review will support the aspirations of the Mayor’s Vision for Middlesbrough: Safer, Fairer, Stronger.
- 1.9 The review of the Local Plan will provide certainty regarding planning permission for developers looking to invest in the Town Centre or employment areas promoting economic growth. To date the certainty secured by the Housing Local Plan has seen unprecedented levels of housing development, to date around 2000 dwellings have been built (against a target of 1200). This has, in turn, seen significant increases in Council Tax levels and New Homes Bonus. It is imperative that the same certainty is now provided to those wishing to invest in the town’s retail and employment schemes, and that the momentum gained from the Housing Local Plan is not lost.
- 1.10 Parts of the current policy framework are significantly out of date and little weight can be attached to them in planning decisions. A review would update the planning framework in terms of the Council’s future strategy for the town and would also allow the Plan to be brought up to date in light of important changes to Government policy (for example the introduction of the NPPF) which is more pro-development than the previous guidance. An up to date Plan would provide certainty for developers in terms of securing planning permission. One concern for potential investors is the risk around securing planning permission and it is a key factor when looking for sites to invest in. An up to date Plan significantly de-risks this for investors. Of particular concern are environmental and historic policies which have not been reviewed since the Middlesbrough Local Plan was adopted in 1999.

### Issues report

- 1.11 The Issues Document was the first stage in the review process. The purpose was to gather views from the public and stakeholders on the issues that need to be addressed in the Local Plan. The Issues Document set out the questions on the key issues that we need to answer in order to prepare the Plan. Views from stakeholders and the public were sought on this document during 5<sup>th</sup> December 2016 – 30<sup>th</sup> January 2017. Following the consultation 33 responses were received, 24 from organisations and 9 from individuals. These comments have informed the development of the Preferred Options.

### Preferred Options

- 1.12 The Preferred Options was the second stage in the Local Plan preparation. The purpose of document was to gather views from the public and stakeholders on the Council’s preferred



options to be addressed in the Local Plan. The document was intended to be a discussion document and did not contain draft Local Plan policies. Views from stakeholders and the public were sought from 24<sup>th</sup> May 2018 to the 9<sup>th</sup> July 2018. Following the consultation 762 responses were received. The comments received during the Preferred Options consultation, have been used to develop the Publication version of the Local Plan.

### Introduction to the Publication Local Plan

- 1.13 The Publication Local Plan sets out what the Council considers to be the appropriate policies to effectively address the issues facing Middlesbrough. The Council seeks your views on whether these policies are sound and legally compliant. It is these policies which the Council intends to present to the Planning Inspector for Independent Examination. Further guidance is set out in the representations procedure.
- 1.14 Please note that at this Publication stage the Council is no longer in a position where it can change these policies. Any comments received will be passed to the Planning Inspector who will consider them as part of the future examination. **If you do not make a representation at this stage you will not be able to participate during the Independent Examination.**

### How this document is set out

- 1.15 The policies within the Publication Local Plan will replace policies within the Housing Local Plan, the Core Strategy and Regeneration DPD and saved policies from the Middlesbrough Local Plan (see Appendix 4 for a policy schedule).
- 1.16 The Publication Local Plan takes into account national planning policy, strategic documents and evidence base documents including the Mayor's Vision for Middlesbrough.
- 1.17 The Plan is structured around a series of themes:
- Strategy and Vision for Middlesbrough;
  - Creating a City Centre for the Tees Valley;
  - Promoting Economic Growth;
  - Making Great Places to Live;
  - Creating Quality Places;
  - Managing the Historic Environment; and
  - Development Management.
- 1.18 Each theme is broken down into three sections:
- Strategic objectives and the relationship with the Mayor's Vision;
  - Strategic context—providing national, Tees Valley, and local policy context within which the theme needs to be considered; and
  - Policies – sets out the Council's policy for a particular issue.

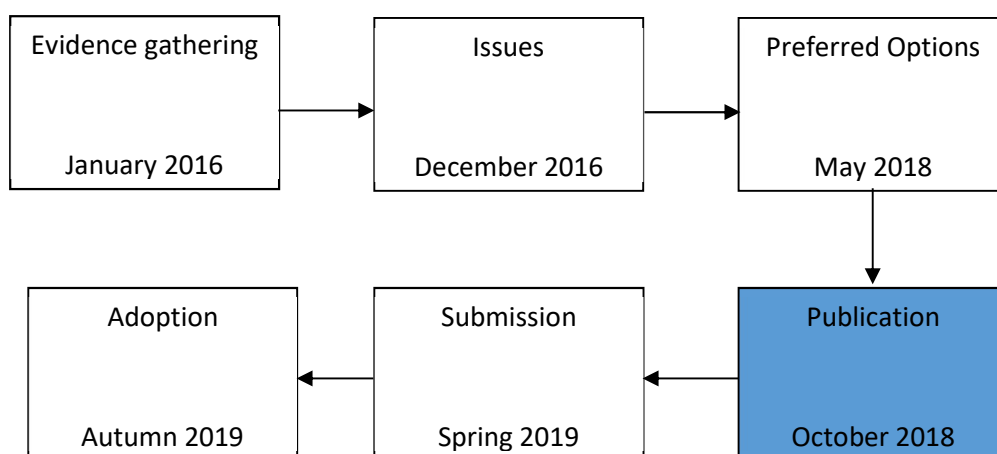
## Next steps

1.19 There are a number of stages in undertaking this review. These stages are listed below and are set out in Figure 1:

- a) evidence gathering to establish an evidence base;
- b) identification of issues;
- c) preferred options;
- d) publication;
- e) submission; and
- f) adoption.

1.20 This is a demanding timetable that will fulfil all the statutory processes in order for the Local Plan to be adopted. Figure 1 highlights the stage that this document is currently at. Following Publication, the next step will be to submit the Local Plan to the Secretary of State, currently timetabled to take place in Spring 2019.

Figure 1 – Local Plan preparation process



## Supporting documents

1.21 The Publication Local Plan is supported by a Sustainability Appraisal, which incorporates a 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 it identified, has been used to appraise further stages of the review.

## Duty to Co-operate

1.22 To comply with the Localism Act and the NPPF, the Local Plan is being prepared in accordance with the Duty to Co-operate. This means involving specific consultees in preparing the document including neighbouring and nearby local authorities, statutory consultees and infrastructure providers. The full list of Duty to Co-operate bodies included is specified in the Town and Country Planning (Local Planning) (England) Regulations 2012.

## Making Representations

1.23 Representations will be invited on the Publication Local Plan between **9<sup>th</sup> November 2018 and 21<sup>st</sup> December 2018**. Publication will be undertaken in line with the process set down in the SCI and in accordance with the Representations Procedure. The Publication Local Plan will be made available in the Civic Centre, all Council libraries and community hubs, and on

the Planning Services pages of the Council's website [www.middlesbrough.gov.uk](http://www.middlesbrough.gov.uk). Should you wish to discuss the Local Plan in more detail, please contact the Planning Policy Team on (01642) 729072.

- 1.24 Representations must be made in writing in accordance with the Representations Procedure.

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# 2: Strategy and Vision

## Strategic Context

- 2.1 The Local Plan is not being prepared in isolation. Middlesbrough Council is committed to delivering a range of strategies and plans, in partnership with other organisations, which have the ultimate aim of improving the lives of our residents. The Local Plan will be critical in supporting this, particularly where aims and objectives have associated impacts that may affect the use of land. The intention of the Local Plan is not simply to control development, but to facilitate and drive forward the whole development process to deliver better outcomes.
- 2.2 The Local Plan will, therefore, respond to the other key strategies and plans and ensure that the planning framework maximises the opportunity to achieve our ambitions.

## Middlesbrough 2025 – The Mayor’s Vision

- 2.3 The Mayor of Middlesbrough has set out his vision to create a fairer, safer and stronger Middlesbrough by 2025. The Vision sets out a number of priorities, which will be delivered through the Mayor’s Promises:

- Promise 1. Help residents achieve financial stability and create a community bank;
- Promise 2. Join with our partners across the city region to help people into work;
- Promise 3. Regenerate Inner Middlesbrough through a range of targeted interventions;
- Promise 4. Pool resources with partners including the police to tackle crime and anti-social behaviour;
- Promise 5. Middlesbrough will become a dementia-friendly community;
- Promise 6. Middlesbrough will continue to hold One Planet Town status;
- Promise 7. Progress the Middlehaven development;
- Promise 8. Protect our historic buildings; and
- Promise 9. Transform local transport links.

## Middlesbrough Investment Prospectus 2017

- 2.4 The Investment Prospectus has been prepared to set out the Council’s ambitions to transform Middlesbrough and its economy, building upon recent successes and work already underway, to deliver a transformational regeneration programme.
- 2.5 Middlesbrough is at the heart of the Tees Valley and is well located, between Leeds and Newcastle, to further develop as a major economic centre. The Council is committed to investing £74m over four years to deliver a range of city-scale projects that will help establish Middlesbrough as the city centre for the Tees Valley.

## Housing Strategy 2017

- 2.6 Housing is at the heart of the Council’s plans. In line with the Mayor’s 2025 Vision, our ambition is to ensure we have quality housing for all means, whether they are to buy or rent.

- 2.7 The Housing Strategy sets out our housing priorities and the actions which will help us achieve our ambitions to support the development of new housing and neighbourhoods across Middlesbrough to meet our residents' needs, provide targeted support to improve the life chances of residents in areas of deprivation, and to address the pressures of an ageing population and support our vulnerable people to live independent lives for as long as possible.

### Tees Valley Combined Authority – Strategic Economic Plan 2016 – 2026

- 2.8 The Combined Authority (TVCA) was created in April 2016 to take on new responsibilities, recently devolved from Government, for transport, infrastructure, skills, business investment, housing, culture and tourism, with the principal aim to drive economic growth and job creation in the area. It is a partnership of the five Tees Valley local authorities, with a directly-elected Mayor who chairs the Combined Authority. TVCA works closely with the business community and other partners to support the growth of our economy.
- 2.9 The Tees Valley Strategic Economic Plan (TVSEP) was published in 2016 and sets out the growth ambitions and priorities for the Tees Valley over the period to 2026, to create 25,000 jobs and £2.8bn of additional Gross Value Added (GVA).

### Middlesbrough Council Strategic Plan 2018 – 22

- 2.10 The Strategic Plan sets out the Council's business plan for the period 2018 - 22 and details its contribution to the delivery of the Mayor's Vision. Central to this is the Investment Prospectus, which will see the Council invest £73.7m of its own resources to boost the town's economy. The Local Plan has a crucial role in supporting this by putting in place a robust planning policy framework that will manage development and identify sufficient land for economic development and housing growth.

### Marine Planning

- 2.11 Marine Planning is a new approach to the management of our seas introduced through the Marine and Coastal Access Act 2009. The Marine Management Organisation (MMO) has responsibility for planning to the mean high water mark. This includes the tidal element of the River Tees. The MMO are in the process of preparing a Marine Plan for the North East. In preparing the Local Plan the Council has co-operated with the MMO to ensure our policies comply with the Marine and Coastal Access Act 2009 and the Marine Policy Statement.

### Strategic Objectives

- 2.12 With these key strategies in mind, the Local Plan will set out Strategic Objectives that will guide our policies for development in Middlesbrough:

- Objective A. To achieve a growing population;
- Objective B. To attract city-scale development to Middlesbrough, and strengthen its role as the principal centre of the Tees Valley;
- Objective C. To support a growing economy through the provision of a range of commercially attractive development sites;
- Objective D. To deliver a range of high quality homes that meet local needs and aspirations;

Objective E. To provide a network of infrastructure that supports the delivery of our ambitions;

Objective F. To protect and enhance our historical and culturally important assets; and

Objective G. To achieve high quality well designed development in the right place.

## Local Plan Vision

By 2034, Middlesbrough will have firmly established itself as the city centre of the Tees Valley. Long term population decline has been addressed and Middlesbrough now has a growing thriving population. Continued economic growth and significant investment will have transformed Middlesbrough, having successfully delivered high quality development and infrastructure. Middlesbrough will be a fantastic place to do business, with major new employers choosing to locate their operations in the area.

The retail core will be thriving, with a superb range of shops and leisure uses making it the destination of choice for residents and visitors looking for a day or night out. Workers from Centre Square and the Teesside Media and Innovation Village will relish the opportunity to eat, drink and shop during their lunch breaks.

Middlehaven will be home to regionally significant leisure uses, with visitors travelling from all over the north of England to use the Snow Centre. Other leisure and business developments will sit comfortably alongside new residential communities, creating a new hub of urban activity.

High quality housing will have been developed throughout Middlesbrough. Our young people will have the opportunity to access housing across the borough. Our business leaders and wealth creators will be able to live in some of the best executive housing that the Tees Valley has to offer. Our older and more vulnerable residents will be able to live in homes that are better suited to their needs.

Development will be focused on the creation of well designed, quality places where people want to live. Good quality transport, education and healthcare make Middlesbrough a great place to live for everyone. A coherent and wide ranging green infrastructure network integrated within new developments will have been created establishing links between neighbourhoods, the City Centre and key facilities.

Our most historic and culturally important assets will continue to be cherished by our residents. Historic buildings will be important in understanding Middlesbrough's past, and help provide an attractive environment within which the economy will prosper.

# 3: Creating a City Centre for the Tees Valley

## Strategic Objective

*To attract city-scale development to Middlesbrough, and strengthen its role as the principal centre of the Tees Valley.*

## Mayor's Vision

- *Promise 7: Progress the Middlehaven development*
- *Promise 8: Protect our historic buildings*
- *Promise 9: Transform local transport links*

## Introduction

- 3.1 Middlesbrough is in a central location within the Tees Valley with good transport links, and already functions as its civic and cultural centre. A successful and strong Tees Valley needs a strong Middlesbrough at its heart. The Council is aiming to build on these strengths and attract city-scale development to Middlesbrough.
- 3.2 Middlesbrough has seen much successful development in recent years. The rise of the creative and digital sectors has helped to drive regeneration with cutting edge businesses successfully operating in the Boho Zone. Middlesbrough Town Centre is a thriving retail core, with more retail floorspace than any other centre in the Tees Valley. The night time and leisure economy is booming, with recent enhancements to Bedford and Baker Streets seeing new, independent retailers complementing the more established operators along Linthorpe Road.
- 3.3 The Council recognises that recent achievements only represent the beginning of our ambitions. They provide a strong foundation from which we can continue to invest in order to fulfil our economic potential and drive forward growth in the Tees Valley.
- 3.4 The Council has an ambition for Middlesbrough to become the city centre of the Tees Valley. To achieve this, the Council and its partners have set out an aspiration and vision to deliver city-scale development in Middlesbrough. The Council is committing to delivering a range of projects identified in its Investment Prospectus, and is directly investing £74 million, with the aim of attracting £625 million of other commercial investment, to allow our community to prosper.
- 3.5 The Council's strategy is based on rebalancing the economy and attracting more commercial and leisure activity into the centre, and includes:
  - Making Middlesbrough a centre for Grade A office development in the Tees Valley to attract inward investment and make the most of its location advantages. The focus for such development will be within Centre Square and Middlehaven;



- Supporting the continued growth and ambitions of Teesside University to develop as one of the top universities in the country, attracting talented students from home and abroad, and building upon its strengths as a renowned international centre for digital media and innovation;
- The ongoing regeneration and growth of Middlehaven, building upon its success as a centre for digital businesses and innovation, the provision of high quality educational facilities, and as a regional leisure and cultural destination with improved connectivity with the Town Centre;
- The development of the Railway Station and Historic Quarter as a major transport hub and arrival point of significant quality, appropriate to a city-scale environment;
- Supporting a strong and vibrant retail core;
- Continued growth of the evening economy through the establishment of a high quality food and beverage offer; and
- The creation of the Teesside Media and Innovation Village to provide a focus for high quality commercial, cultural and leisure development.

#### **Policy CITY1 – Creation of a City Centre**

The Council's aspiration is to develop Middlesbrough as the city centre of the Tees Valley. This will be achieved through:

- a. delivering economic growth and investment in Middlesbrough;
- b. securing city-scale development focused on:
  - i. making Middlesbrough a centre for Grade A offices;
  - ii. the continued regeneration and growth of Middlehaven;
  - iii. the creation of Teesside Media and Innovation Village;
- c. maintaining a strong and vibrant retail core and continued growth of the evening economy;
- d. supporting the growth and ambitions of Teesside University;
- e. supporting the redevelopment of the Railway Station and Historic Quarter to provide a high quality public transport hub;
- f. achieving a growing population and delivering a range of high quality homes to meet local needs and aspirations; and
- g. the provision of appropriate infrastructure to support economic growth and development.

### Centre Square

- 3.6 Centre Square currently functions as the civic and cultural core of Middlesbrough and is home to a number of heritage assets. Centre Square area is already home to the new refurbished Town Hall (and Concert Hall), Central Library, Middlesbrough Institute of Modern Art (mima), Law Courts and the recently developed Holiday Inn Express. The Council is continuing to deliver improvements to the public realm of Albert Road. Planning permission for the first phase of a Grade A office development was granted in June 2017, for 34500sqft of Grade A offices at Centre Square East, and construction has recently started on these buildings.

- 3.7 The vision for Centre Square is to develop the area as a cultural and commercial quarter of regional significance through city-scale development. The Council will support further phases of development and appropriate infrastructure including car parking and public transport improvements. Critical to the delivery of the vision for Centre Square is the provision of a high quality environment with enhanced public space creating a new civic centrepiece for Middlesbrough, whilst protecting the central core of the established public plaza. Centre Square will become a high quality family destination for events.
- 3.8 Important to the success of this vision will be good connectivity and linkages between Centre Square and the wider Town Centre. To enhance the commercial offer of Middlesbrough, it is proposed to make Centre Square a focus for Grade A high quality office development to create the Tees Valley's premier office location. The provision of a high quality environment will be critical to the success of this commercial development.
- 3.9 The Council is committed to preparing a masterplan for Centre Square that will help create a regionally significant cultural quarter, enhanced entertainment and event space, improved public realm and links to the wider Town Centre, and provide significant investment opportunities. The new development offers the opportunity to both sustain and enhance the heritage assets within the area.

#### **Policy CITY2 – Centre Square**

Land at Centre Square is allocated for a mixed use development comprising of commercial, cultural and leisure uses.

It is expected that the proposals will achieve the following:

- a. a high quality development creating a cultural and commercial quarter of regional significance, including appropriate ancillary uses;
- b. provision of Grade A office development;
- c. provision of an enhanced multi-functional entertainment and event space to support a wide range of activities;
- d. development that is of high quality design featuring, where appropriate, contemporary architecture;
- e. enhanced public areas to provide a high quality setting to commercial development, through the provision of a well-designed public realm and improvements to the public square;
- f. protect the current civic space for public and amenity use;
- g. improve linkages with the surrounding area particularly the retail core of the Town Centre; and
- h. provision of car parking to support the development.

A masterplan will be prepared to guide development in this location.

#### **University Quarter**

- 3.10 Over the last decade, Teesside University has invested more than £350 million in its Campus Heart with a further £600 million scheduled taking overall investment to £1billion. With

more than 20,000 students, the University is a significant economic driver for Middlesbrough and the wider Tees Valley area. Recently completed developments include the Campus Heart, The Curve building, and redevelopment of the Orion and Stephenson Buildings to provide state of the art science and engineering facilities.

- 3.11 The University's success has helped drive a revival in the surrounding area as well as Middlesbrough's night-time economy, and plans are in place for further complementary development that will support growth in the University campus and for integrated businesses across the Linthorpe Road area.
- 3.12 There are a number of listed and locally listed buildings within the setting of the University Quarter. The Council will continue to work positively with the University to manage, protect and use these heritage assets.
- 3.13 The University continues to play a key role in the ongoing regeneration and economic and cultural vitality of Middlesbrough, and the Council will continue to support and develop its links with a thriving and prosperous retail centre, and further integration of the campus with the surrounding area.
- 3.14 The demand for student amenities presents further opportunities to bring forward a residential development in Gresham, underpinned by a new student village.
- 3.15 The University published a Campus masterplan in 2017, the purpose of which is to transform the University facilities over the next 10 years. Proposals include:
  - a student life building to bring together all student services;
  - development of a new business school; and
  - transformation of student accommodation with the development of new purpose built accommodation.

### **Policy CITY3 – University Quarter**

Land within the University Quarter is designated to support the future growth and development of Teesside University.

It is expected that the proposals will achieve the following:

- a. development that supports the continued growth of the University including the redevelopment of sites within the campus;
- b. high quality and innovative design;
- c. appropriate parking solutions;
- d. continued integration of the campus with the surrounding area;
- e. improved connectivity with the Town Centre;
- f. enhanced residential offer for students, both on and off campus, including the development of land at Gresham for the development of a Student Village; and
- g. improve the environmental quality of the campus, including through the refurbishment of existing buildings and enhancements to the public realm.

Development proposals that inhibit the growth and development of the University as set out in the University masterplan will not be supported.

### **Middlehaven**

- 3.16 Middlehaven is located in the north of the Town Centre adjacent to the River Tees, centred around the dock. The St Hilda's area of Middlesbrough was the core of the original town centre built to serve Port Darlington, from the Middlesbrough branch line of the Stockton and Darlington Railway. As the world's first planned railway town, the area has historic significance, and is home to a number of Listed Buildings including the Transporter Bridge, old Town Hall, dock clock tower and Custom House (now My Place).
- 3.17 Middlehaven encompasses an area of over 130 hectares of land. Over the last 15 years, £200 million has been invested in the area to transform it from an industrial brownfield site to a prime development opportunity. The new development has been typified by high quality contemporary architecture that helps to define Middlesbrough as a modern city. Middlehaven is already the home of Middlesbrough Football Club, Middlesbrough College, various offices, and the BOHO development provides home to the creative and digital sector. The area is also a location for urban living with CIAC community in a cube and other urban living opportunities. Work has also recently been completed on an urban park to transform the public realm and environment within Middlehaven to act as a catalyst for development.
- 3.18 The Council's sees Middlehaven as a location for a strategic leisure development. Planning consent for a Snow Centre has recently been granted by the Council, with construction expected to commence in 2019. A strategic leisure development has the potential to transform both Middlehaven and the wider Tees Valley area and would likely be the catalyst for other leisure and food and beverage uses. The Council is investing in a new Middlehaven

Dock Bridge, which is due to be completed in Autumn 2018, and will improve access across the site and unlock further land for redevelopment.

- 3.19 Middlehaven is the home to Middlesbrough's Boho Zone. Boho is the digital and creative business hub of the Tees Valley. It provides business space for new digital and creative companies to grow, network, and do business, with seven Boho buildings located across the Boho Zone. The buildings offer a range of contemporary office and work spaces, as well as the innovative flexible live/work space Bohouse. In 2017, an enterprise zone was established within Middlehaven focused on the Boho/Historic Quarter, within which businesses may be eligible for business rate relief.
- 3.20 The Council has significant land holdings in Middlehaven, which continue to provide a range of development opportunities. Building upon the success of existing developments, and the opportunities arising from the proposed Snow Centre and new Dock Bridge, the Council will seek to work with its commercial partners to bring forward city-scale development containing a mix of uses including leisure, hotel, employment, residential and education. Particular consideration will be given to achieving development of high quality design that contributes to the transformation of the area. Successful, locally-distinctive design will sustain and enhance the historic significance of the area, including contributing towards enabling appropriate, sustainable uses for its Listed Buildings and their settings. In doing this, we will continue to protect and enhance the significance of buildings of cultural and historical importance, and their settings.

### Strategic Context

- 3.21 The Middlesbrough Investment Prospectus identifies the importance of developing Middlehaven as a mixed use destination of national significance. The Middlehaven Development Framework and Middlehaven Design Code, completed in 2012, identifies a number of key principles for the future development of Middlehaven. This document contains a vision for Middlehaven as a lively mixed use extension to Middlesbrough Town Centre, a new residential neighbourhood, and an attractive place for people to live, work and visit

### Policy CITY4 – Middlehaven

Land at Middlehaven is allocated for a mixed use development comprising commercial, leisure and residential uses. It is expected that the proposals will achieve the following:

- a. develop high quality, city-scale mixed use development that is complementary to, and links well with, the Town Centre;
- b. support the continued development of Boho as the centre for the digital economy in the Tees Valley;
- c. develop Middlehaven as a location for city centre/urban living;
- d. deliver high quality design featuring, where appropriate, contemporary and innovative architecture;
- e. provide the appropriate infrastructure to support the development, including improving linkages to the Town Centre;
- f. enhance public areas through the provision of high quality public realm;
- g. sustain and enhance the area's historic significance, including reflecting the traditional grid pattern of Middlehaven and Middlesbrough;
- h. sustain and enhance the significance of the Listed Buildings and their settings, including enabling appropriate, sustainable uses for them, recognising the positive contribution they can make; and
- i. enhancing the river frontage to create additional wildlife habitats.

An Appropriate Assessment will be required for all development that, either alone, or in combination with other plans or developments, is likely to have a significant effect Teesmouth and Cleveland Coast Special Protection Area and Ramsar Site.

### Railway Station and Historic Quarter

- 3.22 Middlesbrough Railway Station is a key part of the historic heart of Middlesbrough. The Grade II listed buildings are currently being renovated to remedy structural issues with the roof that have left the south entrance and on-site car park closed for some time. Middlesbrough is the second busiest station in the Tees Valley behind Darlington. Work is currently underway on a multi-million pound project to redevelop the Railway Station building and its surrounding public realm area. The investment is being made available during the current franchise period to improve the main station building and passenger facilities, which will support enhanced rail services. Once complete, the improvements will support the commencement of the direct link to London, along with enhanced services to Tyneside, York, Leeds and the surrounding areas.
- 3.23 The Historic Quarter has some of the most historically important buildings in Middlesbrough, and careful consideration needs to be given to ensuring that they are protected whilst, at the same time, ensuring their long-term sustainability through appropriate uses.
- 3.24 The ongoing improvements to the Railway Station, and the presence of historically important buildings, will play a crucial role of the economic growth of Middlesbrough. The Council's ambition to secure city-scale development provides a timely opportunity to consider the quality of the surrounding environment and its role in helping move people

around the town. The Railway Station and Historic Quarter are well located to serve these new developments, and will play an important role not only in welcoming visitors to the town, but also the connectivity of how people move between the Railway Station, nearby car parks, Middlehaven, the Town Centre and the bus station.

- 3.25 Particular importance will be placed on improving the quality of the experience for visits to the Railway Station and the surrounding area. The Council and stakeholders prepared a masterplan for the station that included options for enhancing the environment in this area, along with appropriate transport solutions, particularly for the connectivity and accessibility of public transport and pedestrian movements. The masterplan also provides opportunities for the redevelopment of less viable areas and linked to the recently created Enterprise Zone, which covers the Historic Quarter (providing conditional business rate relief to incentivise private investment in new businesses).

### Strategic Context

- 3.26 The TVSEP identifies two priorities in respect of Middlesbrough Railway Station:

- Secure the major upgrade of the rail line from Northallerton to Middlesbrough and Teesport; and
- Develop a second rail gateway at Middlesbrough Station.

- 3.27 The TVCA is also in the process of developing a Strategic Transport Plan which is expected to be published later this year.

- 3.28 Middlesbrough Investment Prospectus identifies the importance of reviving the strategic transport gateway to Middlesbrough and stimulating investment in the Historic Quarter to encourage growth.

#### **Policy CITY5 – Railway Station and Historic Quarter**

The Council will work with partners to support the redevelopment of the Railway Station to provide a high quality public transport hub that supports a new direct service to London. This will involve:

- a. the provision of an additional platform to support improved rail services where need is identified;
- b. enhancing the public realm and public squares within the Historic Quarter to improve its accessibility and navigability with the Town Centre;
- c. improving accessibility for cyclists and pedestrians to the Railway Station and improve links to public transport;
- d. supporting appropriate uses for the important historic and underemployed buildings within the conservation area;
- e. redeveloping surrounding areas for alternative use complementary to the role of the station/area as a key transport hub and gateway to Middlesbrough Town Centre;
- f. create an environment that encourages investment; and
- g. supporting opportunities for urban living where these do not detract from the principal use of the area as a transport hub/gateway or its historic fabric.

The Council will prepare a masterplan to guide development in this area.

#### **Teesside Media and Innovation Village**

- 3.29 The Teesside Media and Innovation Village (TMIV) will transform the centre of Middlesbrough through the development of a high quality city-scale commercial, cultural and leisure development. This development will be located on the western side of the Town Centre and incorporate the existing bus station. The objective of the proposals for TMIV are:

- Improved connectivity;
- Addressing blank space;
- Diversification of uses in the area; and
- Provision of city-scale development.

- 3.30 TMIV will become a regional focal point for cultural entertainment, hotel, cinema, bars, cafes and restaurants. The proposals include the creation of a new bus interchange on the site of the existing bus station and an enhanced public transport system, new leisure and cultural facilities, and new commercial opportunities, and may potentially include the relocation of The Northern School of Art from its Green Lane Campus in Linthorpe

- 3.31 The development will have a particular emphasis on innovative design and iconic architecture, alongside a quality public realm provision.



- 3.32 The Council is committed to working with partners to deliver the development of TMIV and is currently developing a masterplan to take forward future development.

### Strategic Context

- 3.33 The Middlesbrough Investment Prospectus identifies Teesside Media and Innovation Village as the basis for transforming and restructuring Middlesbrough Town Centre to create an iconic regional destination for media, digital, creativity, learning and leisure.

#### **Policy CITY6 – Teesside Media and Innovation Village**

Land is allocated for the development of Teesside Media and Innovation Village. The Council will work with developers, landowners and investors to develop a high quality commercial, education, cultural and leisure development that:

- a. provides a high quality bus interchange that includes improvements to the public transport system;
- b. provides the opportunity for The Northern School of Art to relocate from its Green Lane Campus in Linthorpe;
- c. provides high quality public realm including the development of a new public square; and
- d. secures exceptional design and iconic architecture.

# 4: Promoting Economic Growth

## Strategic Objective

*To support a growing economy through the provision of a range of commercially attractive development sites.*

## Mayor's Vision

- *Promise 2: Join with our partners across the city region to help people into work*
- *Promise 3: Regenerate Inner Middlesbrough through a range of targeted interventions*
- *Promise 7: Progress the Middlehaven development*

## Introduction

4.1 Considerable market intelligence, due-diligence, and economic mapping has established the economic baseline for Middlesbrough. This process has allowed Middlesbrough Council to secure an acute understanding of the economic performance of the area and the constraints which restrict the fulfilment of our full economic potential. Middlesbrough understands the market failure conditions which prevail in the local and national economy. This understanding has informed the development of a targeted package of interventions which will address these shortcomings and, crucially, increase the propensity for the market to operate effectively. The Council's evidence shows the following:

- The retail economy is out of equilibrium with the commercial economy – we need to rebalance and have more commercial employment in the area to sustain our retail offer.
- The scale, availability, efficiency and quality of commercial accommodation is a key constraint to the attraction of major employers to the area.
- We are under-represented in our leisure and food & beverage offer and this will be key to creating a destination and sense of place, as city centres evolve.
- There is market failure in the commercial property markets and the flow of institutional capital.
- It is critical to link our residents with the high-value employment opportunities created in our area.
- Efforts can be focused on key growth sectors with high GVA outputs. Connectivity and strategic transport links are critical to the future success of the area. The skills pipeline (attraction and retention) is key to the future success of the economy.

4.2 The Tees Valley Strategic Economic Plan (TVSEP) is the industrial strategy for Tees Valley up to 2026 and is prepared by the Tees Valley Combined Authority. It sets out the growth ambitions and priorities for Tees Valley and identifies seven priority sectors for growth:

- Advanced Manufacturing
- Process chemicals and energy

- Logistics
  - Health and biologics
  - Digital and creative
  - Culture and leisure
  - Business and professional services
- 4.3 Middlesbrough will have a key role in the successful delivery of the ambitions of the TVSEP. In particular, given its ambition to become the city centre for the Tees Valley, Middlesbrough will have a critical role to play in the delivery of advanced manufacturing, digital and creative, culture and leisure and business and professional services.
- 4.4 The Mayor’s 2025 vision puts Middlesbrough at the heart of the Tees Valley, and competing with cities across the UK and further afield. With 100 miles separating Leeds and Newcastle, Middlesbrough is ideally placed at the midpoint to secure its status as a major economic centre. The capacity to grow and prosper depends on being able to continue to attract the new businesses, entrepreneurs and investment that will drive job creation and long-term prosperity.
- 4.5 The Council plays a critical role in facilitating and supporting the delivery of economic growth, through developing investment models and working with the Tees Valley Combined Authority to stimulate investment. The town has highly competitive land prices compared with other cities providing an opportunity to establish Middlesbrough’s as a regional powerhouse. With the full backing of the Council, major private sector-led investments are already bringing about a change in the area’s ambition and aspiration. Over the last few years a transformational regeneration programme, characterised by contemporary architecture, pioneering entrepreneurial spirit and forward thinking investment, has been enabled.
- 4.6 For Middlesbrough to perform as a successful centre at the heart of Tees Valley it needs to achieve strong growth in key sectors:
- Grade A office development including Knowledge Intensive Businesses (KIBs);
  - Digital media;
  - Advanced manufacturing;
  - Education and health; and
  - Retailing and leisure.
- 4.7 The focus will be on attracting inward investment that supports economic growth in the Tees Valley, growing indigenous businesses, and creating skilled jobs that will lead to an increase in average wages, and a decrease in unemployment levels. This growth will be accompanied by the development of a supportive educational offer that supports the creation of a skilled workforce.
- 4.8 The Middlesbrough Investment Prospectus sets out a vision for creating sustained economic growth, high quality jobs and thriving communities. Critical to this is the ambition to inspire, upskill and connect Middlesbrough’s people to the new opportunities created. Based on seven key areas of activity, Middlesbrough’s Investment Prospectus sets out the main

challenges faced by Middlesbrough's economy and the firm steps to be taken to reform and rebalance the local economy and lay the groundwork for inward investment to freely enter the economy and provide high-value, high-output, highly-skilled and well-paid employment to Middlesbrough and its residents.

- 4.9 The programme is also mindful of its social impact and its contribution to the emerging Social Regeneration priorities for Middlesbrough. The aim is to create opportunity and ensure that these opportunities can be accessed by the people of Middlesbrough. Where possible, local contracts are let, local employment is prioritised and the impacts of each initiative are targeted to provide local benefit.

### Economic Strategy

- 4.10 The continued sustainable growth of Middlesbrough's economy, and generating jobs for existing and future residents, is a priority for the Council. The ambition is to create at least 5000 new jobs in Middlesbrough during the plan period. This is based on growth associated with the Investment Prospectus and the Tees Valley Strategic Economic Plan.

- 4.11 Through a combination of pump-priming investment, private sector investment and direct investment by the local authority and infrastructure investment, Middlesbrough's Investment Prospectus is delivering:

- C. £75m of Public Sector Investment (to 2022)
- C. £625m of Private Sector Investment (to 2022)
- Creating 1.7million sq.ft of new business accommodation
- Regenerating 57.5 hectares of land
- Creating 5,000 new direct and indirect jobs within the economy
- Building 5,500 new homes (to 2030)

## Policy EG1 – Economic Strategy

Middlesbrough will play an important role in the future economic growth of the Tees Valley. Middlesbrough will continue to develop a diverse economy to deliver significant increases in businesses and jobs and support the delivery of the Tees Valley Strategic Economic Plan (TVSEP). This will be achieved through:

- a. ensuring a range of sites are available to deliver Middlesbrough’s proportion of the 25,000 jobs target for the Tees Valley set out in the TVSEP;
- b. supporting and promoting growth sectors including:
  - i. Support the advanced manufacturing sector by identifying land specifically to support this use;
  - ii. Continue to support growth in the creative media and digital sector as part of the Boho cluster;
  - iii. Support the growth of the health and education sectors;
- c. prioritising the development of Grade A offices within and around Middlesbrough City Centre;
- d. securing investment in nationally significant leisure schemes;
- e. strengthening the role of Middlesbrough as the principal retail centre for the Tees Valley;
- f. supporting a network of centres to meet the needs of local communities to meet their daily retail, leisure and employment needs;
- g. exploring the potential for business development opportunities at Cannon Park, Marsh Street and Wood Street;
- h. providing appropriate infrastructure to support economic growth; and
- i. improving skills and access to jobs for local communities.

## Employment Locations

- 4.12 To achieve sustainable economic growth there is a requirement to identify land required to support development. There is a need to ensure a continuous supply of employment land within Middlesbrough to provide a choice of sites in terms of location, size and quality. The Middlesbrough Economic Development Needs Assessment (2017) (EDNA) identified a requirement 34.4 hectares of employment land for the period 2016-2034. This is broken down as follows:

Forecast net land requirements 2016-2034	
Use	Identified Need (ha)
<b>B1a/b: Office</b>	10.7
<b>B1c/B2: Industrial</b>	10.4
<b>B8: Warehouse/ Distribution</b>	13.2
<b>Total B-Class Uses</b>	<b>34.3</b>

- 4.13 The EDNA assessed a range of sites across Middlesbrough and identified a supply of sites which are considered suitable for employment uses (use classes B1, B2 and B8).

Cumulatively, these sites comprise 44.5 hectares, broken down by specific use classes in the table below:

<b>Vacant Land by recommended use</b>	
<b>Recommended Use</b>	<b>Sum of Vacant Area (ha)</b>
<b>General B Class</b>	32.5
<b>B1</b>	4.0
<b>B1a/b</b>	1.8
<b>B1c / B2 / B8</b>	4.5
<b>B2 / B8</b>	1.7
<b>Total</b>	<b>44.5</b>

- 4.14 There are 32.5 hectares identified as suitable for ‘General B Class’ use – i.e. would be suitable for office, industrial, or warehouse/distribution development. The majority of this land is located within the existing employment areas of Riverside Park, Cannon Park and East Middlesbrough. It is considered appropriate to safeguard slightly more land than the requirement identified in the EDNA to allow choice and flexibility.
- 4.15 The existing business parks and industrial estates in Middlesbrough are important in sustaining the economy and providing local jobs. It is, therefore, important that these employment locations are safeguarded to meet identified needs and allow the Middlesbrough economy to grow and diversify.

### Riverside Park

- 4.16 Riverside Park is a successful, established, and high quality industrial area home to a range of businesses. The area comprises a large number of B2 and B8 units as well as a number of smaller, courtyard-style industrial and office parks. Riverside Park benefits from goods link to the strategic road network including the A66/A19. The aspiration of the Local Plan is to support the continued success of this area. Recent improvements have been made to the access to this area from the A66.

### East Middlesbrough Industrial Estate

- 4.17 East Middlesbrough Industrial Estate is the second largest industrial estate within Middlesbrough (after Riverside Park) and provides an important source of employment for east Middlesbrough and the surrounding area. It is mainly in private ownership accommodating a range of industrial uses.

### Cannon Park

- 4.18 The scheduled decommissioning / demolition of the Gas Holders creates an opportunity to further develop the Cannon Park area for commercial and quasi-light industrial uses. Coupled with excellent access to the A66 and A19, Cannon Park is adjacent to the emerging TeesAMP development site and offers a significant expansion opportunity. Similarly, the development of the Cannon Park area has the potential to create enhanced links with the greater Riverside Park area to the north, and the Town Centre to the east.

## Middlehaven

- 4.19 Middlehaven is located close to the town centre, and the Council is seeking to continue its transformation as a major mixed use development of national significance. The NPPF requires Plans to make provision for clusters or networks of knowledge and data-driven, creative or high technology industries. The Boho Zone within Middlehaven should continue to be the focus for the creative and digital economy in the Tees Valley.

## Other requirements

- 4.20 Policy EG2 seeks to ensure flexibility in the use and redevelopment of employment land which is no longer required to meet employment needs and will not have a detrimental impact on the economic growth of Middlesbrough. Where it is considered that a site no longer has a reasonable prospect of coming forward for employment use, justification will be required to demonstrate that the site is no longer suitable and viable, including evidence of appropriate marketing and future market demand.
- 4.21 In addition, during the life span of the Local Plan, it is possible that proposals for employment use will come forward that might not be able to be accommodated within the existing employment allocations. Policy EG2 ensures that whilst priority should be given to allocated employment sites, the Local Plan can be flexible enough to support proposals for sustainable economic development that supports the growth of Middlesbrough.
- 4.22 The River Tees and its estuary contain a wildlife site of European importance, protected by the habitats Regulations. The site is known as the Teesmouth and Cleveland Coast Special Protection Area (SPA) and Ramsar site. In addition, there is a current consultation to extend the SPA and Sites of Special Scientific Interest (SSSIs) in the area, meaning that both the SPA and SSSIs have statutory protection in the same way as if they were fully designated. Where appropriate, proposals will need to demonstrate that there will be no adverse effects on the integrity of protected sites, alone or in combination with other development, plans or projects. This policy should be read to conjunction with Policy INFRA9 Biodiversity and Geodiversity.

## Policy EG2 – Employment Locations

To achieve sustainable economic growth, land and buildings with the Town Centre and existing industrial areas and business parks as shown on the policies map will continue to be safeguarded and developed for employment uses.

Proposals for general employment uses use classes B1, B2 and B8 will be supported on the following sites:

Ref	Site	Additional land available (hectares)
EG2.1	Riverside Park	10.4
EG2.2	East Middlesbrough Industrial Estate	4.45
EG2.3	Lawson Industrial Estate	0.48
EG2.4	Cannon Park	1.25
EG2.5	Cargo Fleet	4
EG2.6	Hemlington Grange	7.9

Advanced manufacturing uses should be focused at TeesAMP, with 12 hectares of additional land available. Proposals for B1 and B2 uses for advanced manufacturing will be acceptable in this location.

Ref	Site	Additional land available (hectares)
EG2.7	Tees Advanced Manufacturing Park (TeesAMP)	12

The major mixed use site at Middlehaven allocated by Policy CITY4 will contribute towards meeting employment needs over the plan period. Middlehaven, and in particular the Boho Zone, should continue to be the focus for the digital economy. Office developments allocated by Policy EG5 will also contribute to meeting employment needs during the plan period.

Proposals will be encouraged to be of a high standard of design, and to improve the quality of the environment, signage, security and accessibility of sites.

Some of the identified employment sites lie adjacent to or are within close proximity to nature conservation sites. Where appropriate proposals will need to demonstrate that there will be no adverse effects on the integrity of the Teesmouth and Cleveland Coast SPA and Ramsar site and the SSSI whether, either alone or in combination with other plans and programmes. Any necessary mitigation measures must be secured in advance of development in order to meet the requirements of the Habitats Regulations, this mitigation could include enhancement of the habitat at the estuary edge. Proposals will need to comply with Policy INFRA9 Biodiversity and Geodiversity.



### **Alternative use of employment land and buildings**

Proposals for alternative uses on the sites listed above or other buildings and sites in Use Class B1, B2 and B8 will only be acceptable where it can be demonstrated:

- a. the development would be in accordance with Policy EG8; or
- b. the site is not appropriate or viable for employment/industrial use following an active marketing process;
- c. an alternative use or mix of uses offers greater potential benefits to the community in meeting local business requirements;
- d. its release for an alternative use should not undermine the economic strategy and adversely impact the supply of employment land in the future;
- e. would result in a good standard of amenity for existing and future occupants of land and buildings; and
- f. would not prejudice the operation of neighbouring properties and businesses.

### **Employment proposals on non-allocated sites**

Proposals for new employment uses outside of allocated employment land or involving buildings already in B1, B2 and B8 uses will be permitted where it can be demonstrated that they:

- g. cannot be accommodated on land allocated for employment uses;
- h. would make a significant contribution to job creation and economic growth;
- i. would not result in a shortage of land allocated or designated for other purposes;
- j. are within the limits to development identified on the policies map;
- k. can be provided with appropriate vehicular access and supports access to sustainable transport; and
- l. will not result in adverse impacts upon the character and appearance of the surrounding area or residential amenity.

### **Tees Advanced Manufacturing Park (TeesAMP)**

4.23 The Tees Advanced Manufacturing Park (TeesAMP) is located within Riverside Park, and is the borough's key site for advanced manufacturing development. The site is bordered to the west, east and north by the River Tees and to the south by the A66 and Darlington to Saltburn railway line. Historically, the site formed part of the large Ironmasters district, which housed a series of iron and steel making plants from the 1840s through to the 1970s.

4.24 TeesAMP will offer a prime location for clusters of businesses dedicated to advanced manufacturing. The proposed development of the TeesAMP scheme would represent over £55 million of investment in Middlesbrough and create an advanced manufacturing park capable of competing at a national level. It is anticipated that TeesAMP will attract high level firms from a variety of industrial sectors, creating hundreds of new employment opportunities and will make a significant contribution to the local and regional economy.

- 4.25 TeesAMP is already home to world class research and commercial premises including the state of the art facility at TWI. It is envisaged that TeesAMP will create a world leading focal point for innovation sectors. The Council has recently worked with commercial partners to develop a masterplan for TeesAMP to guide future development and is currently in the process of preparing detailed design guides.
- 4.26 Planning permission was granted in August 2018 for 10 industrial blocks, incorporating 17 advanced manufacturing units (B1 use class) and creating 180,000 sq.ft of space. The first units are expected to complete in Spring 2019.
- 4.27 The setting of the Grade II listed Newport Bridge should be considered in any future development. The bridge is one of Teesside’s major landmarks and is visible from long distances. The Ironmasters district was the birthplace of modern Middlesbrough and, whilst many of the industrial features of the area have been demolished, parts of two of the blast furnaces from the Newport Ironworks remain. These remains have been identified as locally important heritage assets. As part of the current planning application a strategy for the protection of these heritage assets has been identified.
- 4.28 Opportunities exist within the site for habitat creation/enhancement, particularly along the river, which is a strategic wildlife corridor and main green infrastructure corridor. The presence of mature scrub woodland habitat to the south of the site should be retained as wildlife habitat.

**Policy EG3 – Tees Advanced Manufacturing Park (TeesAMP)**

Land will be brought forward (12 hectares) at Tees Advanced Manufacturing Park (TeesAMP) for advanced manufacturing in uses classes B1 and B2. Proposals will be expected to:

- a. be of a high standard of building design, layout and finish including good quality landscaping and the provision of landmark buildings at gateway locations;
- b. provision of an appropriate level of car parking;
- c. take account of the setting of the Grade II listed Newport Bridge;
- d. protect the industrial heritage of the site;
- e. protect and enhance of the area of open space/wildlife habitat shown on the policies map; and
- f. take account of features of the extended Special Protection Area and Site of Special Scientific Interest.

Where appropriate, proposals will need to demonstrate that there will be no adverse effects on the integrity of the Teesmouth and Cleveland Coast SPA and Ramsar site, either alone or in combination with other plans and programmes. Any necessary mitigation measures must be secured in advance of the development in order to meet the requirements of the Habitat Regulations.

**Hemlington Grange Business Park**

- 4.29 The development of the Hemlington Grange Business Park seeks to create around 800 new jobs in managed workspace, offices, other employment uses, and ancillary retail and leisure uses. The first development on the eight hectare site is the new Cleveland Police

Headquarters. The Council is committed to developing a Masterplan to take forward the development of the Business Park. It is envisaged that the employment uses within the Business Park will be primarily B1 uses.

#### **Policy EG4 – Hemlington Grange Business Park**

Land will be brought forward at Hemlington Grange for a business park (B1, B2 and B8 uses)

Proposals will be expected to achieve the following:

- a. a high standard of building design, layout and finish including good quality landscaping and the provision of landmark buildings at gateway locations;
- b. make provision for ancillary retail and food and beverage use to support development;
- c. require access from Stainton Way, access via residential development will not be acceptable, and
- d. limit the development of B2 and B8 uses to circumstances where they will have neither a detrimental impact upon the amenity of occupiers of nearby properties, nor significantly reduce the overall number of potential job opportunities that could be provided within the development.

#### **Grade A Offices**

- 4.30 Middlesbrough Town Centre is the primary retail and employment centre of the Tees Valley. To continue to compete it must transform its offer to incorporate a higher proportion of knowledge-based professional services and commercial employment including Grade A office space. A recent study<sup>1</sup> into the office market in Middlesbrough has found that Middlesbrough Town Centre has a lack of quality office space making it difficult to attract and retain businesses. It identified the need to rebalance the commercial versus retail offer of the Town Centre.
- 4.31 One of the key ambitions of the Investment Prospectus is to diversify the economy of the Town Centre by increasing the commercial, leisure, cultural and food and beverage offer. It also identifies Centre Square East as the Tees Valley's premier office location. Planning permission has recently been granted for a 35,000 sq.ft office space at Centre Square East. There are also a number of other sites in the Town Centre that are appropriate locations for Grade A office development.
- 4.32 The Local Plan will support the aspirations of the Council to see Grade A Office development within the Town Centre, providing a framework for the achievement of high quality office development. This high quality office development will provide the opportunity for place making to create a high quality environment and links to the wider retail core.

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<sup>1</sup> Middlesbrough Grade A Office Market Analysis Report, KPMG (2016)

### Policy EG5 – Grade A Office Development

To support the economic strategy, land at the following Town Centre locations will be brought forward for office development (Use Class B1):

Ref	Site
EG5.1	Centre Square East
EG5.2	Former Odeon site
EG5.3	Former Cleveland Scientific Institute Site
EG5.4	Former Police Station site, Dunning Street
EG5.5	Melrose House
EG5.6	Civic Centre

Development will be expected to:

- a. be of a high quality and contemporary standards of design;
- b. provide an appropriate level of car parking;
- c. take account of nearby heritage assets and their setting;
- d. promote active ground floor frontages, including retail or leisure uses, to complement the offices; and
- e. ensure a scale of development that is commensurate with achieving the overall ambitions to create a city centre.

### Middlesbrough Town Centre

4.33 The Tees Valley SEP aims to unlock economic potential to encourage the delivery of shared goals. Town centres have been recognised as a strategic priority for delivering economic growth and boosting civic pride with more vibrant centres. Middlesbrough Town Centre is the primary retail centre in the heart of the Tees Valley and the Local Plan will continue to focus its efforts to protect and enhance its vitality and viability, and to secure development that supports the Council’s city centre ambitions.

4.34 The Middlesbrough Retail Study (MRS) concluded that Middlesbrough’s Town Centre should be enhanced by a stronger presence of uses beyond retail, offering an overall shopping experience that would result in a more diverse centre throughout the daytime and evening economy. The MRS identified that there has been a loss of market share to out-of-centre facilities in neighbouring administrative areas with Middlesbrough suffering a significant decrease in market share of comparison goods. Whilst the retail study identifies the capacity for additional comparison floorspace in the long term, it recommends the enhancement of the existing retail offer within Middlesbrough Town Centre in the first instance, paying particular attention to filling the vacant units within the primary shopping area preventing the potential for further loss of market share.

- 4.35 There are a number of key projects within or near the Town Centre that the Council is committed to delivering in order to create a city centre for the Tees Valley including Middlehaven, Centre Square, TMIV, the University Quarter and the Railway Station and Historic Quarter.

#### Town, District and Local Centres

- 4.36 The Council recognises the contribution that local shopping areas play in meeting the needs of the community and, in accordance with the NPPF, the Local Plan defines a network and hierarchy of town centres that are vital to the delivery of sustainable and inclusive communities.
- 4.37 Following a review of our network of centres, the Town Centre boundary, given its extensive nature, has been revised in order to focus on the retail heart of the city and public realm improvements. Linthorpe Road South has been recognised as a local centre providing vital services to residents and university students, whilst strengthening links to the Town Centre night time economy and building on the success of Baker and Bedford Streets. Where appropriate, other boundary changes to local centres have been made to promote their long term vitality and viability.
- 4.38 Adopting the 'Town Centre First' policy, main town centre uses, as defined in the NPPF, will be required to be located in town centres first, then in edge of centre locations. A sequential test, as set out in the NPPF, will be required for applications which are neither in an existing centre nor in accordance with an up-to-date local plan.
- 4.39 When assessing applications for retail and leisure development outside of the centres, the NPPF requires local planning authorities to set their own impact thresholds. Given the findings of the MRS it is considered that a threshold lower than the 2,500m<sup>2</sup> identified in the NPPF is justified, in order to prevent further erosion of the vitality and viability of the retail hierarchy. In line with retail study recommendations a range of thresholds have been provided, reflecting the size, nature and provision of existing centres and their consequent susceptibility to alternative out of centre provision. Accordingly, the hierarchy of local centres has been split into designations of large, medium and small scale.
- 4.40 Development proposals above the identified thresholds, which are outside of an existing centre or not in accordance with specific site policies, will be required to be accompanied by an impact assessment that is proportionate and appropriate, assessed in relation to all centres that may be affected.

## Policy EG6 – Town, District and Local Centres

In supporting a network of vital and viable town, district and local centres that serve the Middlesbrough community the Local Plan will seek to protect and enhance the following hierarchy of centres:

<b>Town Centre</b>	Middlesbrough Town Centre	
<b>District Centres</b>	Berwick Hills Coulby Newham	
<b>Local Centres</b>	<b>Large Scale Centres</b> Linthorpe Road Linthorpe Village North Ormesby	
	<b>Medium Scale Centres</b> Acklam Road/Cambridge Road Acklam Road/Mandale Road Belle Vue, Marton Road Eastbourne Road Lealholme Crescent	Longlands Road/ Marton Road Marton, Stokesley Road Parliament Road Roman Road Viewly Centre, Hemlington
	<b>Small Scale Centres</b> Beresford Buildings, Thorntree Broughton Avenue, Easterside Marshall Avenue, Brambles Farm Ormesby High Street	Saltergill Avenue Shelton Court, Thorntree The Avenue, Nunthorpe Trimdon Avenue
	<b>Proposed Centre (scale to be determined)</b> Stainsby	

Development proposals for main town centre uses will be focused within the defined town, district, and local centres, and be of a scale that is appropriate to the centre in which they are located.

A sequential approach, in line with the requirements set out in the NPPF, will apply to proposals for main town centre uses which are not located within a defined centre.

An impact assessment will be required to support any proposals for town centre uses outside of existing centres, using the following thresholds (where proposals impact upon more than one scale of centre, the lowest threshold will be applied):

- Town Centre 1,000m<sup>2</sup>
- District/Large Local Centre 500m<sup>2</sup>
- Medium/Small Local Centre 250m<sup>2</sup>  
(all gross internal area)

The vitality and viability of the town, district and local centres will be maintained and, where appropriate, enhanced. This will be achieved through:

- a. safeguarding the retail character and function of centres. Within the town centre primary shopping frontage (PSF), as identified on the policies map, use Class A1 retail will be appropriate. The proportion of non-A1 uses within the primary shopping frontage should not exceed 15%;
- b. encouraging such uses as commercial, leisure, and cultural development within the Town Centre to promote a diverse and mixed offer, re-balancing and complementing the vitality and viability of existing retail whilst promoting the Council's ambitions at Centre Square, Historic Quarter and TMIV;
- c. improving public realm and promoting high quality design to ensure attractive, accessible and safe environments for all users, paying particular attention to vital links between existing City Centre facilities and opportunity sites;
- d. identifying Linthorpe Road as a local centre that supports and continues to strengthen the Town Centre night time economy. Suitable uses will include A1, A2, A3 and A4 uses that are complementary to the retail sector;
- e. promoting the reuse of vacant buildings, specifically those of heritage value or at risk, paying particular attention to ground floor uses along Albert Road;
- f. encouraging convenient and accessible shopping facilities at district, local and neighbourhood level, ensuring that the needs of the entire community are met;
- g. ensuring shopping facilities are accessible including by car, walking, cycling and public transport; and
- h. recognising the importance of residential uses in ensuring the vitality of centres, encouraging high density urban living in appropriately identified areas.

Neighbourhood shops will continue to provide a range of shops, services and community facilities, and will continue to be protected where they are important to the day to day needs of local communities.

### Hot food takeaways

- 4.41 Under national planning policy, hot food takeaways are a town centre use that should be located within our centres. There are, however, a number of problems that are associated with these uses. Their operation can result in external impacts, such as noise and odours, traffic and parking, and litter. They also tend to be open only during the evenings, meaning closed and shuttered shop fronts during the day time.
- 4.42 It is important that there is an appropriate balance of uses within centres to ensure they can fulfil their primary retail function. High proportions and concentrations of hot food takeaway establishments within centres can have a negative impact on their vitality and viability.

- 4.43 There is also a recognised link between take away food and obesity. Childhood obesity, and excess weight, are significant health issues in Middlesbrough, with national evidence<sup>2</sup> identifying Middlesbrough's obesity rates in school children to be higher than the national average. The Council, in order to improve health and wellbeing in the Town and encourage healthier eating choices, will carefully manage applications for hot food takeaways in specific locations (for example, within walking distance of schools) as well as consider their proliferation.

#### **Policy EG7 – Hot Food Takeaways**

Proposals for hot food takeaways (A5 Class Use) will only be permitted where the proposed use would not:

- a. result in the proportion of the total units in the centre in A5 uses exceeding 10%; or
- b. result in more than two adjacent hot food takeaway A5 uses; or
- c. be located within designated Shopping Frontage; and

in addition to the above criteria ,in order to promote healthier communities:

- d. planning permission will not be granted for A5 uses within 400m walking distance of an entry point to a secondary school; and
- e. applications for A5 uses will be required to be accompanied by a Health Impact Assessment, and, where an unacceptable adverse impact on health is established, permission will not be granted.

Hot food takeaway (A5 class use) will not be permitted outside of a defined centre.

#### **Retail Development on Industrial Estates and Business Parks**

- 4.44 All new retail development should be focused within existing centres in accordance with Policy EG6. However, it is recognised that there are certain instances where it is necessary, or more sustainable, for retail and food uses to be located on existing industrial estates and business parks.
- 4.45 In some instances, an industrial or business operator will have a small level of retail associated with the business, which is inextricably linked to the main industrial processes of the operator. In such circumstances, the main industrial function would not be appropriate within a centre, and ancillary retail would be appropriate within an industrial estate or business park.
- 4.46 The Council recognises that industrial estates and business parks are major employment areas and, as a result, there will be a need to provide the opportunity for some small scale retail and food operators to meet the needs of workers during their shifts, particularly at lunchtime. In sustainability terms, it is preferable for these operators to be located as close as possible to their customers and, therefore, some small scale retail and food uses will be permitted in industrial estates and business parks that are not already served by existing

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<sup>2</sup> <https://digital.nhs.uk/data-and-information/publications/statistical/national-child-measurement-programme/2016-17-school-year#resources>



retail and food businesses. However, these should be less than 200m<sup>2</sup> to ensure that they are primarily to meet the needs of workers.

**Policy EG8 Retail Development on Industrial Estates and Business Parks**

Retail uses will only be permitted within industrial estates and business parks, in accordance with the requirements of Policy EG6, where it involves:

- a. retailing ancillary to, and inextricably linked with, a business or industrial use, where the main use would be inappropriate in a centre; or
- b. small scale retail and food uses (A1, A3 and A5) providing a local service to those working in an industrial area where there is a deficiency in that service. Total gross floorspace in any one unit should not exceed 200m<sup>2</sup>.

# 5: Making Great Places to Live

## Strategic Objective

To deliver a range of high quality homes that meet local needs and aspirations.

## Mayor's Vision

- *Promise 3: Regenerate Inner Middlesbrough through a range of targeted interventions*
- *Promise 7: Progress the Middlehaven development*

## Overall Housing Strategy

5.1 Middlesbrough suffered from population decline for a significant period since 1961, when it peaked at 164,800 falling to its lowest level in 2009 at 137,300. Since then however there has been steady population growth, reaching 139,500 by 2015. The Office for National Statistics (ONS) projects that this recent population growth will continue over the lifetime of the Local Plan, and that by 2034 Middlesbrough's population will have increased to 148,400 (see Figure 2).

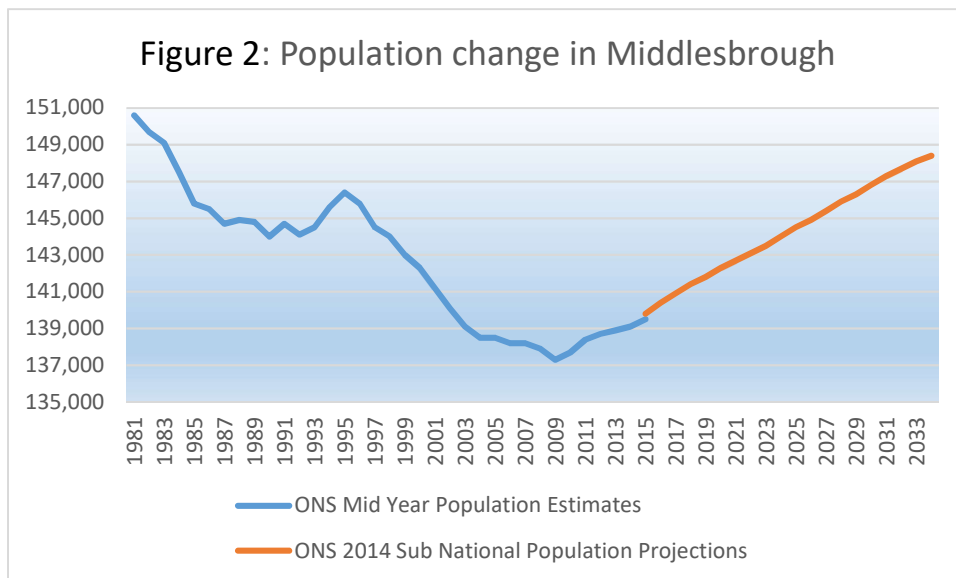


Figure 2: Source: Office for National Statistics

- 5.2 In order to support this growing population, and for Middlesbrough to deliver its aspirations for economic growth and a prosperous city centre, we need to provide quality places where people want to live, meeting the needs of its indigenous population and those choosing to migrate to live in the town to support inward investment opportunities.
- 5.3 Significant progress has already been made in tackling this issue. Net housing completions since the Housing Local Plan was adopted in 2014 have averaged over 500 dwellings per annum compared to a minimum target of 300 dwellings per annum.

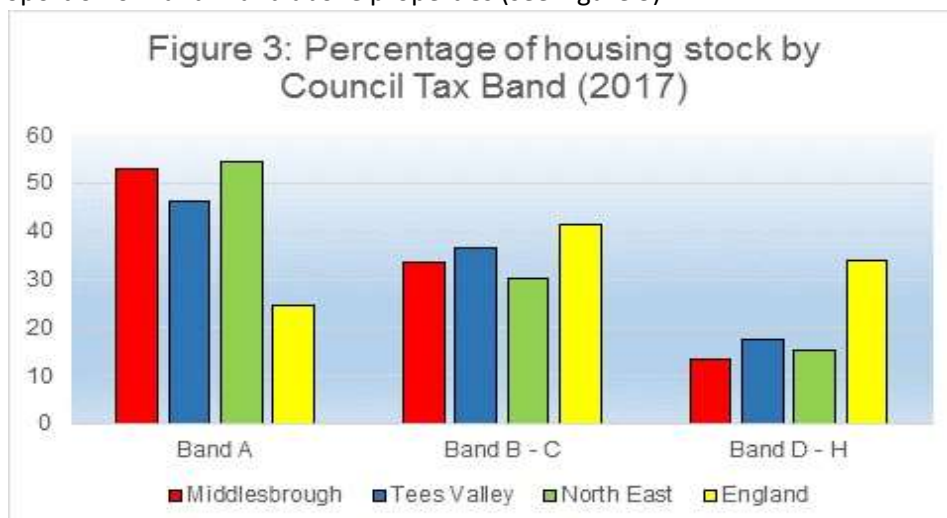
- 5.4 Much of the new housing has been higher value family housing in locations attractive to house buyers such as Acklam Hall; Grey Towers Village, Nunthorpe; Rose Cottage Farm, Stainton and Stainsby Hall Farm, Brookfield. These developments have provided increased choice in terms of location and type of housing that meets residents’ aspirations and has contributed to retention of population within Middlesbrough. However, this is only the start, and there remain significant housing challenges facing the borough.

### Addressing outmigration

- 5.5 The 2014 Local Plan identified reversing out migration as one of the key drivers of change that needed to be tackled to ensure Middlesbrough maintained its prominent role at the heart of the Tees Valley and its ability to deliver quality services to the population.
- 5.6 Notwithstanding overall population growth in Middlesbrough, outmigration to adjoining boroughs remains high. To ensure that Middlesbrough enhances its status at the core of the Tees Valley and develops as a place where people want to live, work, invest in and visit, it will be necessary to reduce levels of net internal outmigration. Middlesbrough is a sustainable urban location with good public transport links to employment destinations and the town centre making it ideally placed for delivering sustainable housing growth.

### Creating a balanced housing market

- 5.7 Directly linked to reducing outmigration is the need to continue to rebalance Middlesbrough’s housing market and its housing stock to ensure housing is available that meets the needs and aspirations of the population both now and in to the future. A mix and range of dwellings will need to be provided to enable all sectors of the community to access housing to meet their needs.
- 5.8 The imbalance in the housing stock is demonstrated by the higher proportion of properties in Council Tax Band A in Middlesbrough compared to Tees Valley as a whole and the lower proportion of Band D and above properties (see Figure 3).



Source: Valuation Office Agency: Table CTSOP1.0 (September 2017)

- 5.9 There is a need to ensure that a wider range of house types and sizes is provided and that new development helps to address deficiencies and gaps in the housing market, such as higher value and larger properties, properties for older and disabled people, and student accommodation. The Council is in particular seeking to retain the economically active sector by seeking high quality housing set in a high quality environment with good provision of green space and appropriate infrastructure.
- 5.10 There needs to be sufficient housing allocations in locations where there will be demand from prospective house purchasers/occupiers for these types of housing, as well as them being located in areas of need. It is anticipated that the Council will use its position as land owner to achieve the mix, quality and location of housing that is required in Middlesbrough where the market on its own is unlikely to deliver.

### Creating sustainable communities

- 5.11 The regeneration of the Acklam Green, Grove Hill, Gresham and Middlehaven areas remain a priority for the Council. Working with a range of partners the Council has cleared a number of dwellings in these locations where there was an over-supply of low value housing with high vacancy rates and is seeking to deliver new housing which meets the needs of the population and creates sustainable communities.
- 5.12 These regeneration sites impact upon the attractiveness of Middlesbrough as a place to live and work and on wider perceptions of the town as a whole. It is important to Middlesbrough's future success that they are redeveloped for a range of appropriate uses and that new housing delivers a good mix of housing type, size and tenure that is well integrated with existing development and existing communities.

#### **Policy H1 – Housing Strategy**

The Council will seek to deliver housing that both supports and facilitates the aspirations for economic growth and regeneration, and meets the needs of residents.

This will be achieved by:

- a. focusing growth in the south of the town to cater for the aspirations of the economically active and families, supporting inward migration and facilitating economic growth and the aspirations for city-scale development;
- b. developments of a scale to create quality new communities and places that enhance Middlesbrough and deliver aspirations for city-scale development;
- c. creating an environment in our urban centre that encourages and enables high quality, high density living that supports the Council's city-centre ambitions;
- d. working with partners to deliver much needed quality housing in our regeneration and poorer housing market areas to create quality living environments and housing accessible to all, and which can help attract people back into these areas as places to live out of choice;
- e. ensuring that new housing developments provide housing to meet identified needs, including an appropriate proportion of affordable housing; and
- f. ensuring a coordinated approach to the provision of appropriate infrastructure to support new housing development.

The Council will use its own assets, including land, to support the delivery of this strategy wherever practical, in particular in supporting and encouraging high quality housing development of a type, and in locations which, the market is failing to deliver.

## The Housing Requirement

- 5.13 A minimum housing requirement of 425 net additional dwellings per annum is proposed for Middlesbrough for the period 2016/17 to 2033/34.
- 5.14 A Strategic Housing Market Assessment (SHMA) was prepared for Middlesbrough in March 2017. The assessment considers that the CLG household projections, which are the starting point for calculating housing need, significantly underestimate the housing requirement for Middlesbrough. The reasons for the underestimate are due to under-enumeration of Middlesbrough's population in the 2011 Census and that the household projections are based on short term rather than longer term population trends. The SHMA identified an adjusted housing need of 422 net additional dwellings per annum.
- 5.15 In September 2017 the Government published a consultation document 'Planning for the Right Homes in the Right Places', which proposed a standard methodology for establishing housing need, based upon the CLG 2014-based household projections. The consultation advised that planning authorities could bring forward higher housing requirements than the standard methodology in order to support increased employment ambition.
- 5.16 The Council's economic strategy aims to deliver 6,325 additional jobs over the lifetime of the Local Plan. In February 2018 an update to the SHMA was undertaken based on the consultation draft standard methodology, adjusted to take account of employment ambition. This identified that between 400 and 434 net additional dwellings per annum are required in order that there are sufficient homes to house the number of workers required to fill the 6,325 jobs. The figure of 400 dwellings per annum assumes that the proportion of in and out commuting remains static, whereas 434 dwellings per annum assumes that all of the additional workers will live in Middlesbrough.
- 5.17 The new NPPF, published in July 2018 requires that the minimum number of homes needed should be determined by a local housing need assessment, conducted using the standard method in national planning guidance unless exceptional circumstances justify an alternative approach. The standard method would result in a minimum requirement of 267 net additional dwellings (using the 2014-based household projections). This level of housing is:
- i. insufficient to support the Government's objective in the NPPF of significantly boosting the supply of homes;
  - ii. significantly below the Council's growth ambitions to achieve city-scale development to support the economic growth of Middlesbrough and the wider Tees Valley;
  - iii. significantly below recent house building levels in the borough; and
  - iv. based on demographic trends that the Council's evidence base suggests are incorrect.

- 5.18 The Council considers that the above reasons provide exceptional circumstances to justify an alternative housing requirement based on 425 net additional dwellings per annum. The Planning Practice Guidance recognises that where additional growth above historic trends is planned to occur over the plan period, an appropriate uplift may be considered.
- 5.19 The Council will seek to ensure that a 5 year rolling supply of deliverable housing sites is available. If at any time the Council’s monitoring process identifies that a five-year supply of deliverable housing sites is not available, or that actual housing completions are consistently below the housing requirement the Council will undertake the following actions as appropriate:
- i. investigate with landowners and developers why any sites in the housing delivery trajectory are not coming forward as forecast, giving consideration to whether any delivery constraints can be overcome, for example, through infrastructure improvements;
  - ii. consider the early release of allocated Council owned land either to the market or building housing on the site using the Council’s Housing Delivery Vehicle;
  - iii. consider the use of Compulsory Purchase Orders to assemble land ready for development;
  - iv. draw on unallocated sites in the Brownfield Register;
  - v. draw on unallocated sites in the Housing Land Availability Assessment where they accord with the Housing Strategy in Policy H1, would make a significant contribution to reducing the housing supply deficit and where the benefits of delivering additional housing significantly and demonstrably outweigh any adverse impacts; and
  - vi. undertake a partial review of the Local Plan to bring forward additional housing sites.

### **Policy H2 – Housing Requirement**

Housing will be delivered to meet a minimum requirement of 425 net additional dwellings per annum over the plan period 2016/17 to 2033/34 (7,650 dwellings in total).

The above requirement will be met through:

- a. housing completed in 2016/17 and 2017/18;
- b. sites with extant planning permission for housing;
- c. housing allocations in Policy H3;
- d. housing on the mixed use allocation in Policy CITY4; and
- e. windfall sites.

It is anticipated that the sites will be delivered in accordance with the housing delivery trajectory in Appendix 3.

A rolling five year supply of deliverable housing sites will be maintained. If it becomes apparent that a five year deliverable supply cannot be evidenced, or delivery is consistently below the housing requirement, the Council will work with landowners and the development industry and take appropriate action in seeking to address any shortfall.

## Housing Allocations

- 5.20 The housing allocations provide a wide range of different types of sites across the borough, to ensure choice and variety in the type of new housing that will become available over the Plan period.
- 5.21 The housing allocations are set out in Policy H3. A number of these allocations are sites that are already allocated for residential development in the adopted Housing Local Plan. Eight of the 24 sites already have planning permission on at least part of the site, totalling 2,346 dwellings. Four of the sites are under construction.
- 5.22 It is projected that 6,006 dwellings will be delivered on the Housing Allocation sites during the Plan period. Taking account of housing completions to date and the number of dwellings expected to be delivered from extant planning permissions, a total of 8,164 dwellings are projected to be delivered between 2016/17 and 2033/34.

Source	Number of dwellings (net)
Housing completions 2016/17 – 2017/18	919
Housing Allocations 2018/19 – 2033/34	6,006
Deliverable/developable extant planning permissions 2018/19 -2033/34	1,239
<b>Total</b>	<b>8,164</b>

### Policy H3 – Housing Allocations

The following sites are allocated for housing development. The anticipated number of housing units and the amount of development expected to come forward on each site within the plan period are indicative and not intended as a cap on development.

Policy	Site	Anticipated housing units (net additional dwellings)	
		2018/19 – 2033/34	Post 2033/34
CITY4	Middlehaven	30	
H3.1	Grove Hill	292	
H3.2	Gresham	106	
H3.3	Land North of Marton Avenue	72	
H3.4	Brackenhoe East	300	
H3.5	Stainsby	1164	150
H3.6	Newham Hall Farm	735	365
H3.7	Ladgate Woods	407	
H3.8	Hemlington Grange	1329	
H3.9	Hemlington North	42	
H3.10	Nunthorpe Grange	350	
H3.11	Ford Close Riding Centre	50	
H3.12	Roworth Road	80	
H3.13	St David's	115	
H3.14	Acklam Iron & Steelworks Club	60	
H3.15	Former Erimus Training Centre	106	
H3.16	Beechwood	30	

H3.17	Northern School of Art	26	
H3.18	Stainton Vale Farm	500	
H3.19	Land West of Acklam Green	45	
H3.20	De Brus Park	10	
H3.21	Boro Park	86	
H3.22	Vancouver House	71	
H3.23	Jupiter Court, Milford House and Portland House	0	
	<b>Total</b>	<b>6,006</b>	<b>515</b>

### **Grove Hill**

- 5.23 The Grove Hill housing allocation consists of a small number of brownfield sites in close proximity to each other, which cover 12.2 ha in total. The Council is working in partnership with the land owner, Thirteen Group, to deliver a regeneration scheme for the area. This has involved the selective clearance of unpopular housing, the provision of new housing in phase 1 of the development and creation of a linear park along Marton West Beck as part of environmental improvements.
- 5.24 Phase 2 of the housing development is currently under construction at Bishopton Road, which will provide 92 affordable bungalows and houses for rent and shared ownership. It is envisaged that at least 200 further homes will be provided over the timeframe of the Local Plan.
- 5.25 The site is in a location where an affordable housing requirement will not be sought as part of general market housing on viability grounds. However, as the site is owned by a social housing provider it is envisaged that a significant proportion of new homes on the site will be affordable homes.

#### **Policy H3.1 – Grove Hill**

Future development and regeneration activity at Grove Hill, involving the development of approximately 292 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. recognise the importance of open spaces, green corridors and public realm to the future use and function of the neighbourhood;
- c. restrict built residential development to the part of the site within Flood Zone 1 only; and
- d. contribute towards the cost of sustainable transport infrastructure improvements.



## Gresham

- 5.26 Gresham is an area of older terraced housing in Inner Middlesbrough, close to the Town Centre and the University campus. The area had been subject to housing market failure with high vacancy levels. A programme of selective clearance of low demand housing has been undertaken, with 44 dwellings remaining to be cleared, alongside refurbishment of dwellings. The cleared site, which covers approximately 5.6 ha is to be redeveloped for housing and a student village.
- 5.27 The site is in a location where an affordable housing requirement will not be sought as part of general market housing on viability grounds.

### **Policy H3.2 – Gresham**

A programme of redevelopment, involving the clearance of 44 dwellings will be permitted within the Gresham area, as identified on the Policies Map. It is envisaged that this will allow for approximately 150 high quality new dwellings and a student village.

The development will be expected to include the following:

- a. locate the student village within the eastern part of the site with residential development in the western part;
- b. a range of dwelling types from 1 bed apartments to 3 bed townhouses;
- c. vibrant urban living opportunities, such as live work units;
- d. residential development in the west of the site restricted to 2.5 storeys;
- e. a high quality architectural, public realm and environmental design throughout the development, including a landscaped central boulevard running through the student village, and the provision of destination public amenity space;
- f. variations in form, use, density and character to ensure that development is designed to be adaptable to accommodate changing demands and circumstances over time;
- g. built-in natural surveillance that designs out crime, and provides a safe environment;
- h. safe pedestrian and cycleway routes through the development to neighbouring communities and nearby retail and commercial facilities, including a controlled pedestrian crossing of Linthorpe Road;
- i. vehicle access to the housing element of the development shall be primarily from Union Street;
- j. proposals in use classes A1, A2, A3, B1, D1 and D2 that complement the residential and student village elements of the development, subject to not having a detrimental impact on vitality and viability of Linthorpe Road;
- k. high quality community facilities;
- l. reduced levels of car parking due to the site's sustainable location and exploration of the potential for all or part of the site to be a 'car free' development. A residents' parking zone will be introduced to support this; and
- m. high quality secure cycle parking within the student village.

## Land North of Marton Avenue

- 5.28 Land North of Marton Avenue is located within the Prissick area. The area has been a focus of development activity in recent years, including Middlesbrough Sports Village, a central

unified hub building for indoor and outdoor sports; the completed housing developments of Scholars Rise and Ladgate Park; and The Lawns housing development that is currently under construction.

- 5.29 The site covers 3.3 ha of which 1.9 ha is an existing housing allocation in the adopted Housing Local Plan. The site is currently the subject of an outline planning application for 72 dwellings.

#### **Policy H3.3 – Land North of Marton Avenue**

Land is allocated for the development of approximately 72 dwellings. Proposals for development of the site should include:

- a. approximately 60 high quality three and four bedroom detached and semi-detached dwellings and 12 bespoke detached self-build /custom build dwellings;
- b. a 15% affordable housing contribution, provided as 5% of the dwellings on site and a 10% off-site financial contribution;
- c. dwellings accessed off Marton Avenue to respect and reflect the character of the existing street-scene, by maintaining the existing building line and incorporating external features that demonstrate high architectural quality;
- d. building heights of a maximum of 2.5 storeys;
- e. vehicle access to eight of the self-build / custom build dwellings from Marton Avenue only with the vehicle access to the rest of the site from Alan Peacock Way, with no through route except for pedestrians and cyclists;
- f. development proposals will be expected to provide the necessary pedestrian/cycle infrastructure to ensure the development connects into existing facilities on Alan Peacock Way and provides pedestrian/cycle access to local facilities and services such as the James Cook University Hospital rail halt;
- g. retention of mature landscaping along the northern and eastern site boundaries;
- h. restriction of built residential development to the part of the site within Flood Zone 1 only; and
- i. design of access road levels and culvert sizing for the crossing of the watercourse adjacent to Alan Peacock Way that take account of flood risk.

#### **Brackenhoe East**

- 5.30 The Brackenhoe East site is also within the Prissick area, being located immediately to the east of the completed Scholars Rise development.
- 5.31 The site covers 11.9 ha of which 5.7 ha is an existing housing allocation in the Housing Local Plan. Outline planning permission exists on 3.9 ha of the site for up to 130 dwellings. A draft development brief for the whole site was consulted on in August 2018.

#### **Policy H3.4 – Brackenhoe East**

Land is allocated for the development of approximately 300 high quality dwellings. Proposals for development of the site should include:

- a. provision of a range of housing types, including apartments, two and three bedroom terraces, three and four bedroom semi-detached and detached family housing;

- b. a 15% affordable housing contribution, provided as 5% of the dwellings on site and a 10% off-site financial contribution;
- c. apartments located predominantly to the northern part of the site and to a maximum height of four storeys;
- d. dwellings provided at a range of densities across the site, with higher density appropriate in the northern section of the site and adjacent to the spine road;
- e. vehicle access from Alan Peacock Way and provision of a spine road running diagonally south west across the site;
- f. pedestrian and cycle permeability throughout the site, including connections and enhancements with Scholar's Rise to the west, the Sports Village to the south, and existing routes to the north;
- g. layout of development and boundary treatments in the northern most part of the site that reduces the current level of enclosure on the adjacent footpath/cycleway and provides natural surveillance;
- h. a landscape buffer approximately 20 metres wide along the eastern and southern edges of the site to create a sense of place and separation from the adjacent velodrome, cycle circuit and hospital car parking; and
- i. a sustainable drainage pond to manage rain water run-off and to provide a gateway feature.

### **Stainsby**

- 5.32 The Stainsby site located in West Middlesbrough will be developed to create a new residential neighbourhood, predominantly enclosed by green space. The new community will include housing, a local centre, school and a country park.
- 5.33 The site is an existing housing allocation in the adopted Housing Local Plan and covers 121.4 ha. As at 1<sup>st</sup> April 2018 356 dwellings had been completed on the first phase of the development at Acklam Woods, Kingsbrook Wood and Stainsby Hall Park. The second phase of development, Brookland Park and Brookfield Woods, is under construction.
- 5.34 An indicative masterplan and high level vision for the site is being consulted on in September and October 2018.

### **Policy H3.5 – Stainsby**

The allocation at Stainsby provides an opportunity to create a new community on the western fringes of Middlesbrough characterised by neighbourhoods of modern and contemporary family housing within a landscape setting with footpaths and cycleways within green corridors are integrated throughout the development linking individual neighbourhoods and the surrounding residential areas.

This new community will include the following uses:

- residential – 1,314 dwellings (from 2018 onwards);
- a local centre and a primary school (approximately 4ha) – to be provided when need arises; and
- new areas of open space that will link to existing open spaces and create a country park.

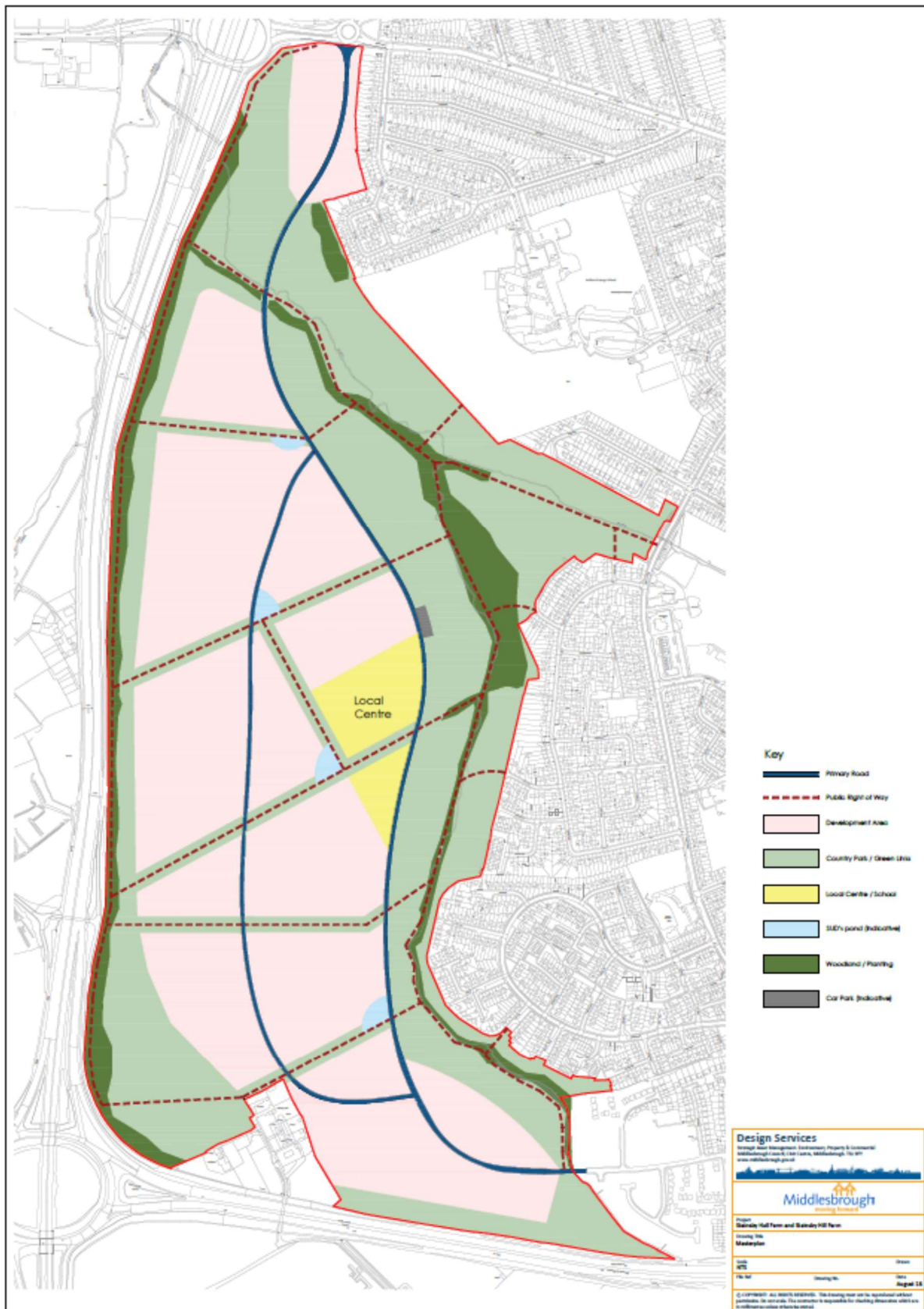
The Council will require the development to deliver a high quality scheme:

- a. creating residential neighbourhoods of identifiable character which provide variety and diversity in layout and design;
- b. providing a mix of dwelling types and sizes;
- c. ensuring 15% of dwellings to be affordable (provided as 5% of the dwellings on site and a 10% off-site affordable housing contribution);
- d. providing the school and local centre in a central location which maximises accessibility, by non-car modes, for future residents, timing to be agreed subject to need;
- e. accessing from both the B1380 and A1130 creating a single carriageway link road through the development, direct vehicular access onto which will be limited to ensure that it functions efficiently as a distributor road;
- f. providing any necessary off-site improvements to transport infrastructure to mitigate the impact of development;
- g. providing pedestrian and cycleway links in the form of green 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. incorporating substantial areas of open space that, together with existing open spaces around Saffwood and Bluebell Becks, will create a country park. The park should include significant areas of woodland and structural landscaping to provide screening from the A19;
- i. provision of additional open space to create green links throughout the development;
- j. enhancing the Local Wildlife Site in the north of the site and provides compensatory provision for any loss of habitat required for highway access;
- k. retaining mature trees where possible;
- l. restricting built residential development to the part of the site within Flood Zone 1 only;
- m. maximising 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
- n. maintaining 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 a sustainable transport corridor and bus 'super stops' will be sought, including the potential introduction of a 'bus only' link to provide a direct public transport connection to Stainton and south Middlesbrough.

All housing proposals within the allocation site will be expected to make financial contributions towards the provision of community facilities

Indicative masterplan for Stainsby



### **Newham Hall Farm**

- 5.35 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. The Lingfield Farm area will be retained as an area of open space as a focus for recreational and community use for existing and future residents. The site, which covers 71 ha will provide a range of housing, particularly high quality / high value family housing, to contribute to the Council's objective of retaining the economically active population.

#### **Policy H3.6 – Newham Hall Farm**

The allocation at Newham Hall provides an opportunity to create a suburban extension to the established community of Coulby Newham set within a high quality landscaped setting, characterised by modern and contemporary family housing that meets the demands of modern life styles.

The following uses are considered appropriate:

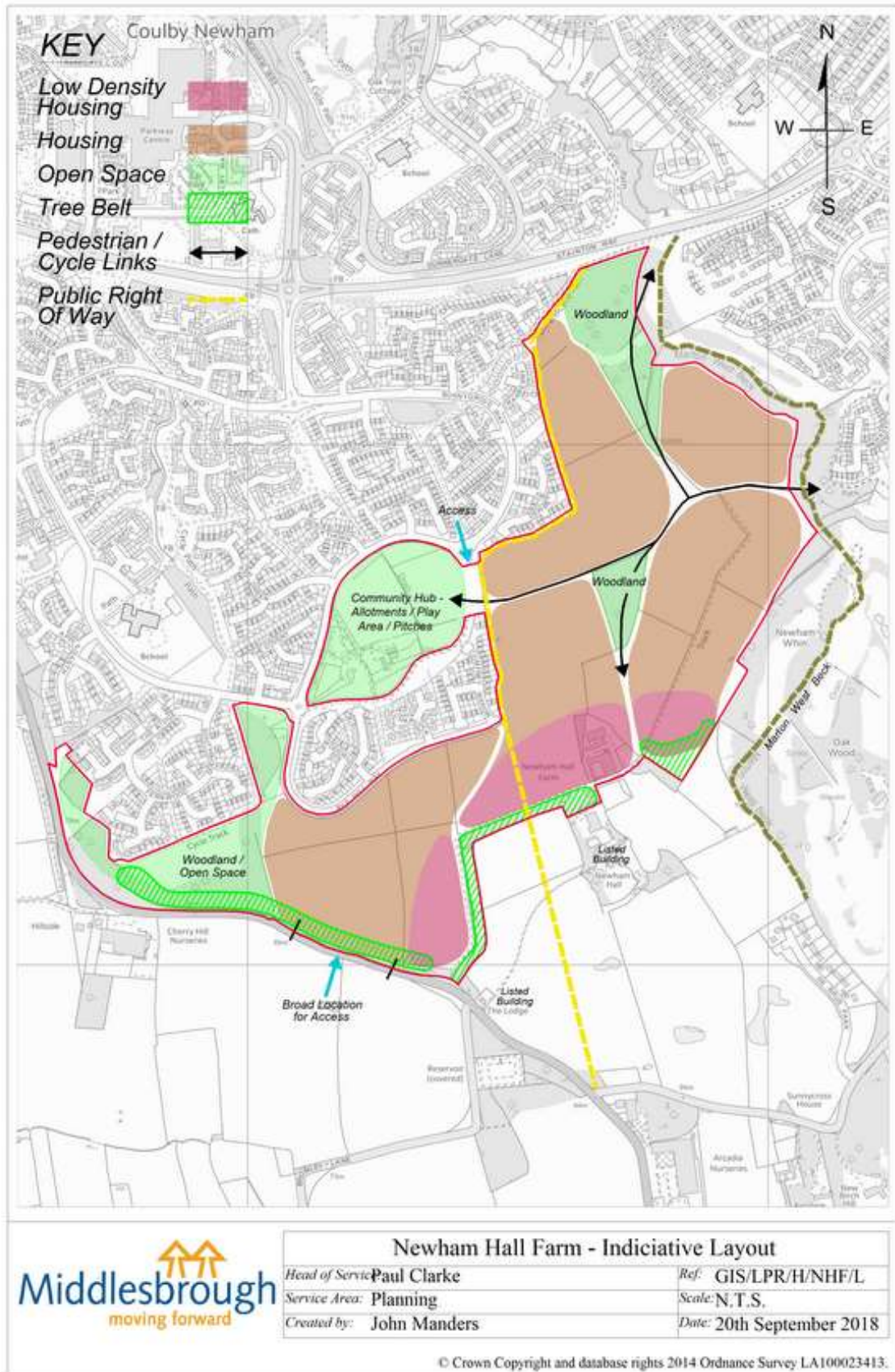
- i. Residential – 1,100 dwellings of which a minimum of 735 should be completed in the plan period up to 2034.
- ii. Community/open space at Lingfield Farm – approximately 6ha.
- iii. Primary school – to be provided either on site or off site when the need arises.

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 mitigate the impact of development;
- i. provides bus penetration through the site potentially including bus priority measures/bus only restrictions to ensure that it can be served by public transport and facilitate the provision of a wider south orbital route;
- 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 and community facilities;

- 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. creates 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.

Indicative Layout for Newham Hall Farm





### **Ladgate Woods**

5.36 The site is partially occupied by the Cleveland Police Authority headquarters prior to its relocation to purpose built premises at Hemlington Grange. The site, which measures 23.6 ha has an extant planning permission for 371 dwellings, of which 68 had been completed at 1<sup>st</sup> April 2018. There is a current planning application for a further 104 dwellings.

#### **Policy H3.7 – Ladgate Woods**

Land is allocated at Ladgate Woods for a high quality, residential development to provide 407 dwellings (from 2018 onwards), and associated access improvements.

Development proposals will be expected to:

- a. provide a residential development that provides a range of dwelling types and sizes;
- 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. provides any necessary off-site improvements to transport infrastructure to mitigate the impact of development;
- 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;
- i. restrict built residential development to the part of the site within Flood Zone 1 only; and
- j. maximise opportunities for the use of SUDS and/or de-culvert measures, where appropriate.

### **Hemlington Grange**

5.37 Hemlington Grange is an existing mixed use allocation in the adopted Housing Local Plan. The site measures 61.9 ha which will predominantly be developed for housing along with 8 ha of employment land (as set out in Policy EG4). The first phases of development, Elderwood Park and Ashwood Park, are under construction. As at 1<sup>st</sup> April 2018 31 dwellings had been completed, with 85 dwellings under construction. Detailed planning consent exists for a further 157 dwellings and outline consent for 957 dwellings. Part of the allocated site does not yet have permission, which is envisaged to provide a further 130 dwellings.

#### **Policy H3.8 – Hemlington Grange**

Land is allocated at Hemlington Grange for 1329 dwellings. 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, thereby ensuring that it can be served by public transport. Additional pedestrian access points will be required to ensure permeability through the site and integration within the wider area;
- 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 only be permitted within the development where they aid good urban design;
- 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, which 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. controlled pedestrian and cycle crossing facilities should be provided on the B1365 and Stainton Way, and links to the Lingfield countryside centre should also be included;
- o. a network of bridleways, cycleways and footpaths, as appropriate, should be incorporated into the site layout with links to the Unicorn Centre, Hemlington, Stainton and Thornton and Coulby Newham, including the Parkway Centre; and
- p. development proposals should protect and enhance the setting of adjacent heritage assets (Stainton Grange and garden walls II\*).

Planning applications for any constituent part of the development site should accord with the Hemlington Grange masterplan.

#### Transport Infrastructure

As part of the development of Hemlington Grange the following improvements will be required:

- q. widening of Stainton Way from B1365 Hemlington Lane to Dalby Way;
- r. widening of the B1365 between Stainton Way and Newham Way;
- s. provision of improved passenger waiting facilities at bus stops, including real time information systems;
- t. bus penetration through the site; and
- u. enhancement of the existing facilities at the Parkway Centre to increase use of sustainable transport, such as provision of cycle lockers to encourage cycle/bus combined trips.

### **Hemlington North**

5.38 The site which measures 0.7 ha was allocated in the adopted Housing Local Plan as part of the wider Hemlington Grange allocation. The site will provide the affordable housing element of Hemlington Grange. Development guidance for the site was consulted on in August 2018.

#### **Policy H3.9 – Hemlington North**

Land is allocated at Hemlington North for approximately 42 high quality dwellings. Proposals for development of the site should include:

- a. a range of dwelling types and sizes, including apartments;
- b. all dwellings are to be affordable;
- c. a landmark building of up to 4.5 storeys could be provided at the corner of Stainton Way and Stokesley Road, with dwellings in the rest of the site not exceeding 3 storeys;
- d. dwellings facing onto Stainton Way;
- e. provision of a green amenity space within the centre of the site, which should also incorporate a Sustainable Drainage Scheme;
- f. vehicle access from Hemlington Village Road only; and
- g. provision of a pedestrian and cycle crossing on Stainton Way, in the form of a Toucan crossing and pedestrian/cyclepath links from the site to the adjoining network.

### **Nunthorpe Grange**

5.39 Land at Nunthorpe Grange comprises 27 ha of farmland, playing fields, mature trees, hedgerows and a dwelling. The site is an existing allocation in the adopted Housing Local Plan. A draft masterplan for the site was consulted on in August 2018.

#### **Policy H3.10 – Nunthorpe Grange**

The allocation at Nunthorpe Grange provides an opportunity to create a residential development, of approximately 350 dwellings, that represents a modern interpretation of traditional design principles drawn from the surrounding vernacular and typical North Yorkshire villages, and which is fit for the rigours of modern living styles in a digital age. The heart of the development will be focused upon a new village green and pond for Nunthorpe

This will be achieved by:

- a. providing a residential development of predominantly three and four bedroom detached and semi-detached dwellings;

- b. providing 15% of dwellings as affordable units (5% of the dwellings on site and a 10% off-site affordable housing contribution);
- c. taking account of the topography, features and views of the site in the design process;
- d. providing the main vehicular access from a single access point on the A1043, designed to enable the future connection of 'park and ride' facilities to the south and incorporating controlled pedestrian and cycleway crossing facilities on the A1043. No other vehicular access points will be permitted from the A1043;
- e. providing a secondary access from Stokesley Road;
- f. providing a vehicular access from Guisborough Road serving a single row of dwellings only. Access between Guisborough Road and the rest of the site will be restricted to buses, cycles and pedestrians only;
- g. ensuring that permeability within the site is restricted to buses, cycles and pedestrians only;
- h. retaining and integrating existing mature trees and hedgerows, where possible;
- i. providing a new pedestrian/cycle route within the site boundary alongside the A1043 with the appropriate connections into existing infrastructure;
- j. retaining and integrating existing footpaths, which should be combined with additional cycle and footpath routes;
- k. retaining and enhancing the planting buffer alongside the A1043 and the railway;
- l. retaining the existing playing pitches on the site;
- m. providing as a minimum a 3 ha park/village green for public open space/recreational purposes;
- n. creating a wildlife habitat area in that part of the site designated within flood zone 2-3, as a minimum this should be 3.5 Ha in area;
- o. restricting built residential development to the part of the site within Flood Zone 1 only;
- p. providing landscaped site gateways from the A1043 and Stokesley Road;
- q. providing a linear park to act as a visual and acoustic buffer adjacent to the A1043 and Stokesley Road;
- r. providing pocket parks within the development;
- s. providing any necessary off-site improvements to transport infrastructure to mitigate the impact of development;
- t. providing off-site improvements to school provision to accommodate the educational needs of future residents; and
- u. maximising 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.

Subject to a need being established, and the design being of a sufficiently high quality that can be successfully integrated into the development, the provision of a doctor's surgery within the development would be acceptable.

### **Ford Close Riding Centre**

- 5.40 Land at Ford Close Riding Centre comprises of 5.5 ha of horse grazing fields, a riding school with associated structures, a dwelling, and a block of mature deciduous woodland protected by a Tree Preservation Order. The site is located on the southern edge of Middlesbrough. The site is an existing housing allocation in the adopted Housing Local Plan.

### **Policy H3.11 – Ford Close Riding Centre**

Land is allocated for the development of a high quality, high value executive residential development to provide approximately 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 mitigate the impact of development;
- e. provide vehicle access from Brass Castle Lane only with no vehicle access from the northern frontage of the site;
- f. relocate the existing derestricted/30mph boundary with associated gateway scheme to highlight the change in nature of Brass Castle Lane at the proposed site access and reinforce the change in speed limit.
- g. remove the section of existing highway serving the Gas Governer to rationalise vehicular access points and enable the provision of a traffic free pedestrian/cycle facility;
- h. provide 15% on site affordable housing or an equivalent off-site financial contribution;
- i. provide off-site improvements to school provision to accommodate the educational needs of future residents; and
- j. provide pedestrian and cycleway links along the eastern and northern boundaries of the site to improve connectivity with adjoining residential areas including crossing facilities.

### **Roworth Road**

5.41 Roworth Road is a cleared brownfield site of 2.7 ha that has been grassed over prior to redevelopment. The site is an existing housing allocation in the adopted Housing Local Plan. The site is located within East Middlesbrough, where an affordable housing contribution is not sought on viability grounds. However, as the site is in the ownership of Thirteen, a registered social landlord, it is envisaged that affordable housing will be delivered on the site.

### **Policy H3.12 – Roworth Road**

Land is allocated for the development of approximately 80 high quality dwellings. Proposals for development of the site should include:

- a. provision of a range of dwelling types and sizes;
- b. vehicle access from The Greenway and Kenmore Road;
- c. provision of a Toucan crossing on Cargo Fleet Lane, together with appropriate pedestrian and cycle infrastructure;
- d. restriction of built residential development to the part of the site within Flood Zone 1 only; and
- e. a financial contribution towards the cost of mitigation measures identified in the Cargo Fleet Lane Strategic Highway Model.

### **St David's**

- 5.42 The site which measures 6 ha was previously occupied by St David's School which was relocated under the Building Schools for the Future programme. The cleared school site and its associated playing fields are located immediately to the west of the historic 'Avenue of Trees' and the Acklam Hall Conservation Area. The site is an existing housing allocation in the adopted Housing Local Plan.

#### **Policy H3.13 – St David's**

Land is allocated at St David's for a high quality, high value residential scheme, to provide approximately 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 and 4 bedroom 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 and upgrade 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 re-provision of the playing pitches on the site is made elsewhere in the town.

### **Acklam Iron & Steelworks Club**

- 5.43 The Acklam Iron & Steelworks Club consists of a playing field, formerly laid out as a senior and junior pitch, and a clubhouse/social club. Planning permission has been granted for the relocation of the social club to the north western part of the site. The site was allocated for residential development in the adopted Housing Local Plan, for 30 dwellings. Following changes to the Environment Agency's Flood Zone Map it is now envisaged that approximately 60 dwellings could come forward. The site, which measures 2.5 ha is in a location where an affordable housing requirement would not be sought on viability grounds.

### **Policy H3.14 – Acklam Iron & Steelworks Club**

The site is allocated for approximately 60 dwellings. Development proposals will be expected to:

- a. provide a residential development that reflects the housing types within the surrounding area;
- b. restrict built residential development to the part of the site within Flood Zone 1 only and 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; and
- c. provide a financial contribution towards the cost of improved sustainable transport infrastructure.

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.

Development will not be permitted until appropriate playing pitch re-provision has been made elsewhere within the town.

### **Former Erimus Training Centre**

- 5.44 The site which measures 2.9 ha is an existing housing allocation in the adopted Housing Local Plan. Planning permission for 106 dwellings was granted in September 2018. The site is in a location where an affordable housing requirement would not be sought on viability grounds.

### **Policy H3.15 – Former Erimus Training Centre**

Land is allocated for approximately 106 high quality dwellings. Proposals for development of the site should include:

- a. provision of a range of high quality two, three and four bedroom dwellings;
- b. vehicle access from College Road;
- c. retention of the hedgerow along Cargo Fleet Lane;
- d. restriction of built residential development to the part of the site within Flood Zone 1 unless appropriate flood mitigation measures are incorporated into any built development within Flood Zone 2; and
- f. a financial contribution towards the cost of mitigation measures identified in the Cargo Fleet Lane Strategic Highway Model.

### **Beechwood**

- 5.45 The site which measures 1.3 ha is a flat grassed site crossed by footpaths and hedges. The majority of the site is allocated for residential development in the adopted Housing Local Plan. The site is in a location where an affordable housing requirement would not be sought on viability grounds.

### **Policy H3.16 – Beechwood**

Land is allocated at Beechwood for development of approximately 30 high quality dwellings.

Any development would be expected to:

- a. comprise a range of dwellings;
- b. provide vehicle access to the site from Kirkham Row;
- c. introduce measures to improve parking arrangements on Kirkham Row to enable a safe means of access to be provided;
- d. retain mature trees and hedges where possible; and
- e. maximise the potential benefits provided by the surrounding open space (e.g. through appropriate layout of dwellings, footpath links etc.).

A financial contribution will be sought to cover the cost of extending the existing residents' parking zone.

### **Northern School of Art**

5.46 The site, which measures 0.9 ha, is currently occupied by the Northern School of Art. The College are seeking to relocate to new premises in the Town Centre. Once vacated the site will be made available for housing. The site is in a location where affordable housing will not be sought on viability grounds.

#### **Policy H3.17 – Northern School of Art**

Land is allocated for the development of approximately 26 high quality dwellings. Proposals for development of the site should include:

- a. a range of housing types and sizes, which could include apartments;
- b. building heights of 2 storeys adjacent to existing dwellings, which could step up to 2.5 storeys on the Green Lane frontage and 3 storeys on the Roman Road frontage provided they are not adjacent to existing dwellings;
- c. a landmark building could be provided adjacent to the Green Lane and Roman Road junction;
- d. all vehicle access from Roman Road;
- e. retention of the five mature trees protected by Tree Preservation Orders along the Green Lane frontage subject to being in good health; and
- f. a financial contribution towards the cost of improved bus stop infrastructure.

### **Stainton Vale Farm**

5.47 The site which measures 52.4 ha is predominantly used as farmland and horse stabling, but also includes the Sporting Lodge Inn, listed farm buildings and a few residential dwellings focused around the farmstead. The site provides an opportunity to create a sustainable urban extension with its own distinct character within a landscaped setting.

#### **Policy H3.18 – Stainton Vale Farm**

Land is allocated for the development of approximately 500 high quality dwellings. Proposals for development of the site should include:



- a. a range of dwelling types and sizes, including bungalows, three and four bedroom semi-detached and detached dwellings and executive housing;
- b. a 15% affordable housing contribution, provided as 5% of the dwellings on site and a 10% off-site financial contribution;
- c. residential development in neighbourhoods of identifiable character, variety and diversity in layout and design;
- d. a site layout that preserves the character and appearance of the setting of the Grade II listed structures Stainton Vale Farmhouse, Dove Cotes and Outhouse;
- e. a new or upgraded vehicle access from B1380 Low Lane, ideally provided as a signal controlled four arm junction arrangement with Strait Lane;
- f. provide any necessary off-site improvements to transport infrastructure, including improvements to Low Lane to improve its safety, to mitigate the impact of development;
- g. a high quality landscape setting:
  - i. with significant areas of new woodland planting to act as a buffer between the site and the A19, A174, the adjacent Local Wildlife Site (Plum Tree Pasture) and adjoining farmland;
  - ii. to act as a continuation of the Stainsby country park;
  - iii. that integrates with the development drawing the surrounding countryside into the residential areas;
- h. retention of existing mature trees and hedges where possible;
- i. pedestrian and cycleway links throughout the development;
- j. improved access to the adjacent community woodland;
- k. no housing development over/Immediately adjacent to the route of the Northumbrian Water trunk main and raw water main;
- l. restriction of built residential development to the part of the site within Flood Zone 1; and
- m. the use of sustainable drainage ponds.

The development should provide improved and safe pedestrian and cycle linkages with the existing communities of Stainton and Thornton.

Financial contributions towards the provision of a sustainable transport corridor will be sought, including the potential introduction of a 'bus only' link to provide a direct public transport connection to the Stainsby site. The internal road layout should permit bus penetration through the site.

### **Land West Of Acklam Green**

5.48 This site consists of two parcels of land to the west of the Acklam Green housing development, which is currently under construction. The two parcels of land measure 3.4 ha of which 1.8 ha are already allocated in the adopted Housing Local Plan. It is envisaged that these sites once developed will complement the housing offer in the wider Acklam Green development. The site is partially on brownfield land. The site is in a location where affordable housing will not be sought on viability grounds.

#### **Policy H3.19 – Land West of Acklam Green**

Land is allocated for the development of approximately 45 high quality dwellings. Proposals for development of the site should include:

- a. a range of housing types, including two and three bedroom family housing;
- b. building heights of no more than 2.5 storeys;

- c. vehicle access from Springfield Road and Manfield Avenue;
- d. retention and enhancement of pedestrian and cycle access to the adjoining green link network;
- e. a buffer zone around the watercourse; and
- f. measures to conserve and/or enhance the nature conservation interest of the local wildlife site, or provision of equivalent replacement habitat in close proximity to the site if mitigation measures are required.

### **De Brus Park**

5.49 The site measures 1.5 ha. De Brus Park is an existing executive development of 15 dwellings predominantly located to the eastern side of a single cul-de-sac set within a rural setting. The proposed allocation would complete the western side of the cul-de-sac. The site offers an opportunity to deliver bespoke executive dwellings for self-build/custom-build.

#### **Policy H3.20 – De Brus Park**

Land is allocated for the development of approximately 10 dwellings. Proposals for development of the site should include:

- a. all dwellings to be bespoke designed, self-build / custom build detached executive dwellings;
- b. dwellings of no more than 2.5 storeys in height;
- c. dwellings to be set within extensive curtilage with no more than 23% of the plot occupied by built development;
- d. direct vehicle access from De Brus Park to each plot;
- e. front boundaries formed by dwarf walls, a minimum of 300mm high, with associated ornamental hedging and gated entrances;
- f. garages set in front of the main dwelling house, in keeping with existing dwellings;
- g. retention of mature trees where possible; and
- h. a high quality landscape buffer of trees immediately adjacent to the western and southern boundaries of the site.

### **Boro Park**

5.50 The site at Hutton Road measures 3.12 ha. Planning permission for 86 dwellings was granted in April 2018. The site is in a location where affordable housing will not be sought on viability grounds.

#### **Policy H3.21 – Boro Park**

Land is allocated for the development of approximately 86 dwellings. Proposals for development of the site should include:

- a. a range of dwelling types and sizes including two, three and four bedroom semi-detached and detached dwellings;
- b. a maximum dwelling height of two storeys; and
- c. vehicle access from Hutton Road.

### **Vancouver House**

- 5.51 The site, which covers 0.2ha, was formerly in office use and received permission in May 2018 for mixed use development including a hotel, restaurant and 71 apartments. The site is in a location where affordable housing will not be sought on viability grounds. The site will contribute to improving the offer of apartments within the Town Centre.

#### **Policy H3.22 – Vancouver House**

Land is allocated for the development of approximately 71 high quality one, two and three bedroom apartments as part of the mixed use development of the Vancouver House site.

Proposals for development of the site should include:

- a. contemporary design befitting the Town Centre location; and
- b. reduced levels of car parking due to the site's sustainable location.

### **Jupiter Court, Milford House and Portland House**

- 5.52 The site consists of the curtilage of three tower blocks that are due to be demolished, along with non-designated open space to the east of Milford House and Portland House and the site of the former St Thomas Church and vicarage. The site covers 4.25 ha. It is envisaged that the 162 flats to be demolished will be replaced by approximately the same number of new dwellings. The site is located within East Middlesbrough, where an affordable housing contribution is not sought on viability grounds. However, as the site is in the ownership of Thirteen, a registered social landlord, it is envisaged that affordable housing will be delivered on the site.

#### **Policy H3.23 – Jupiter Court, Milford House and Portland House**

A programme of clearance of 162 flats and redevelopment with the equivalent number of high quality new dwellings will be permitted. Proposals for redevelopment of the site should include:

- a. a range of dwelling types and sizes including apartments, terraced and semi-detached dwellings;
- b. a landmark building at the junction of Longlands Road and Cargo Fleet Lane;
- c. dwellings facing onto Longlands Road;
- d. retention of mature trees on site where possible;
- e. open space within the development;
- f. the existing access of Northfleet Avenue onto A171 Cargo Fleet Lane shall be stopped up and vehicular access to the eastern site (site of Milford House and Portland House) shall be from Kedward Avenue only with no vehicular access onto A171 Cargo Fleet Lane or A1085 Longlands Road;
- g. the existing access of Admirals Avenue onto A171 Cargo Fleet Lane shall be stopped up and vehicular access to the western site (Jupiter House site) shall be from Appleby Avenue or Addington Drive only with no vehicular access onto A171 Cargo Fleet Lane or A1085 Longlands Road; and
- h. a financial contribution towards the cost of mitigation measures identified in the Cargo Fleet Lane Strategic Highway Model.

Improvements to adjacent bus facilities including the provision of bus ‘super stops’ and bus priority measures will be sought.

## Housing Mix and Type

- 5.53 To meet housing strategy set out in Policy H1, and the housing target set out in Policy H2, it will be important that the range of developments over the plan period provides an appropriate mix of dwelling types and tenures that aligns with the requirements of different groups and areas and improves the overall quality of the housing offer in Middlesbrough. This includes an element of affordable housing on all appropriate developments.

### **Policy H4 – Housing Mix and Type**

Proposals for housing development will be expected to:

- a. provide an appropriate mix of house types and sizes to meet the needs of communities and support economic growth;
- b. contribute to meeting affordable housing requirements;
- c. contribute to meeting specialist housing needs including older people, the disabled and students;
- d. meet the needs of first time buyers through the delivery of a suitable range and type of housing products in locations where they wish to live; and
- e. achieve high quality design both architecturally and in terms of urban design, ensuring developments are well integrated with existing residential areas and at a density appropriate to the location.

## Affordable Housing

- 5.54 Achieving a good supply and range of high quality affordable homes across Middlesbrough will provide choice for those in housing need and help to deliver balanced, sustainable communities.
- 5.55 Given the substantial level of need, both open market housebuilders and Registered Providers of social housing will be required to contribute to the delivery of affordable homes.
- 5.56 The costs associated with delivering affordable housing are not insignificant, and its provision as part of open market housing has the potential to impact on the overall viability of schemes. It is, therefore, important that the level of affordable housing sought does not prevent the delivery of open market housing or put at risk the ability of the Council to meet its overall housing requirement and growth ambitions.
- 5.57 The aim of the affordable housing policy will be to deliver as many affordable homes as possible in order to meet our needs without compromising overall housing delivery.
- 5.58 Middlesbrough’s Strategic Housing Market Assessment (SHMA) identifies a need for 200 affordable homes per year. This represents 47% of the overall housing requirement of 425 homes per year.
- 5.59 The Local Plan Viability Assessment (2018) has indicated that a 15% affordable homes target could realistically be set for open market housebuilders on sites in the south of the borough. However, for sites in the northern areas of Middlesbrough, the study indicates that it is not

economically viable for open market housebuilders to provide an affordable homes contribution. It is most likely that sites in the north will be delivered for low cost open market housing or by Registered Providers for predominantly affordable housing.

## Strategic context

- 5.60 The provision of sufficient, good quality affordable housing, of the right types and sizes to meet identified needs, is a key aspect of the Council's Housing Strategy, adopted in 2017.
- 5.61 The Council also adopted an Affordable Housing Plan in 2018, to set out in more detail how it intends to deliver affordable housing in the borough. The Council has also endorsed the need for proactive intervention in the housing market and is currently appraising housing delivery models.

### **Policy H5 – Affordable Housing**

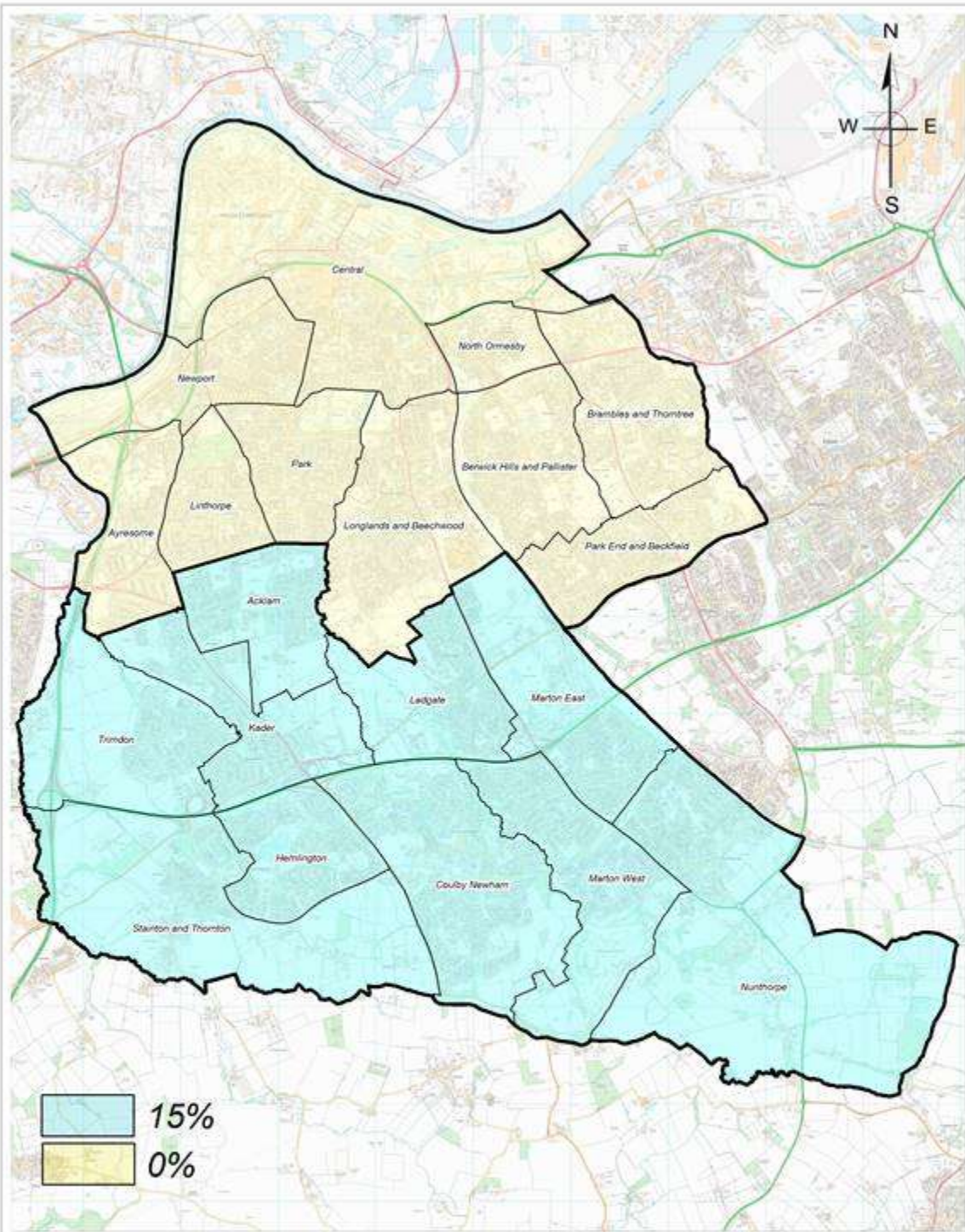
Proposals for the development of 10 or more homes will be required to provide a minimum 15% affordable homes, where the developments are located within the wards of Acklam, Coulby Newham, Hemlington, Kader, Ladgate, Marton East, Marton West, Nunthorpe, Stainton & Thornton and Trimdon. No affordable housing will be required on developments elsewhere.

Within developments of 10 or more homes, at least 10% of the homes should be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups. Exemptions to this 10% requirement will be made where the site or proposed development:

- a. provides solely for Build to Rent homes;
- b. provides specialist accommodation for a group of people with specific needs (such as purpose-built accommodation for the elderly or students);
- c. is proposed to be developed by people who wish to build or commission their own homes; or
- d. is exclusively for affordable housing, an entry-level exception site or a rural exception site.

The affordable homes must be provided on-site and integrated as part of the development. However, the required affordable homes, or a proportion of them, may be provided in an off-site location or through a financial contribution (of the same value) in the following circumstances:

- e. the approach contributes to the objective of creating mixed and balanced communities;
- f. the developer undertakes to deliver the affordable housing on an alternative, appropriate site;
- g. there is an alternative, deliverable scheme identified by the Council upon which a financial contribution could be spent; or,
- h. the open market scheme is exclusively for executive housing.



### Affordable Housing Requirement

Head of Service: Paul Clarke

Service Area: Planning

Created by: John Manders

Ref: NMD/GIS/LPR/H/AHR

Scale: 1:50,000@A4

Date: 12th January 2018

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## Gypsy, Traveller and Travelling Showpeople

- 5.61 The Government's Planning Policy for Traveller Sites requires that local plans identify the housing needs for the travelling community, and meet these needs in a way that both facilitates the traditional and nomadic way of life of travellers whilst respecting the interests of settled communities.
- 5.62 Middlesbrough currently has one public site for Gypsy and Traveller at Metz Bridge, containing 21 pitches, and one private Travelling Showpeople yard at North Ormesby, with nine plots.
- 5.63 The Middlesbrough Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (2017) identified that there will be a need for an additional two plots to meet the future needs for Travelling Showpeople.
- 5.64 The study also confirmed that there is no need for additional pitches to meet the needs of Gypsies or Travellers, and that the site at Metz Bridge is likely to be sufficient to meet needs during the plan period.

### **Policy H6 – Gypsy, Traveller and Travelling Showpeople Accommodation**

Land at Metz Bridge will be safeguarded for use as a Gypsy and Traveller site. Land at North Ormesby will be safeguarded as a Travelling Showpeople site. Land adjacent to the existing North Ormesby Travelling Showpeople site will be allocated to meet the additional need of two pitches by 2033.

Where a demonstrable need cannot be met by existing provision, proposals for Gypsy and Traveller sites or Travelling Showpeople sites elsewhere in the borough will be approved where they accord with relevant policies of the Local Plan and providing they:

- a. have suitable and adequate highway access, provision for turning and servicing;
- b. have adequate parking provisions 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 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.

Any proposals for the development of the existing Gypsy site at Metz Bridge or Travelling Showpeople yard at North Ormesby for alternative uses will not be permitted unless it can be demonstrated that there is no longer a local need for the provision, or an alternative site of equivalent or larger size and quality can be provided.

## Student Accommodation

- 5.65 Proposals for new student accommodation will be directed to the town centre or the University campus adjacent to the town centre. In addition land has been identified adjacent to the existing University campus within the Gresham residential area for the creation of a modern 21<sup>st</sup> century student village.
- 5.66 Focusing student accommodation within the town centre and University Campus will assist with regeneration and help create a centre which can enhance the student experience and attract further investment, thus adding to the positive living experience for students. This will minimise private car use and encourage walking and cycling, ensuring students have good access to everyday facilities.
- 5.67 Proposals for the development of student accommodation outside the town centre or University Campus will need to demonstrate that consideration has been given to suitable and available sites within the town centre or the campus.
- 5.68 The quality of the student accommodation provision is also fundamental. Students expect high quality accommodation with a range of facilities included. As such, all student accommodation should be developed to high standards, but the offer should ensure choice and value for money so students can opt for different types of accommodation depending on their circumstances. Design should be flexible for future change of use.
- 5.69 Notwithstanding the above, student accommodation numbers need to be managed in line with projected student numbers to ensure Middlesbrough does not end up with an oversupply of accommodation, which cannot be easily converted to other uses.

### **Policy H7 – Student Accommodation**

To assist in the economic growth of the Town Centre and University, the Council will support proposals for purpose-built student accommodation or the conversion of existing buildings for student accommodation within the Town Centre and on the existing University campus and the Gresham student village, provided that proposals demonstrate that:

- a. the development meets an identified need in terms of quantity and/or demand in terms of quality;
- b. the development is of a scale and appearance appropriate to its surroundings;
- c. the development is located within close proximity to local facilities and is accessible to the university by foot and cycle and by public transport; and
- d. the development provides high quality living accommodation in terms of design, layout, standards and facilities provided within the development, in accordance with design policies.

Proposals not located within either the Town Centre or the existing University campus will also need to demonstrate there are no suitable and available sites within the Town Centre or on the existing campus to accommodate the proposed development.



# 6: Creating quality places

## Strategic Objective

*To provide a network of infrastructure that makes Middlesbrough a great place to live.*

## Mayor's Vision

- *Promise 3: Regenerate Inner Middlesbrough through a range of targeted interventions*
- *Promise 6: Middlesbrough will continue to hold One Planet Town status*
- *Promise 7: Progress the Middlehaven development*
- *Promise 9: Transform local transport links*

## Introduction

6.1 The provision of high quality infrastructure and green spaces to support existing and future development is a key element in delivering successful, sustainable communities and creating places that people want to live and also in improving the health and wellbeing of residents. It is therefore, essential that the Council works with its partners and infrastructure providers, to ensure that sufficient physical, social and community infrastructure is provided to support the further growth and development within the town.

6.2 This will be achieved through:

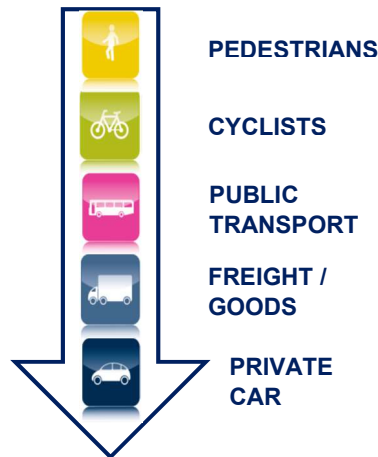
- The provision of appropriate infrastructure at the right time to support development including transport, education, and broadband.
- The use of contemporary, striking architecture to create a sense of place.
- Integrating development with adjoining land uses.
- Working with partners to ensure the successful creation of an integrated network of green infrastructure and safeguarding existing green infrastructure assets from development, where appropriate.
- Using opportunities created through development to seek to enhance, and extend the green infrastructure network.
- Mitigating the impacts of climate change.
- Preparation of an Infrastructure Delivery Plan (IDP) to consider a range of infrastructure requirements, including those relating to education, health, open spaces, transport, utilities, flood risk and waste management. The IDP also examines the funding gap between infrastructure requirements and the funds available.
- In developing the proposal, that appropriate mitigation measures are fully considered.
- Supportive of improving the availability of sustainable transport services and facilities, such as the railway station. Also, the need to encourage a modal shift to more sustainable means and reduce the necessity to use the private car.

## Strategic context

- 6.3 Tees Valley Strategic Economic Plan (TVSEP) identifies that effective infrastructure is crucial to the future development of the Tees Valley as it will stimulate and support economic growth. The TVSEP identifies an aim to improve connectivity within Tees Valley, across the Northern Powerhouse, the UK and the world and ensure comprehensive access to superfast broadband.
- 6.4 The Tees Valley Combined Authority has produced strategic transport priorities for the Tees Valley. Among the priorities are a new Tees Crossing, electrification of the rail line from Northallerton to Teesport, improved East-West road connectivity and improvements to Middlesbrough Rail Station.
- 6.5 Middlesbrough Investment Prospectus (2017) the Council's investment strategy recognises the importance of infrastructure to economic growth in Middlesbrough particularly transport networks, schools, good quality open space, cycle routes and local facilities.

## Integrated Transport Strategy

- 6.6 The development of the transport strategy will assist in focusing investment in the transport network to achieve the economic growth aspirations of the Council. This will be achieved by the Council working with partner organisations to not only identify what the existing capacity of the network is and where improvements are required, and bringing these forward both in terms of the local and strategic networks but also in developing a sustainable transport system. It is recognised that continuing to increase vehicular capacity is not a viable long-term solution. Such an approach will continue to place reliance on the private car, increasing both the number and length of vehicular trips. Studies have consistently shown that increasing the available capacity on highway links and junctions leads to a phenomenon known as induced demand; that traffic is attracted to the improved routes which means that any improvements in conditions are a short-term benefit, but are quickly lost which can lead to the need for further capacity improvements.
- 6.7 With this strategy, the Council is making a clear statement that it will seek to actively manage the available network more effectively, which will include measures to achieve modal shift. Reducing dependence on the private car will reduce congestion, improve air quality and assist with both social and economic regeneration. It is acknowledged that vehicular traffic plays a role in a strong economy. However, congestion can lead to constraining the continued growth of the local economy.



6.8 In order to promote and assist informed travel choices, the Council has a hierarchy of highway users, which will be at the heart of everything that the Council does in relation to transport and informs its transport strategy and priorities.

6.9 Key will be to identify opportunities and overlaps between different non-car modes to ensure seamless accessibility. Walking and cycling routes will connect to public transport infrastructure at key points which will be identified by higher quality facilities such as bus super stops. Such a strategy has a number of elements to it.

#### **Walking and cycling**

6.10 The provision of a high quality, accessible and connected walking and cycling network is critical in providing a viable alternative to private car travel. Active travel has the potential to alleviate a number of key transport, social and public / environmental health issues. It is relatively low cost, emission free and alleviates congestion and keeps users fit and healthy.

#### **Public transport/bus**

6.11 The provision of a high quality, reliable bus network is critical in providing a viable alternative to private car travel. Buses provide a valuable services in linking communities to employment, education, leisure, retail and health services across the City. Public transport represents an efficient means of moving the populous around the Tees Valley when considering the road use of the vehicle.

#### **Rail**

6.12 Middlesbrough Station is the second busiest station in the Tees Valley, with upwards of 1.3m passengers per year and growing. Nationally, rail travel is seeing unprecedented growth and is now seen as a viable alternative to the private car for both commuting and leisure activities. In the 2015 rail franchise announcements, Middlesbrough was awarded a direct London service which will see 7 trains per day open up the area to connections to the capital in under 3 hours; resulting in access to multiple national markets to enable further inward investment and commuting opportunities for businesses and residents of the Tees Valley. Coupled with the London service, the two current franchise operators are planning increases for additional services to Manchester Airport, York, Newcastle and Saltburn. This is vital to support the continued economic growth of Middlesbrough and wider Tees Valley region.

## Road

6.13 An efficient, environmentally friendly and safe highway network is crucial to the delivery of the Middlesbrough Investment Prospectus and to the future prosperity of the city. For this reason, improvements to both the strategic and the local road network are necessary to ensure that they remain fit for purpose well into the 21<sup>st</sup> century. The key requirements are:

- Improved Traffic Flow: Tackling congestion by increasing the capacity of the network and reducing journey times, in line with the Council's statutory duty to secure the expeditious movement of traffic;
- Improved Network Reliability: Increasing the resilience of the network and minimising the day-to-day variation in journey times;
- Improved Local Air Quality: Aligning with the National Clean Air Strategy to reduce the impact of transport-related emissions on environmental and public health; and
- Improved Road Safety: Reducing both the number and the severity of casualties on the Borough's highway network, in line with the Council's statutory duty to secure the safe movement of traffic and pedestrians.

### **Policy INFRA1: Integrated Transport Strategy**

In order to enable it to become the City Centre of a successful and strong Tees Valley, Middlesbrough requires a well-planned, efficient, attractive, fully inclusive, integrated and sustainable transport network. Such a network will provide a range of attractive travel options allowing informed decisions about how and when to travel. The Transport Strategy will enable the Council to deliver its development and growth aspirations as expected within a modern city environment.

A 21<sup>st</sup> century sustainable transport network will reduce the need for and dependency on car borne travel by improving non car connectivity within and beyond Middlesbrough, including:

- linking employment, leisure, retail, education and residential communities within Middlesbrough to provide access for all;
- between Middlesbrough Town Centre and the wider Tees Valley;
- with London and other major regional cities and city regions;
- with Durham Tees Valley Airport; and
- with Teesport and the adjacent South Tees Development Corporation major inward investment site.

The Integrated Transport Strategy will;

- reduce dependence on the private car by providing a range of viable, attractive non-car options to enable the travelling public to make informed decisions;
- improve accessibility for all;
- facilitate and support the regeneration and development priorities identified in this Local Plan;
- foster economic growth and inward investment; and
- improve the quality of life for the public by providing targeted interventions and aspirations to support each mode of travel.

This will be achieved by:

**a. cycling and walking**

Enhancing and extending the accessibility to, and quality of, a safe pedestrian and cycle network (including Public Rights of Way) through;

- i. the creation of a legible, consistent network of Cycle Super Highways along defined strategic corridors on North/South, East/West axis and new orbital route(s) which will enable connection into adjacent Authority areas to provide accessibility across the whole Tees Valley;
- ii. ensuring development proposals provide high quality access and integration into strategic routes together with appropriate storage facilities; and
- iii. providing high quality facilities at key destinations and Superstops to ensure full integration with other modes of travel.

**b. bus**

Enhancing and extending the accessibility to, and quality of, the bus network through:

- i. provision of a high quality Public Transport Interchange through TMIV proposals;
- ii. the creation of defined strategic corridors on North/South, East/West axis and new orbital route(s) which will provide bus priority measures and enable connection into adjacent Authority areas to provide accessibility across the whole Tees Valley; and
- iii. the provision of Superstops serving Local Centres and destinations including Middlesbrough Railway Station, Middlehaven, Teesside University, James Cook University Hospital and The Parkway Centre along the strategic corridors.

**c. rail**

Enhancing and extending the accessibility to, and quality of, the rail network through:

- i. improvements to Middlesbrough Railway Station to facilitate direct rail services to and from London, and enhance its role as a regional and sub-regional transport hub providing a gateway into Middlesbrough;
- ii. improvements to non-car accessibility to Middlesbrough Railway Station to allow it to become a key entry point to the wider multi-modal transport network serving Middlesbrough and the Tees Valley; and
- iii. provision of a new Park & Ride rail halt facility in Nunthorpe serving the Town Centre.

**d. road**

Enhancing road network capacity and traffic flows through:

- i. Facilitating and supporting the transportation of freight through and within Middlesbrough by introducing measures to reduce congestion, remove bottlenecks, and improve reliability and resilience on the A19, A66, A172, and East Middlesbrough transport corridors;
- ii. completion of the Stainton Way Westward Extension (SWWE) linking the B1380 and A1130 through the Stainsby development;
- iii. creating a new transport corridor along the Longlands to Ladgate Link (LLL);
- iv. stainton Way widening and improvements;
- v. Cargo Fleet Lane localised capacity improvement and bus priority works; and
- vi. supporting the provision of a second Tees crossing to facilitate improvements to the function of the A19 on a strategic transport route.

Development will be located where it will not have a detrimental impact upon the delivery of the Integrated Transport Strategy and proposals should actively assist with the implementation of the priorities identified above.

New and improved transport infrastructure required to enable development should be provided in a timely manner to ensure that the associated impact is mitigated as early and effectively as possible.

#### Transport requirements for new housing development

- 6.14 New development should be designed to ensure people, in particular older people and those with disabilities, can move freely, efficiently and safely. New housing development should be designed to appropriate national standards included in the Manual for Streets and Manual for Streets 2, this should ensure highway layouts are designed to restrain vehicles speeds.
- 6.15 The Council wishes to encourage greater levels of walking and cycling and use of the public transport network to access local facilities, such as open spaces, schools, shops and places of work. Proposals for housing development should ensure that new development integrates with pedestrian and cycle infrastructure and are well served by public transport

#### **Policy INFRA2 – Transport Requirements for New Housing Development**

Development proposals for new housing will be expected to mitigate against the additional demand placed upon all modes of travel. Such mitigation is likely to consist of the provision of physical works and/or financial contributions. In addition proposals will be expected to:

- a. be designed to appropriate national standards. A clear hierarchy should be introduced to address the function of the built environment between the movement and place functions. Highway layouts should be designed to naturally restrain vehicle speeds to 20mph or less within residential areas without the need for traditional traffic calming.
- b. be designed to integrate with pedestrian and cycle infrastructure, including Public Rights of Way. Schemes will be expected to both create new routes and enhance existing routes in order to enable wider strategic corridors to be delivered;
- c. investigate the potential to provide a car club/car share facility within the proposals to reduce, where possible, the potential for multiple car ownership;
- d. electric vehicle charging points should form part of the overall parking strategy for developments. Where charging points are not provided for each dwelling, community charging points should be located in prominent areas with high levels of natural surveillance;
- e. provide high quality cycle parking. Where apartments are proposed, cycle storage should be provided within the building footprint; and
- f. ensure new development is well served by public transport.

#### Education

- 6.16 Good education provision is critical to place making and creating places where people want to live. Middlesbrough's schools have seen considerable investment in recent years through

the Buildings Schools for the Future programme. The Council will aim to ensure that every child can secure a place in a good or better school within walking distance of their home, and that there are sufficient school places available to allow for an element of parental preference.

- 6.17 The demand for school places in an area can change fairly rapidly not just because of the impacts of new housing but also due to changes in the birth rate or migration. The scale of new housing development that Middlesbrough is planning for is likely to create an additional requirement for school places. Work is ongoing to establish the future education requirements across the borough. Often the most appropriate approach is to expand existing schools however there is a possibility that some developments may need to incorporate new schools. The Local Plan therefore identifies land in two locations if is required for the development of new schools.
- 6.18 It is important that any new schools are located in sustainable locations and are welcomed by the communities they will be located in. One of the most effective ways to achieve this is for new facilities to be seen as a community resource wherever practicable.

#### **Policy INFRA3 – Education Provision**

The Council will work to ensure the education needs arising out of future development needs are met. The Council will aim to ensure that every child can secure a place in a good or better school within walking distance of their home. New education provision (either extensions to existing schools or new schools) will be:

- a. highly accessible to its intended catchment, particularly by walking, cycling and public transport. If enlargement of an existing school is required as a result of new housing development where possible this will be expected to take place within the catchment area of this new development or at other local schools within walking distance of new development;
- b. located and designed to minimise the impact of associated traffic and car parking on surrounding areas;
- c. designed to provide high quality facilities suitable for the intended number and age of students;
- d. designed and constructed using materials that minimise maintenance and running costs and ensures that a high quality learning environment is created that maximises ability to meet current and future education requirements;
- e. wherever practicable and appropriate provide for community use of playing fields and other schools facilities;
- f. audit the main pedestrian and cycle routes to the school site(s) and provide financial contributions and/or physical works to extend the Borough's network of Safer Routes to School;
- g. provide financial contributions and/or physical works to reduce and manage the impact of car parking associated with the 'school run' in vicinity of the school site(s); and
- h. work with the Council to actively implement and maintain a Travel Plan to minimise, as far as is practicable, the level of vehicular traffic generated by the school site(s).

Land is identified for primary school provision should it be required within the housing allocations at:

- Stainsby; and
- Newham Hall Farm.

Developer contributions may be sought for new education provision in accordance with Policy DM3 Developer Contributions.

A flexible approach will be taken to the reuse and redevelopment of educational facilities that become surplus to requirement during the plan period, particularly where they would support the provision or improvement of educational facilities elsewhere in Middlesbrough.

## Health and Wellbeing

- 6.19 A healthy environment can promote and encourage healthy lifestyles and these are assisted through strong urban design, green spaces and access to sustainable transport. Planning can play a key role in influencing these key health determinants and assisting in reducing health inequalities. A key role for the Local Plan is, therefore, to provide for development in a way that supports and encourages active and healthy lifestyles.
- 6.20 In Middlesbrough, there are differences in the health and wellbeing and life expectancy between the most and least deprived communities. Evidence shows that inequalities in health and wellbeing are influenced by social, economic and environmental factors. In order to help address these priorities and issues, it is essential that community needs are supported through appropriate physical social and green infrastructure, and by other facilities and key services which contribute to improving physical and mental health and wellbeing, and the overall quality of life experienced by residents.
- 6.21 Health and well-being is, therefore, an important issue in Middlesbrough. The Council will seek, with its partner organisations, to promote the provision of health facilities to ensure that everyone has access to high quality health care, and will assist the South Tees Clinical Commissioning Group in achieving its five-year Sustainability and Transformation Plan (STP) to help improve the health and well-being of residents.
- 6.22 In addition, the Council will look at a range of measures when assessing planning applications in order to promote health and well-being and attempting to reduce health inequalities, such as; access to open space and nature; accessibility and active travel; housing quality; access to healthcare services and other social infrastructure; access to healthy food; air quality and noise; crime reduction and community safety; social cohesion and lifetime neighbourhoods; and climate change and the minimisation of the use of resources.
- 6.23 Health and wellbeing are cross cutting themes and Policy INFRA4 should be read alongside other policies in this Plan that seek to address the wider determinants of health.



#### **Policy INFRA4 – Health and Wellbeing**

Development proposals should promote, support and enhance both the physical and mental health and wellbeing of the community, contributing to reducing health inequalities and helping to deliver healthy, active lifestyles. The Council will work with partner organisations to promote and support additional health facilities.

In particular, the Council will support the provision of new or improved healthcare facilities in the borough, in line with the South Tees Clinical Commissioning Group and NHS England requirements.

Proposals for new health care facilities should relate well to public transport services, walking and cycling routes and be easily accessible to all sectors of the community. Proposals which utilise opportunities for the multi-use and co-location of health facilities with other services and facilities, and co-ordinate local care and provide convenience for the community, will be supported.

Applications for major developments and proposals that have an identified health and wellbeing impact should be accompanied by a Health Impact Assessment (HIA).

The Council will also require development to contribute positively to creating high quality places that support healthy communities. Developments that involve the retention and improvement of facilities that promote healthy lifestyles, such as new leisure and recreational facilities (see Policy INFRA8) and the provision of, as part of a development, new public open spaces will be supported.

#### **Communications Infrastructure**

- 6.24 National policy requires local planning authorities to support the expansion and enhancement of communications infrastructure, and actively work with partners to provide high speed broadband in their areas.
- 6.25 The Council sees access to high quality communications and broadband as a vital component of infrastructure and key to growing a sustainable local economy, vital for jobs, education and home working, and an increasingly central part of community cohesion.
- 6.26 The world of telecommunications and connectivity is a changing environment with new technological advances occurring all the time. The provision of fibre connections is, however, the most robust and future-proof method of connectivity. It is, therefore, the Council's aim to ensure that infrastructure is provided to facilitate fibre connections to all new developments.

#### **Policy INFRA5 – Communications Infrastructure**

The Council will support the expansion of communications networks, including telecommunications and high speed broadband, especially where this addresses gaps in coverage within the borough.

Proposals for new residential and commercial development must demonstrate how they will provide future occupiers with sufficient digital connectivity.

Development proposals must:

- a. demonstrate early engagement with infrastructure providers;
- b. be accompanied by a 'Connectivity Statement' which explains the current internet connectivity in the site's locality and the potential for the site to be provided with high speed broadband; and
- c. make provision for premises to be provided with high speed (superfast) broadband or, if this is not feasible, ensure new development is broadband ready through the installation of appropriate ducting and equipment.

On-site infrastructure should be provided from homes and premises to the public highway or other appropriate location. Where possible, viable and desirable, the provision of additional ducting will be supported, where it allows the expansion of the network.

## Green Infrastructure

- 6.27 Middlesbrough's open space network consists of a variety of spaces of differing size, quality and function. These spaces range from parks with national awarded green flag status (e.g. Albert Park and Stewart Park), green wedges (which are large tracts of mainly undeveloped land), public open spaces, land for sport and recreational activity, allotments and beck valleys. Looking at these assets as a network of green infrastructure can bring both economic and social benefits to the town.
- 6.28 It is recognised that high quality green infrastructure can form part of the character of an area, contributes to the quality of place and well-being of its residents and visitors, and can attract investors. New development can also provide opportunities for improving and creating new green infrastructure.
- 6.29 The Council sees the provision of high quality accessible green infrastructure as an increasingly important aspect of creating places that are based on quality environments, which attract real investment in terms of quality housing, jobs, skills and visitors.
- 6.30 Provision of good quality open and green space and green links have an important contribution to make in maintaining healthy lifestyles. Health benefits of access to green space can include reduced obesity levels and improved mental health and wellbeing. Open space, footpaths and cycleways provide people with a wide range of opportunities for improving health through sports, walking, cycling, play and other forms of recreation.
- 6.31 The Landscape and Heritage Assessment (2016) provides evidence on the value of historic landscapes and green spaces throughout the town. Middlesbrough's Open Spaces Needs Assessment (OSNA) 2017, provides an up-to-date assessment of the significant, publically accessible open spaces identified under various land use categories or 'typologies' It also assesses these sites for quantity, quality and strategic value of provision. The Council has also commissioned a Playing Pitch Strategy to identify the requirements for playing pitches in the future.

### **Policy INFRA6 – Green infrastructure**

Working with partners the Council will protect and support the enhancement, creation and management of our green infrastructure network, to improve its quality, value, multi-functionality and accessibility. Green infrastructure will be incorporated into the design of all new major developments.

Green infrastructure, which includes new hard and soft landscaping should be designed to high standards of quality and sustainability and aim to be multi-functional, link to the wider green infrastructure network, improve visual amenity, enhance community activity, support the provision of priority natural habitats and species, and seek opportunities to improve the water environment.

### **Green Wedges**

- 6.32 Green Wedges form a major element of the green infrastructure network, and are largely tracts of mainly undeveloped land and beck valleys, which penetrate towards the urban core from the outer suburbs and countryside.
- 6.33 Green Wedges help to maintain local identity and variety, provide a visual and recreational amenity, form an attractive basis for recreational paths and cycleways and are of ecological importance, forming an integral component of Middlesbrough’s network of wildlife corridors. They are a key element in the open space network, although they may include open space to which the public has no formal right of access, and link to a wider network of Green Wedges across the Tees Valley.
- 6.34 Green Wedges should not be regarded in isolation. These areas and their surroundings must be integrated visually and functionally as part of the urban fabric and its green infrastructure network. Development adjoining Green Wedges can have a significant impact upon the perceived character of the Green Wedge. The design of buildings, roads and their landscaping and enclosure in areas adjoining Green Wedges should combine to enhance the setting of the Green Wedge.

### **Policy INFRA7 - Green Wedges**

The Council will protect, enhance and retain those Green Wedges that contribute to the successful creation of an integrated network of green infrastructure;

Proposals for development within Green Wedges will only be supported where they:

- a. would not result in physical or visual coalescence of built-up areas;
- b. would not adversely impact on local character or the separate identity of communities;
- c. would not adversely impact on recreational opportunities;
- d. would not adversely impact on biodiversity; and
- e. are in accordance with policies INFRA8.

## Open space, recreation and leisure facilities

- 6.35 Open space, recreation and leisure facilities make a vital contribution to environmental quality, providing a green infrastructure network which defines and separates neighbourhoods, gives access to a series of accessible spaces and out to countryside, provides for the recreation and sports needs of residents, supports wildlife, and creates visual variety and interest.
- 6.36 Open spaces provided as part of residential development can help to create high quality design and can contribute to the distinctiveness, character and amenity of an area. This provision of open space, sport and recreation facilities also help to support healthy lifestyles and improve quality of life, and can be used as part of development to help reduce flood risk and create cooler micro-climates.

### **Policy INFRA8 - Open Space, Recreation and Leisure Facilities**

The Council will protect and enhance open space throughout the borough to meet community needs and enable healthy lifestyles. The loss of open space, any other amenity open space or sport and recreational land and buildings, including playing fields will be resisted unless:

- a. there is a proven excess of such provision and the proposed loss will not result in a current or likely shortfall in the Plan period; or
- b. recreational facilities within the site will be enhanced by the proposed development; or
- c. the community would gain greater or equivalent benefit from the provision of alternative open space, sport or recreational facilities within the local area; and
- d. in all cases, the loss would not harm the character and appearance of the surrounding area.

New open space, recreation and leisure facilities will be provided, as follows:

- e. a new country park as part of the development at Stainsby;
- f. a new park and wildlife area as part of the development at Nunthorpe Grange;
- g. new and enhanced (hard & soft) open space as part of the office development in Centre Square;
- h. new or enhanced playing pitches and/or facilities will be provided at the Middlesbrough Sports Village at Prissick, at the former Southlands Centre, and Lingfield Green at Newham Hall Farm;
- i. an extension to existing woodland, and creation of new parkland linking into the Stainsby Country Park as part of the development at Stainton Vale;
- j. the designation of Maelor's Wood, Stainton as a Local Green Space; and
- k. the designation of land west of Newfield Crescent as a Local Green Space.

Proposals should be accompanied by a plan detailing the long-term sustainable maintenance and management of any new proposed green infrastructure proposals and how they are to be delivered.

## Biodiversity and Geological Conservation

- 6.37 The natural environment of Middlesbrough includes a wide variety of biodiversity assets including sites and species of international, national and local importance. Middlesbrough is characterised by a number of becks within small valleys that arise in the escarpment in the south of the borough and flow northwards to the River Tees, providing fingers of natural habitat that link the urban area with the open countryside to the south. Most of the priority habitat and species within Middlesbrough falls within these beck valleys.
- 6.38 The Council has commissioned the Tees Valley Nature Partnership to carry out a Local Wildlife and Nature Reserve Assessment in order to provide an independent health check on the Council's existing biodiversity and ecological habitats identifying potential impacts deriving from future development proposals.
- 6.39 It is recognised that trees, woodlands and hedgerows can reduce air pollution by absorbing gaseous pollutants and filter dust ash and smoke. They absorb noise, reduce glare, provide wind protection, and cool the air. In general, they can make a great contribution to the health and well-being of communities. They also provide habitats for wildlife, and reduce surface water runoff and thereby reduce flood risk.
- 6.40 It is important to consider biodiversity and geodiversity at the design stage of development including when development is on brownfield land. Development which impacts detrimentally on biodiversity and geodiversity should be avoided, and will only be allowed in accordance with Policy INFRA9. Wherever possible developments should provide 'net gains' in the value of biodiversity. That is the positive impacts of the development on biodiversity such as species composition or habitat structure should outweigh any loss. Where, compensation is provided this should be local to the area of loss.

### International/European sites

- 6.41 The EU Habitats Directive and Birds Directive form the basis for the 'Natura 2000' network of conservation sites. In this country, these sites are designated as Special Protection Areas (SPA) or Special Areas of Conservation and are given statutory protection. Close to the Middlesbrough boundary is the Teesmouth and Cleveland Coast SPA which is also a 'Ramsar' site and has international protection. The Teesmouth and Cleveland Coast Special Protection Area (the SPA) is a complex of discrete coastal and wetland habitats centred on the Tees estuary. Natural England are currently consulting on an extension to the boundary of the SPA. This extended boundary includes marine habitat within the River Tees within the Middlesbrough boundary.
- 6.42 The Habitat Regulation Assessment of the Local Plan identified that employment and residential development could have a likely effect on the Teesmouth and Cleveland Coast SPA in terms of air pollution and increased recreational disturbance. Developments that are considered to have significant effect on the integrity of the SPA will be required to contribute to mitigation measures.

### National Sites

- 6.43 Sites of Special Scientific Interest (SSSIs) are of national importance as the country's most valued wildlife sites and are given statutory protection under the Wildlife and Countryside Act 1981. There is currently one SSSI in Middlesbrough, Langbaugh Ridge, that abuts the

boundary with Hambleton. Natural England as part of the extended SPA consultation referred to above are proposing the introduction of an extended SSSI for the Teesmouth and Cleveland Coast area. This extended SSSI would be within the Middlesbrough boundary. The Council will attach significant importance to protecting and where possible enhancing these sites.

### **Local Sites**

6.44 Local Sites can be Local Wildlife Sites or Local Geological Sites. Local sites are valued at the local level, and represent a range of habitats within Middlesbrough including woodland, grassland and ponds. Local Wildlife Sites meet specific criteria. The Local Plan will continue to protect these sites and encourage and support opportunities to enhance them, including working with the Tees Valley Nature Partnership. The selection and designation of sites is an on-going process and additional sites may be selected or deselected throughout the plan period. Designated Local Site will be kept up to date on the on line Policies Map.

### **Local Nature Reserves**

6.45 Local Nature Reserves are statutory sites declared by the Council, and ratified by Natural England to promote education and access to nature. The Council will continue to protect and support the enhancement of these locally important sites.

### **Policy INFRA9 – Biodiversity and Geodiversity**

We will protect and enhance the borough's biodiversity and geological resources. Support will be given to high quality schemes that enhance nature conservation and management, preserve the character of the natural environment and maximise opportunities for biodiversity and geological conservation, particularly in or adjacent to, Biodiversity Opportunity Areas in the wider Tees Corridor, Teesmouth and Cleveland Coast Special Protection Area, Langbaugh Ridge SSSI, Local Wildlife sites, Local Nature Reserves and the Beck Valleys. We will protect and preserve local, national and international priority species and habitats and promote their restoration, re-creation and recovery.

Biodiversity and geodiversity should be considered at an early stage in the development process, with appropriate protection and enhancement measures incorporated into the design of development proposals, recognising wider ecosystem services and providing net gains wherever possible. Detrimental impacts of development on biodiversity and geodiversity, whether individual or cumulative, should be avoided. Where this is not possible mitigation, or lastly compensation, must be provided as appropriate. Proposals will be considered in accordance with the status of biodiversity and geodiversity sites within the hierarchy.

#### *Internationally important sites*

Priority will be given to protecting the Tees Valley's internationally important sites, including the Teesmouth and Cleveland Coast Special Protection Area/Ramsar and European Marine Site. Development that is not directly related to the management of the site, but which is likely to have a significant effect on any internationally designated site, irrespective of its location and when considered both alone and in combination with other plans and projects, will be subject to an Appropriate Assessment.

Development requiring Appropriate Assessment will only be allowed where:

- a. it can be determined through Appropriate Assessment at the design stage that, taking into account mitigation, the proposal would not result in adverse effects on the site's integrity, either alone or in combination with other plans or projects.

Within 6km of the Teesmouth and Cleveland Coast SPA and Ramsar Site, as illustrated on the Policies Map, proposals that would result in a net increase in residential units, or other development that would lead to increased recreational disturbance of the site's interest features, will be expected to contribute towards strategic mitigation measures, where appropriate.

This is to ensure that adverse effects on the site's integrity can be avoided. Any alternative suitable mitigation would need to be proven effective and agreed with the Council, in consultation with relevant statutory consultees or

- b. as a last resort, Appropriate Assessment proves that there are no alternatives and that the development is of overriding public interest and appropriate compensatory measures are provided.

#### *Nationally important sites*

Development that is likely to have an adverse impact on nationally important SSSI sites, including broader impacts on the national network and combined effects with other development, will not normally be allowed. Where an adverse effect on the site's notified interest features is likely, an exception will only be made where:

- c. the benefits of the development, at this site, clearly outweigh both any adverse impact on the features of the site that makes it of special scientific interest, and any broader impacts on the network of SSSIs;
- d. no reasonable alternatives are available; and
- e. mitigation, or where necessary compensation, is provided for the impact.

#### *Locally important sites*

Development that is likely to have an adverse impact on Local Sites (Local Wildlife Sites and Local Geological Sites) or Local Nature Reserves will only be approved where:

- f. the benefits clearly outweigh any adverse impact on the site;
- g. no reasonable alternatives are available; and
- h. mitigation, or where necessary compensation, is provided for the impact.

Wildlife corridors and other habitat networks will be protected and enhanced, particularly hedgerows, watercourses and linking habitat features. Opportunities to deculvert watercourses will be encouraged. Where such assets are lost through development appropriate mitigation and/or replacement habitat will be required.

Development resulting in the loss or deterioration of irreplaceable habitats, will only be allowed in very exceptional circumstances where the need for, and benefits of, the development in that location clearly outweigh the loss and the development cannot be located elsewhere.

## Climate change and flood risk

- 6.44 The NPPF states that planning should proactively help the mitigation of, and adaption to, climate change including the management of water and flood risk. It is important that

inappropriate development is avoided in areas currently at risk from flooding, or likely to be at risk as a result of climate change, or in areas where development is likely to increase flooding elsewhere. Any risk must be assessed by using the Environment Agency flood maps and the Council's Strategic Flood Risk Assessment. Development proposals must also take into account catchment flood management plans, surface water management plans and related flood defence plans and strategies.

- 6.45 Before deciding on the scope of a site-specific Flood Risk Assessment, the Strategic Flood Risk Assessment should be consulted along with the Local Planning Authority, Lead Local Flood Authority, the Environment Agency and Northumbrian Water. The completed Flood Risk Assessment should be submitted to the Local Planning Authority for approval.
- 6.46 Built development can lead to increased surface water run-off; therefore, new development is encouraged to incorporate mitigation techniques in its design, such as permeable surfaces and Sustainable Drainage Systems (SuDS).
- 6.47 For all sites, the aim is to provide a fail-safe system that mitigates any negative impact on downstream flood risk resulting from peak rates of runoff from the proposed development.
- 6.48 Major development proposals should incorporate SuDS unless it can be demonstrated that these are not technically feasible or that the ground conditions are unsuitable. SuDS should be designed in accordance with the local standards<sup>3</sup> and national standards<sup>4</sup> and arrangements for the long term maintenance and management of any proposed SuDS should be identified within a submitted drainage plan. Maintenance options must clearly identify who will be responsible for SuDS maintenance and funding for maintenance should be fair for householders and premises occupiers. A minimum standard to which the sustainable drainage systems must be maintained should be agreed.
- 6.49 The Council has a duty to have regard to the Northumbrian River Basin Management Plan to ensure the protection and improvement in quality of the water environment. This is also in accordance with the overall objective of the Water Framework Directive to achieve “good ecological status” in all water-bodies (including surface, ground and coastal waters) and not allow any deterioration from their current status.
- 6.50 Wherever possible, measures to deal with flood risk and drainage should identify opportunities to maintain and enhance the biodiversity and habitat of watercourses through protecting or restoring natural channel morphology.
- 6.51 Actions should also be taken to remove modifications to restore a more natural watercourse and associated biodiversity. Where such removal is not possible or not in the public interest, mitigation measures must be taken to create a more natural watercourse, improve habitats and enhance biodiversity.

#### **Policy INFRA10 – Climate Change and Flood Risk**

Flood risk will be taken into account at all stages in the planning process to avoid inappropriate development in areas at current or future risk. Development in areas at risk of flooding, as identified by the Environment Agency flood risk maps, will only be granted where all of the following criteria are met:

<sup>3</sup> Tees Valley Authorities Local Standards for Sustainable Drainage guidance

<sup>4</sup> Non-statutory Technical Standards for Sustainable Drainage Systems (Defra, March 2015)



- a. the proposal meets the sequential and exception tests (where required) in relation to the National Planning Policy Framework;
- b. a site specific flood risk assessment demonstrates that the development will be safe, including the access and egress, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall; and
- c. new site drainage systems are well designed, taking account of events that exceed the normal design standard (e.g. consideration of flood flow routing and utilising temporary storage areas).

All development proposals will be expected to be designed to mitigate and adapt to climate change, taking account of flood risk by:

- d. ensuring opportunities to contribute to the mitigation of flooding elsewhere are taken;
- e. prioritising the use of sustainable drainage systems (SuDs);
- f. ensuring the full separation of foul and surface water flows; and
- g. ensuring development is in accordance with the Middlesbrough Strategic Flood Risk Assessment.

A site specific flood risk assessment will be required to be carried out to demonstrate that development is not at risk from flooding and that it does not increase flood risk elsewhere in the following circumstances:

- h. proposals of 1 hectare in size or greater in Flood Zone 1; or
- i. proposals for new development (including minor development and change of use) in Flood Zones 3a or Flood Zone 2; or
- j. proposals for new development in areas susceptible to surface water flooding; or
- k. proposals situated in an area currently benefiting from defences; or
- l. proposals situated within 20m of a bank top of a main river; or
- m. proposals over a culverted watercourse or where development will be required to control or influence the flow of any watercourse; or
- n. where the proposed development may be subject to other sources of flooding.

Surface water runoff not collected for use must be discharged to one or more of the following, listed in order of priority:

- o. discharge into the ground (infiltration); or where not reasonably practicable
- p. discharge to a surface water body; or where not reasonably practicable
- q. discharge to a surface water sewer, highway drain, or another drainage system; or where not reasonably practicable
- r. discharge to a combined sewer.

For previously developed sites, the peak runoff rate from the development to any drain, sewer or surface water body for the 1-in-1 year rainfall event and the 1-in-100 year rainfall event, must be as close as reasonably practicable to the greenfield runoff rate from the site for the same rainfall event but should never exceed the rate of discharge from the development prior to redevelopment for that event. Discharge rates into surface water and combined sewers resulting from the redevelopment of brownfield sites will be limited to a maximum of 50% of flows consented for previous uses. For greenfield sites, the peak runoff rate from the development to any highway drain, sewer or surface water body for the 1-in-1 year rainfall event and the 1-in-100 year rainfall event, must not exceed the peak greenfield runoff rate from the site same event.

Where the drainage system discharges to a surface water body that can accommodate uncontrolled surface water discharges without any impact on flood risk from that surface water body (e.g. the sea or River Tees) the peak flow control standards and volume control standards need not apply.

Major developments will be required to submit a drainage plan to show the site drainage can be adequately dealt with. The proposed drainage scheme should incorporate SuDS unless it can be demonstrated that they would be inappropriate.

The drainage system must be designed and constructed so surface water discharged does not adversely impact the water quality of receiving water bodies, both during construction and when operational. New development should seek to improve water quality where possible, as well as maintaining and enhancing the biodiversity and habitat of watercourses.

For the purpose of this policy, major development includes residential developments comprising 10 or more dwellings and other developments with a floor space of 1,000m<sup>2</sup> or more.

### Cemetery provision

6.52 Land needs to be protected for long-term burial requirements, especially when existing provision is nearing capacity. There are currently six cemeteries in Middlesbrough, and one crematorium at Acklam. These cemeteries are located at:

- Acklam;
- Linthorpe;
- North Ormesby;
- St. Joseph's; and
- Thorntree.

6.53 To ensure adequate supply of burial space over the time period of the Local Plan, additional land for cemetery use will be required within Middlesbrough. To address this requirement, extensions to existing burial space or new burial space will be needed. Suitable land at Acklam Cemetery and new burial space on land east of St. Mary's at Nunthorpe has therefore been identified.

#### **Policy INFRA11 – Cemetery Provision**

The Council will protect all existing burial spaces and seek to re-use existing spaces for new burial spaces, where appropriate.

Additionally, land as indicated on the policies map, will be allocated for new burial space at:

- a. Acklam Cemetery (extension); and
- b. Land to the east of St. Mary's Church, Church Lane, Nunthorpe.

# 7: Managing the Historic environment

## Strategic Objective

*To protect and enhance our culturally important assets.*

## Mayor's Vision

- *Promise 8: Protect our historic buildings*

7.1 The historic environment includes 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, landscaped and planted or managed flora. The historic environment is a non-renewable, shared resource, part of Middlesbrough's identity that contributes to a sense of place and a quality environment. The historic environment can play a key role facilitating economic growth by creating successful places for businesses to locate and attract inward investment, driving successful regeneration. In turn, a strong economy can help support sustaining and enhancing the historic environment, including keeping historic buildings in sustainable uses. The Local Plan creates a positive strategy for Middlesbrough's historic environment, recognizing and protecting its heritage assets and supporting economic growth, regeneration and managing the impact of new development.

7.2 The speed of Middlesbrough's development from the early 19<sup>th</sup> century is unique. It grew from Middlesbrough Priory (a middle point between Durham Cathedral and Whitby Abbey), founded in 1119, to rural areas with tiny populations mostly owned by the Hustlers of Acklam and the Pennymans of Ormesby until 1801. In 1829 Joseph Pease and other Quaker businessmen purchased land in the area for 'Port Darlington' on the banks of the Tees; a year later a branch line was run in from the 1825 Stockton and Darlington Railway (S&DR). The construction of the branch line was the trigger for the S&DR to commission the first ever locomotive designed purely to haul passenger traffic. A town was planned to supply labour to the new coal port and Middlesbrough was born. The early town, called St Hilda's after the parish church that stood there until 1969, was centred on a market square, where the first town hall was built in 1846. This area was planned along a grid pattern, which was replicated across the town as rapid expansion continued up until the 20<sup>th</sup> century. The industrial revolution and the discovery of iron ore by John Vaughan and Henry Bolckow in the Cleveland Hills in 1850 led to iron and steel gradually replacing coal. South of the old Town Hall and Middlehaven a new town centre was laid out, again on a grid pattern around Centre Square, with some of Middlesbrough's most significant and prominent buildings built here over the last century. The expanding iron and steel industry and salt works in the 1860s and 1870s spurred on the growth of Middlesbrough with a population of 19,000 in 1861

increasing to 40,000 only ten years later. G.G. Hoskins' Town Hall was built by 1889 and the Transporter Bridge in 1911, showcasing Middlesbrough's power and vitality.

7.3 Some of Middlesbrough's historic environment is designated as Scheduled Monuments, Listed Buildings, Conservation Areas and Registered Parks and Gardens. Some are identified (but classed as non-designated) because of local significance, such as those buildings and sites found on Middlesbrough's Local List.

Type of Heritage Asset	Middlesbrough Context
Scheduled Monuments	<ul style="list-style-type: none"> <li>• Earthworks at Nunthorpe Hall</li> <li>• Stainsby Medieval Village and Open Field System</li> <li>• Fishpond 550m east of Acklam Park</li> </ul>
Listed Buildings	<ul style="list-style-type: none"> <li>• 1 Grade I, (Acklam Hall)</li> <li>• 11 Grade II*</li> <li>• 114 Grade II</li> </ul>
Historic Park and Garden	Albert Park
Conservation Areas	<ul style="list-style-type: none"> <li>• Acklam</li> <li>• Albert Park and Linthorpe Road</li> <li>• Historic Quarter</li> <li>• Linthorpe</li> <li>• Marton</li> <li>• Nunthorpe</li> <li>• Ormesby</li> <li>• Stainton and Thornton</li> </ul>
Local List	91 buildings and sites

7.4 Scheduled Monuments are the most heavily protected archaeological heritage asset, often structures without modern uses, meaning they are particularly vulnerable to damage and from development in their setting. Middlesbrough's three Scheduled Monuments are medieval remains, evidence of early life in the area. Listed Buildings are designated nationally to recognise and protect their historic and architectural significance. They represent some of our most historic and culturally important buildings, are irreplaceable and warrant a high level of protection through the planning system. Middlesbrough has civic, commercial, ecclesiastical, residential and rural Listed Buildings. Albert Park is Middlesbrough's only Registered Park and Garden, a public park funded by Henry Bolckow and designed by William Barratt, which opened in 1868. Albert Park is a treasured open space, a break from urban Middlesbrough that has been enjoyed since it opened. We have designated eight Conservation Areas where there are concentrations of good quality,

traditional and historic buildings, features and spaces, in order to sustain and enhance their significance. Some are in Middlesbrough's urban areas, some suburbs and a couple are rural villages. The Local List contains non-designated Heritage Assets, buildings and site that have local but not national significance. It identifies 91 buildings, structure, parks, gardens and open spaces and is vital to protect what is valued locally, because Middlesbrough is a relatively young settlement.

7.5 There are key buildings and sites that are particularly representative of Middlesbrough's history, including early industrial and railway heritage and there are other buildings and sites that are rare survivors of an earlier time, including rural and agricultural heritage. Proposals that sustain and enhance Middlesbrough's industrial and railway heritage are welcomed.

This includes:

- development in St Hilda's, Middlehaven, the world's first planned railway town;
- development around the 1830 Middlesbrough branch line of the Stockton and Darlington Railway and related heritage assets;
- buildings related to people who made substantial contributions to Middlesbrough's history and development, including Captain James Cook, Henry W.F. Bolckow, John Vaughan and Dorman Long; and
- buildings designed by architects who made substantial contributions to Middlesbrough's historic environment including Sir Alfred Waterhouse, G.G. Hoskins, R.R. Kitching, Sir Walter Brierly, John Ross, Robert Moore and Gustav Martens & John Ross.

7.6 Middlesbrough's Local List was adopted in 2011. An Urban Design SPD was adopted by the Council in January 2013 to provide guidance on the design standards sought, to achieve a high quality of design across Middlesbrough. Conservation Area Character Appraisals and Management Plans are in place for all of Middlesbrough's Conservation Areas, the most recently adopted in 2013. An assessment of Middlesbrough's historic landscapes and green spaces was prepared by the Council in 2016 to identify their significance and inform development in and around them.

7.7 Heritage at Risk includes buildings, structures and sites whose preservation is threatened, often by vacancy or lack of regular repair and maintenance. The Council is preparing a Heritage at Risk register to identify and proactively guide removing these buildings and sites from the register.

## Strategic Context

7.8 The Mayor's Vision for Middlesbrough 2025 sets out a promise to secure the future of our historic built environment, from the restoration of the Town Hall, to preserving historic buildings in Middlehaven and working with partners to restore Exchange Square and Albert Road.

- 7.9 We have a statutory duty to sustain and enhance the significance of Middlesbrough's heritage assets. This can be best achieved by understanding the significance of heritage assets and by clear policies to manage change that can be applied strategically to guidance and other policies and to regeneration projects and in a development management context to guide planning and other applications.

## Historic Areas

- 7.10 The Historic Environment is the context within which new development happens. An early understanding of the character and value of the historic environment prevents conflict and maximises the contribution historic assets can make to future economic growth and community well-being.
- 7.11 A 'heritage asset' is defined by the NPPF as 'a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest'. Heritage assets include designated heritage assets and assets identified by the local planning authority (including local listing).
- 7.12 The Historic Areas of Middlesbrough include Scheduled Monuments, Archaeological Sites, Conservation Areas, and Registered Parks and Gardens. The Council will ensure important archaeological sites, whether scheduled or not, are protected from inappropriate development. Through the Historic Environment Record (HER) the Council aims to maintain details of all known sites of archaeological interest in the area, finds, landscapes, buildings and other aspects of the historic environment. Applicants are advised to check with the Council whether their site may be of archaeological interest.
- 7.13 Where development is likely to affect sites of known or possible archaeological interest, an archaeological evaluation will be required, the scope of which will be agreed with the Council. This will help to establish the significance of any archaeological remains prior to determination of a planning application, with mitigation measures and the steps to be taken to record, retain, incorporate, protect, enhance and, where appropriate, manage the archaeological interest, provided as part of the proposals.

### **Policy HIST1 – Historic Areas**

#### *Scheduled Monuments and Archaeological Sites*

Development that affects a Scheduled Monument and / or a site where archaeological remains exists or where there is evidence that archaeological remains may exist, will only be permitted where:

- a. Any harm or loss of significance is outweighed by the benefits that would be achieved through development; or
- b. any harm or loss may be avoided by preservation in-situ; or
- c. if in-situ preservation is not the best archaeological solution, appropriate satisfactory provision is in place for archaeological investigation, recording and reporting to take place prior to commencement of, or where agreed to be necessary during, development, in order to advance understanding of the significance of the asset or assets.

Development affecting the setting of Middlesbrough's three scheduled monuments must be well-informed. Development that has been identified as harmful to the significance of a Scheduled Monument and / or its setting will only be permitted in exceptional circumstances.

Development that may affect a known or potential archaeological site, including its setting, should be accompanied by the results of a desk-top assessment. As a minimum, the Heritage Environment Record, held by the Council, should be used to inform this.

#### *Conservation Areas*

Development within or affecting the setting of a Conservation Area will be permitted where it sustains or enhances the significance of the Conservation Area, providing it:

- d. respects architectural and historic character by design in accordance with the positioning, grouping, form, scale, grain and detailing of development, including the use of natural materials;
- e. respects hard and soft landscaping features including areas of open space, trees, hedges, walls, fences, watercourses and surfacing and the special character created by them;
- f. respects historic plot boundaries and layouts;
- g. makes use of high quality, natural materials; and
- h. results in high quality, locally distinctive development.

Development that will result in harm to the significance of Conservation Areas and / or their settings will not be permitted unless the public benefits outweigh harm.

There is a general presumption against demolition in Conservation Areas. Demolition in Conservation Areas will not be permitted unless:

- i. the building or structure makes a negative contribution to the significance of the Conservation Area; or
- j. the removal is necessary to deliver public benefit that outweighs the loss.

Planning applications for demolition within Conservation Areas must include proposals for redevelopment of the site, including a schedule of works. In all circumstances, the proposed redevelopment of sites must make a positive contribution to the significance of the Conservation Area.

New Conservation Areas may be designated where they meet the national criteria of having special architectural and historic interest.

#### *Registered Parks and Gardens*

Development within Albert Park will be permitted providing it:

- k. cannot be accommodated elsewhere, due to it being an integral feature of the park; or
- l. is directly related to the conservation management of the park.

All development within Albert Park must not harm those elements that contribute to its enjoyment, layout, design, significance and / or setting, including key views from or towards the park.

### *Heritage at Risk*

Development of Heritage Assets which are at Risk will be permitted providing it results in the optimum, viable and sustainable use of the building or site. Support will be given to schemes that sustain or enhance heritage assets' significance including their settings, particularly archaeological remains most at risk through neglect and decay.

## Historic Buildings

- 7.14 The Council will seek to ensure that the borough's listed buildings are preserved and enhanced so that they can continue to make an important contribution to the environment, economy, quality of life and lifelong learning for this and future generations.
- 7.15 The Council wishes to encourage the continued upkeep and active use of listed building with a general presumption in favour of their conservation based upon their significance. The Council will have special regard to the desirability of conserving any listed building or its setting, or any features of architectural or historical interest which it possesses, which contribute to its significance.
- 7.16 There are also a number of non-designated heritage assets within the borough, which although not designated, do positively contribute to the historic environment. Any proposals affecting non-designated heritage assets should be assessed by carefully weighing the loss or harm caused to the heritage asset against its significance.

## **Policy HIST2 - Historic Buildings**

### *Listed Buildings*

Works to Middlesbrough's Listed Buildings will only be permitted providing they sustain or enhance their significance, including their settings. Works that have been identified as harmful to the significance of a Grade II Listed Building or its setting will be permitted only when public benefits outweigh harm. Development that has been identified as harmful to the significance of a Grade I and / or Grade II\* Listed Building and / or its setting will only be permitted in exceptional circumstances.

Works to alter, extend or change the use of a Listed Building or structure within its curtilage will be permitted providing they:

- a. sustain or enhance its significance;
- b. protect existing historic hard and soft landscaping features including trees, hedges, walls, fences and surfaces;
- c. make use of high quality, natural materials;
- d. protect historic plot boundaries and layouts; and
- e. ensure the optimum viable use of the building, where appropriate.

Works that affect the setting of a Listed Building will be permitted providing it sustains or enhances its setting. This includes the use of high quality, locally distinctive designs and natural materials.



Works that involve the demolition of a Listed Building or structure within the curtilage of a listed building will not be permitted, except in exceptional circumstances as detailed in national policy.

*Local Listed Buildings and Sites*

Development of Local List buildings and sites will be permitted providing they sustain and enhance their significance, proportionate to their level of significance including, where appropriate, enabling sustainable uses for them.

Development of, or affecting the setting of, Local List buildings and sites will be permitted where it:

- f. sustains or enhances its significance;
- g. protects existing historic hard and soft landscaping features including trees, hedges, walls, fences and surfaces;
- h. protects historic plot boundaries and layouts; and
- i. ensures the optimum viable use of the building, where appropriate.



# 8: Development Management

## Strategic Objective

*To achieve high quality well designed development in the right place*

## Mayor's Vision

- *Promise 3: Regenerate Inner Middlesbrough through a range of targeted interventions*
- *Promise 6: Middlesbrough will continue to hold One Planet Town status*
- *Promise 9: Transform local transport links*

## Introduction

8.1 As new buildings are built, we need to ensure Middlesbrough maintains the right mix of housing, business, retail and open space to meet the needs of residents and businesses. The impacts of development on infrastructure and the environment need to be managed, and it is important to make sure new buildings respect the areas in which they are located. Development management seeks to achieve positive sustainable development whilst resisting inappropriate or harmful development.

## General Development Principles

- 8.2 The Council will ensure that all development protects and enhances the local character of Middlesbrough. All development, from small scale household extensions to major housing, economic, leisure and retail schemes, should be well designed. Good quality layouts, landscaping and detailed building design should seek to create attractive sustainable communities where people want to live and help to create a sense of place.
- 8.3 The Council will ensure that new development will not result in unacceptable impacts on those living and working nearby particularly by way of loss of privacy and the effects on amenity. Development should be avoided on sites where it would put human health and safety at an unacceptable risk. Where necessary the Council will seek the advice of appropriate regulatory organisations, such as the Environment Agency and the Health and Safety Executive.

### **Policy DM1 – General Development Principles**

When assessing the suitability development, it will be permitted where it:

- a. accords with the policies, allocations and designations in the Local Plan;
- b. will not have a significant adverse impact on the privacy and amenity of occupiers of existing or proposed nearby properties, or unduly affect neighbouring land and uses;
- c. avoids the unnecessary loss of important protected open spaces and other environmental designations and does not result in any significant adverse impacts upon them;
- d. incorporates ecology and biodiversity into the scheme (wherever appropriate);
- e. achieves high quality design;
- f. incorporates appropriate hard and soft landscaping within a scheme;
- g. respects heritage assets and their settings;
- h. does not put at risk the environment, or human health and safety;
- i. will not result in an increased risk of flooding;
- j. has adequate infrastructure, services and community facilities to serve the development;
- k. will not adversely impact on highway safety or lead to unacceptable provision of car parking;
- l. achieves accessibility by a choice of sustainable transport modes;
- m. minimises noise, air, water and land pollution; and
- n. helps minimise waste arising and maximises sustainable waste management.

To support sustainable development, proposals should demonstrate how they maximise economic benefits and their contribution to social inclusion, and minimise detrimental environmental effects. Sustainable construction methods will also be encouraged.

The Council will actively encourage the re-use of previously developed land, through the selection of sites for development in the Local Plan and the identification of other sites through the Brownfield Register.

## Design

- 8.4 Good design is about understanding what aspects of a built environment work well and can make the difference between a successful, high quality development and a poor unsuccessful one. Improving the quality of the built environment and public spaces will assist in creating quality places and support the Council's economic growth aspirations by making Middlesbrough more attractive to investors and visitors.

### **Policy DM2 – Achieving High Quality Design**

All development proposals should demonstrate that they are of high quality design in terms of layout, form and contribution to the character and appearance of the area within which they are located. In determining planning applications, consideration will be given to how well the proposal:

- a. integrates with its surroundings in terms of respecting in its design, scale and form existing buildings (particularly historic buildings) and land uses around the site and, where applicable, reinforces existing pedestrian and vehicular connections and creates new ones where considered important for local movement;
- b. works with the site in terms of responding to existing features (e.g. topography, views, existing buildings/landscape and site orientation) and local character of the area (or otherwise creates its own distinctive character);
- c. positions the building/s to enhance the street/s and public spaces and, where applicable, creates a street layout and design within the site that make it easy to find your way around and encourages low vehicle speeds;
- d. provides resident and visitor parking that is sufficient and well integrated to ensure that it does not dominate the street scene;
- e. provides well designed public and private spaces, with the incorporation of appropriate landscaping and tree planting, which are clearly defined, attractive, well managed and safe, following good practice such as the "Secured by Design" standard;
- f. provides adequate and appropriately located external storage space for bins and recycling as well as vehicles and cycles; and
- g. incorporates sustainable design features that improve building adaptability and energy efficiency.

Applications for major developments will be required to submit a Design and Access Statement to demonstrate how good design has been taken into account in drawing up the development proposal, including adaptation to climate change, reducing carbon emissions and water consumption, and setting out how waste will be managed. A Heritage Statement will also be required to support applications for Listed Building Consent and applications for planning permission that impact Scheduled Monuments, Listed Buildings, Conservation Areas and Local List buildings and sites. The Urban Design SPD should be consulted for detailed design guidance as appropriate.

## Developer Contributions

- 8.5 Development can place additional demands on infrastructure. In some instances it will be necessary to seek contributions from developments to provide new facilities or infrastructure or enhance existing infrastructure. The NPPF states that local planning

authorities should consider whether otherwise unacceptable development could be made acceptable through the use of planning conditions or planning obligations. Planning obligations are legal agreements made under section 106 of the Town and Country Planning Act 1990 (as amended), which can be used to secure infrastructure required as a direct result of development. Planning obligations should only be sought where they meet the legal tests set out in Regulation 122 of the Community Infrastructure Levy (CIL) Regulations 2010 (as amended) and the policy tests set out in the National Planning Policy Framework.

- 8.6 The matters for which contributions will be sought include: affordable housing; education, open space, sports and leisure, transport; community facilities, drainage and flood prevention.
- 8.7 The Council will work in partnership with infrastructure providers and other delivery agencies in updating the Infrastructure Delivery Plan to ensure an up-to-date evidence base regarding infrastructure requirements and costs is maintained.

### **Policy DM3 – Developer Contributions**

The Council will seek to secure developer contributions in order to fund necessary infrastructure and other community benefits required as a consequence of development.

Developer contributions will normally be secured through planning obligations. In the event that the Council adopts a Community Infrastructure Levy (CIL), certain developer contributions will be payable through that mechanism.

The level of developer contribution will be commensurate with the scale, nature and impact of the proposal. Guidance on planning obligations in relation to affordable housing are set out in the Affordable Housing Policy H5.

Examples of matters for which contributions relevant to the nature and scale of the development will be sought will include:

- a. affordable housing;
- b. community buildings, facilities and services;
- c. open space, sport and recreation;
- d. drainage and flood prevention measures;
- e. education facilities;
- f. highway and rail improvements;
- g. public transport provision or improvements including bus and rail passenger facilities;
- h. pedestrian and cycling facilities;
- i. improvements to landscape (and its management), water environments, biodiversity (including habitat creation and management) and heritage assets (including repair or restoration of historic buildings and structures);
- j. sustainable design and construction;
- k. local employment and training; and
- l. public realm.

The Council will look to prepare a development contributions SPD to provide more detailed guidance.

## Development Limits

- 8.8 It is necessary to define development limits to focus development within the urban area. The purpose of limits is to contain future development and to make a clear distinction between the urban area and countryside. This approach assists with achieving sustainable development. The limits have been established through retaining existing boundaries and making an allowance of new site allocations identified. Development outside of these limits will be restricted to those uses which require a location as set out in the development limits policy approach.
- 8.9 In some circumstances previously developed (brownfield) land may become available for development outside of the development limits. The redevelopment of such land may be acceptable provided the site is not of high environmental quality and the proposal complies with other policies in the Local Plan including Policy DM2 Achieving High Quality Design.
- 8.10 The re-use or conversion of buildings can also provide sustainable development opportunities outside of the main urban area. The Council will ensure the visual impact of development is minimised by limiting extensions and alterations and ensuring the design and materials are in keeping with the existing building.

### **Policy DM4 - Development Limits**

Development limits have been identified on the Policies Map around the urban area, and will include new site allocations identified for development within the Local Plan.

Within development limits, development will generally be acceptable where it accords with the site allocations and designations in the Local Plan.

Development beyond development limits defined on the Policies Map will be restricted to:

- a. an appropriate diversification or expansion of an existing agricultural activity;
- b. a recreation or tourism proposal requiring a specific location;
- c. facilities essential to social and community needs;
- d. housing essential for agriculture;
- e. isolated single dwellings that are of exceptional quality and incorporate innovative design features, reflecting the highest standards in architecture and sustainability;
- f. a suitably scaled and designed extension to an existing building;
- g. the conversion or reuse of a suitable existing building;
- h. development required to ensure the conservation and, where appropriate, enhancement of assets of historical significance;
- i. other development requiring a specific location due to technical or operational reasons; and
- j. redevelopment of previously developed land, provided that the site is not of high environmental value and the proposal complies with other policies in the Local Plan including Policy DM2 Achieving High Quality Design. This could include land that has previously been occupied by structures used for agriculture.

## Conversion and Sub-Division of Buildings for Residential Uses

### **Policy DM5 Conversion and Sub-Division of Buildings for Residential Use**

The sub-division of dwelling houses and commercial buildings into smaller residential units will be allowed in the following circumstances:

- a. the building is capable of providing the number of units or use proposed to an acceptable standard of accommodation providing adequate levels of privacy and amenity for existing and future residents, and meeting the Government's Technical Housing Standards<sup>2</sup> ;
- b. the building is located in an area with a mix of dwelling types, and the proposal would not lead to an unacceptable change in character;
- c. the proposed development would not exacerbate any shortage or oversupply of particular sizes and types of dwellings in the local housing stock;
- d. the amenity of nearby properties will not be unduly affected as a result of the development;
- e. the proposed development will provide adequate provisions of, and access to, parking (cycle and/or vehicle, as appropriate), refuse storage and collection, and amenity space where deemed necessary; and
- f. the proposal would not give rise to conditions prejudicial to highway safety.

Conversion of properties to provide student or communal living space will be considered against these criteria taking into account the nature of the proposal and its location relative to the demand which it would be serving.

- 8.11 The sub-division of existing houses and some commercial buildings can help contribute to the provision of additional, smaller residential dwellings to meet local needs. However, it also often results in the loss of much needed family housing. Where multiple properties in close proximity are changed through conversion, the character of an area has the potential to fundamentally change. Proposals for such development will, therefore, be considered within the context of the impact they would have on the character on the area and whether it would result in the oversupply or unacceptable loss of particular dwelling types.
- 8.12 Whilst much of our existing dwelling stock is appropriate for conversion, there are many types of building that do not lend themselves to sub-division due to their original size and design. As such, development needs to be carefully managed to ensure it results in good quality living accommodation for future occupiers, and does not lead to unacceptable impacts for other residents living nearby. Planning applications will need to demonstrate that the buildings are capable of being sub-divided in such a way that results in an acceptable standard of accommodation. The Council will consider the size of the proposed units against nationally-described space standards<sup>5</sup> (extract shown in Figure 4 below) and the impact that the proposal would have on the amenity of nearby properties. Layouts should be designed to retain / achieve a reasonable standard of amenity for existing and future occupiers (e.g. avoiding ground floor bedrooms located directly onto pavements), achieve vertical 'stacking' wherever possible (i.e. similar room types above/below each

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<sup>5</sup> Technical housing standards – described spaced standard (CLG, 2015)



other) as well as horizontal alignment of similar rooms to reflect the nature of such rooms and any associated noise/impact transference.

- 8.13 Space for waste and recycling receptacles must be incorporated into the scheme so that they are located close enough to serve the new dwellings and, at the same time, suitably distanced away from windows and away from public views from the street. Provision should also be made for secure cycle storage.
- 8.14 Sub-dividing houses into numerous dwellings can lead to an increased demand for vehicle parking. Provision should be made for off-street parking wherever possible, in line with the standards set out in the Tees Valley Design Guide and Specification. In circumstances where this is not possible, proposals will only be acceptable if there is sufficient opportunity for on-street parking and/or the location of the scheme means a reduced level of parking provision would be appropriate. In all circumstances, development must not result in a situation that would compromise the safety of highway users.
- 8.15 Matters such as noise transference and fire safety are controlled separately by Building Control legislation, although these matters may need to be considered at the planning application/design stage to ensure acceptable standards of accommodation for existing and future occupiers.
- 8.16 Conversion of properties where there is shared communal space can often raise issues of where bins, cycles and communal outdoor space is located relative to windows within the property which can in turn lead to direct, long term privacy and amenity issues for residents, particularly those at ground floor. Any ground floor windows onto communal space should be carefully considered to ensure the scheme does not prevent future residents achieving a reasonable level of privacy and amenity.
- 8.17 It is recognised that individual units for student and communal accommodation may fall below the nationally prescribed space standards. However, proposals for such accommodation will also be expected to provide a high standard in terms of the space, usability, privacy and amenity which is suitable for long term accommodation and may also provide an element of communal space.

Figure 4: Minimum gross internal floor areas and storage (m<sup>2</sup>)

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

**\* Notes (added 19 May 2016):**

1. Built-in storage areas are included within the overall GIAs and include an allowance of 0.5m<sup>2</sup> for fixed services or equipment such as a hot water cylinder, boiler or heat exchanger.
2. GIAs for one storey dwellings include enough space for one bedroom and one additional WC (or shower room) in dwellings with 5 or more bedspaces. GIAs for two and three storey dwellings include enough space for one bathroom and one additional WC (or shower room). Additional sanitary facilities may be included without increasing the GIA provided that all aspects of the space standards have been met.
3. Where a 1bed 1person has a shower room instead of a bathroom, the floor area may be reduced from 39m<sup>2</sup> to 37m<sup>2</sup>, as shown bracketed.
4. Furnished layouts are not required to demonstrate compliance.

**Source:** Technical housing standards – nationally described space standard – DCLG, March 2015.

# Appendices

# Appendix 1: Monitoring Framework

## Introduction:

As part of the process of preparing the Local Plan, it is necessary to identify an effective monitoring framework against which implementation of the strategy and vision can be monitored. This in turn will help to identify any policy modification that needs to be made if a particular policy or suite of policies within the plan are not delivering their intended outcome.

## 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 policy 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 have been 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 Local Plan in one place. It will be published by December each year and will include an assessment of:

- a) Whether the 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, and the reasons why;
- b) What impact the policies are having in respect of national and local policy targets and any other targets identified in the Local Plan;
- c) Whether the policies in the Local Plan need adjusting or replacing because they are not working as intended;
- d) Whether the policies need changing to reflect changes in national policy; and
- e) Whether policies or proposals need changing, and the actions needed to achieve this.

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

Chapter 3 - Creating a City Centre for the Tees Valley					
Strategic Objective	Policy	Indicator	Target	Existing Baseline	Source
To attract city-scale development to Middlesbrough, and strengthen its role as the principal centre of the Tees Valley	CITY1	Grade A Office floorspace created	Increase	-	Completion Certificates
	CITY4	Amount of brownfield site at Middlehaven	Reduce	-	Completion Certificates
	CITY4	Number of dwellings completed (at Middlehaven)	30	-	Completion Certificates
	CITY4	Investment in regionally significant leisure schemes	Increase	-	Completion certificates

	CITY4	Leisure floorspace completed	Increase	-	Completion Certificates
	CITY4	Business floorspace completed	Increase	-	Completion Certificates
	CITY3	Bedspace created as part of a student village	Increase	-	Completion Certificates
	CITY3	Bedspace created on campus	Increase	-	Completion Certificates
	CITY4	Education floorspace completed	Increase	-	Completion Certificates
	CITY4	Hotel floorspace completed	Increase	-	Completion Certificates
<b>Chapter 4 - Promoting Economic Growth</b>					
<b>Strategic Objective</b>	<b>Policy</b>	<b>Indicator</b>	<b>Target</b>	<b>Existing Baseline</b>	<b>Source</b>
To support a growing economy through the provision of commercially attractive development sites	EG1;	Economic activity	Increase rate	-	ONS
	EG1	Employee jobs	Increase	-	ONS Business Register and Employment Survey
	EG1	Unemployment rate	Decrease	-	ONS
	EG1	Earnings by place of residence	Increase	-	ONS Annual Survey of hours and earnings
		Earnings by place of work	Increase	-	ONS Annual Survey of hours and earnings
	EG1	Employee jobs by industry	Increase or maintain jobs within manufacturing sector	-	ONS Business Register and Employment Survey
	EG1	Employment Type	Increase proportion of manufacturing sector; creative media and digital sector; and health and education sector.	-	ONS
	EG1; EG5	Amount of completed Grade A Office Space within and around Town Centre (m2)	Increase	-	Completion certificates
	EG6	Annual Footfall	Increase	-	Council data
	EG6	Floorspace permitted for retail use	Maintain or increase	-	Completion certificates

	EG6	Total number of vacant units (by type)	Reduce vacancy	-	Annual Survey
	EG6	Total number of units and number of vacant units in the district centres	Maintain or enhance vitality and viability	-	Annual Survey
	EG1	Qualifications of working age population	Increase the % of residents attaining qualifications	-	Annual Population Survey
	EG2	Amount of floorspace developed for employment use within; Riverside Park; East Middlesbrough Industrial Estate; Lawson Industrial Estate; Cannon Park; Cargo Fleet; Hemlington Grange	Maintain and increase	-	Completion certificates
	EG3	Amount of completed advanced manufacturing B1 and B2 uses at TeesAMP	Increase	-	Completion certificates
	EG5	Amount of B1 development at; Centre Square East; Former Odeon Site; Former Cleveland S.I Site; Former Police Station Site; Melrose House, Civic Centre	Increase	-	Completion certificates
	EG6	Amount of completed retail, office and leisure development in town centres	Maintain and enhance the vitality and viability of the town centre	-	Completion certificates
	EG6	Floorspace permitted/refused for town centre uses in town centre; edge of centre; out of centre locations	Maximise development within the town centre	-	Completion certificates
	EG6	Total number of units and number of vacant units in the town centre. Total amount of floorspace and vacant	Reduce the number of vacant units	-	Annual survey

		floorspace within the town centre.			
		Total number of units and number of vacant units in the district centres. Total amount of floorspace and vacant floorspace within the district centres	Maintain and enhance the vitality and viability of the town centre	-	Annual survey
	EG6	Non-A1 uses in the primary shopping frontage	Should not exceed 15%	-	Annual survey
	EG7	Proportion of A5 uses in the centre	Should not exceed 10%	-	Annual survey
	EG8	Gross floorspace of A1, A3 and A5 food uses	Should not exceed 200m2	-	Completion certificates

#### Chapter 5 - Making Great Places to Live

Strategic Objective	Policy	Indicator	Target	Existing Baseline	Source
To deliver a range of high quality homes that meet local needs and aspirations	H2	Net additional dwellings provided	425	-	Completion certificates
	H2	Outstanding planning permissions on allocations	Delivery of housing allocation	-	Planning decision notices
	H3	Completions on allocated sites	Delivery of housing allocation	-	Planning Completions
	H4; H5	Number and type of affordable dwellings provided	To deliver affordable housing and meet identified needs.	-	Planning completions
	H6	Net additional pitches (Gypsy, Traveller and	2	21 pitches	Council data

		Travelling Showpeople)			
	H7	Student bedspaces created on campus – on and off campus	Increase	-	Planning completions
<b>Chapter 6 - Creating Quality Places</b>					
Strategic Objective	Policy	Indicator	Target	Existing Baseline	Source
To provide a network of infrastructure that makes Middlesbrough a great place to live.	INFRA1	Annual passenger journeys on local bus services	Increase	2014/15 : 8.4m 2015/16 : 8.3m 2016/17 : 7.9m	Department for Transport statistics
	INFRA1	Progress with road infrastructure schemes	-	-	Council data
	INFRA1	Annual rail journeys	-	-	ORR Statistics
	INFRA1	Estimates of Station usage	-	-	ORR Statistics
	INFRA2	Electric vehicle charging points provided as part of developments	Increase	-	Completion Certificates
	INFRA2	Cycle parking facilities provided	Increase	-	Completion Certificates
	INFRA2	Financial contributions towards mitigating impact upon transport network	-	-	Council data
	INFRA3	Developer contributions made towards education provision	-	-	Council data
	INFRA3	Primary school facilities provided	Provide as necessary	-	Completion certificates
	INFRA4	Additional health facilities provided	Support provision	-	Completion certificates
	INFRA4	% of major developments and proposals accompanied by a HIA	All developments and proposals.	-	Planning applications
	INFRA4	Leisure facilities created as part of new developments	-	-	Completion certificates



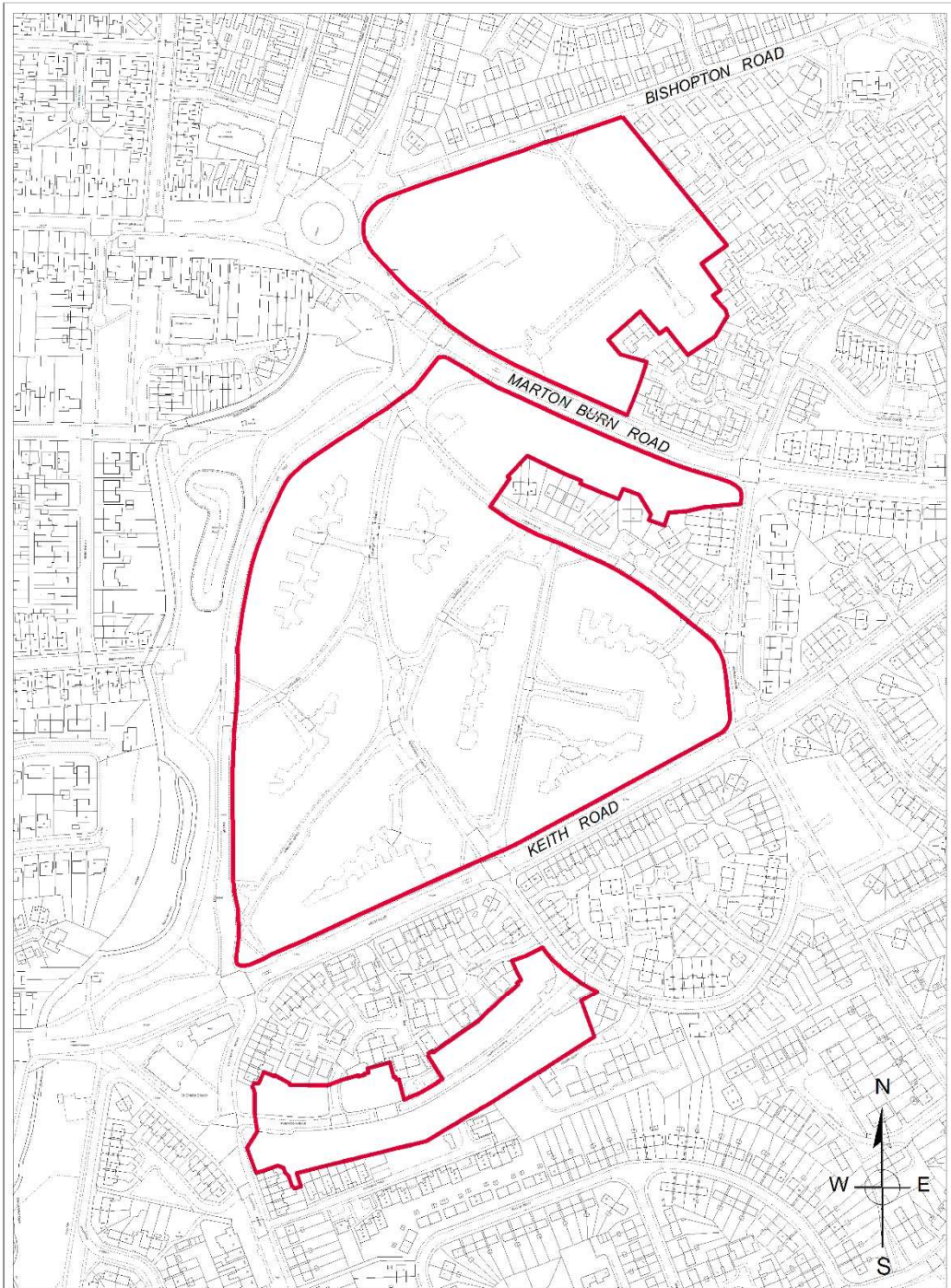
	INFRA4	Public open spaces created (m2) as part of new development	-	-	Completion certificates
	INFRA4	Recreational facilities created as part of new development	-	-	Completion certificates
	INFRA5	% of developments with high speed broadband	-	-	OFCOM; Data.gov.uk
	INFRA5	Percentage of new developments with high speed broadband	100%	-	OFCOM; Data.gov.uk
	INFRA5	Percentage of development proposals submitted with an accompanying 'Connectivity Statement'.	100%	-	Planning applications
	INFRA6	Quality score of open spaces	Increase	See OSNA	Open Space Needs Assessment
	INFRA6	Value score of open spaces	Increase	See OSNA	Open Space Needs Assessment
	INFRA6	Green infrastructure provided incorporated into new major developments	All	-	Planning proposals/completion certificates
	INFRA6	Green infrastructure created (m2)	Maximise	-	Planning completions
	INFRA7	Development on green wedge (Green wedge lost m2)	0%	-	Planning applications.
	INFRA8	Open Space lost to development	Minimise	-	Planning applications/Planning completions
	INFRA8	Amount of country park created as part of Stainsby development (ha)	-	-	Planning completions
	INFRA8	Amount of new park and wildlife area created as part of Nunthorpe Grange development (ha)	-	-	Planning completions
	INFRA8	Amount of open space provided as part of the centre	-	-	Planning completions

		square office development (m2)			
	INFRA8	Playing pitch enhancements	Meet demand	-	Council Data
	INFRA8	New playing pitches provided	Meet demand	-	Planning completions
	INFRA8	Extension to woodland	Increase	-	Council data
	INFRA9	Percentage of SSSI's in favourable condition	100% in favourable condition		Council data
	INFRA10	Number of proposals approved in areas at risk of flooding contrary to Environment Agency	0	-	Planning applications/completion certificates
	INFRA10	Percentage of major developments which submit a drainage plan	100%	-	Planning applications
	INFRA10	Percentage of major developments which submit a drainage plan – that incorporates SuDS.	-	-	Planning applications
	INFRA11	New burial space created	Created at Acklam and St Mary's Church Nunthorpe.	-	Council data
<b>Section 7 - Managing the Historic Environment</b>					
<b>Strategic Objective</b>	<b>Policy</b>	<b>Indicator</b>	<b>Target</b>	<b>Existing Baseline</b>	<b>Source</b>
To protect and enhance our culturally important assets	HIST1	Number of heritage assets classified as 'at risk' on Heritage at Risk Register	0	-	Historic England
	HIST1	Number of designated heritage assets lost	0	-	Historic England
	HIST1	New Conservation areas designated	Where necessary	-	Council data
<b>Section 8 - Development Management</b>					
<b>Strategic Objective</b>	<b>Policy</b>	<b>Indicator</b>	<b>Target</b>	<b>Existing Baseline</b>	<b>Source</b>
To achieve high quality well designed development	DM1	Loss of protected open space	Avoid	-	Planning applications and completion certificates

in the right place	DM1	Development on previously developed land	Maximise	-	Completion certificates
	DM1	Development on land listed on the brownfield register	Maximise	See brownfield register	Completion certificates
	DM2	Percentage of major development applications accompanied by a Design and Access Statement	100%	-	Planning applications
	DM2	Public open space provided as part of development	-	-	Completion certificates
	DM2	Private open space created as part of development	-	-	Completion certificates
	DM3	Total development contributions received	-	-	Council data
	DM4	Development outside of development limits	Minimise	-	Completion certificates
	DM5	Number of applications/application accepted for conversion and subdivision of buildings into residential use	-	-	Planning applications

## Appendix 2: Housing allocation location plans





H3.1 - Grove Hill

Head of Service Paul Clarke

Service Area: Planning

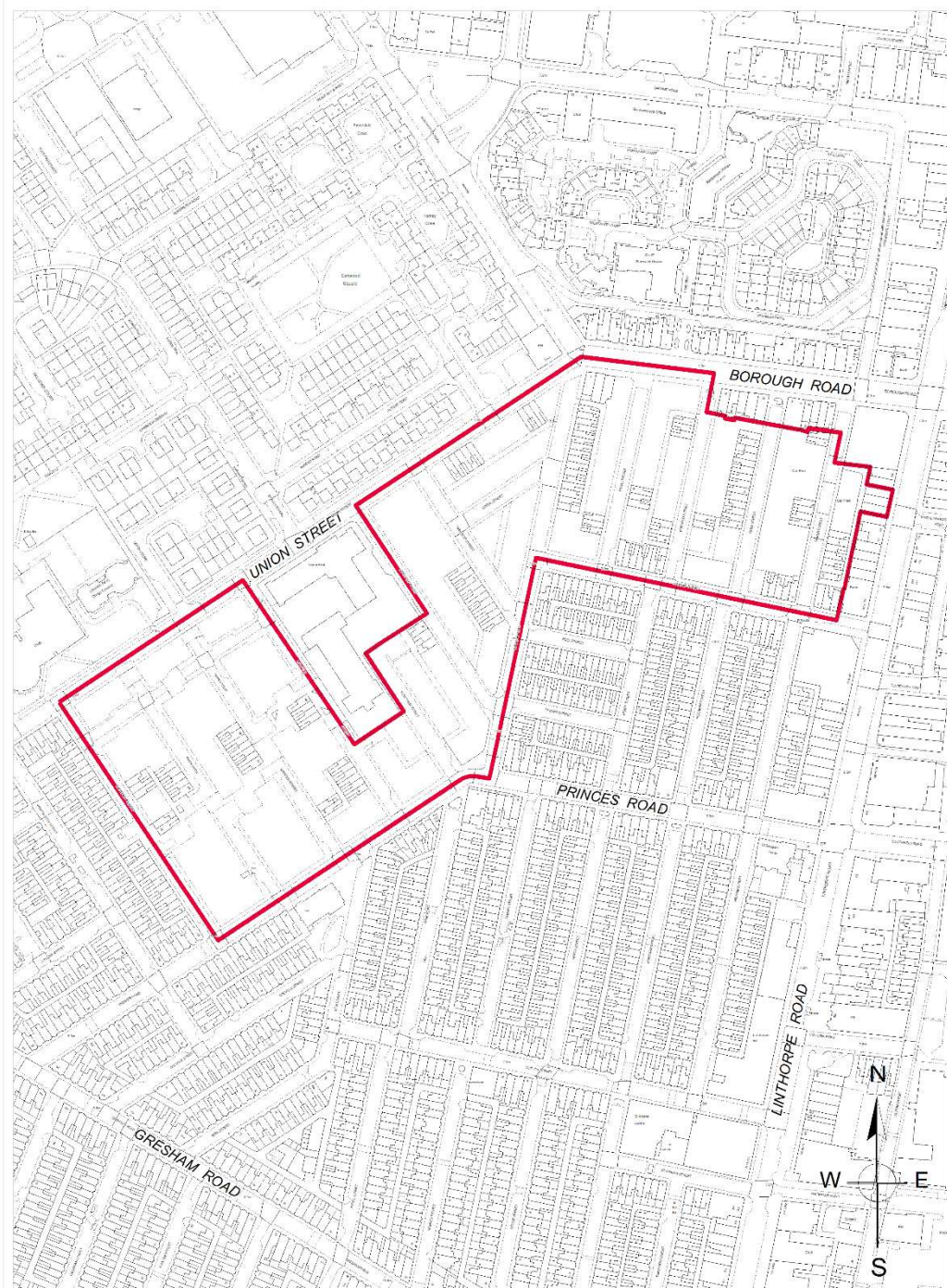
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### H3.2 - Gresham

Head of Service: Paul Clarke

Service Area: Planning

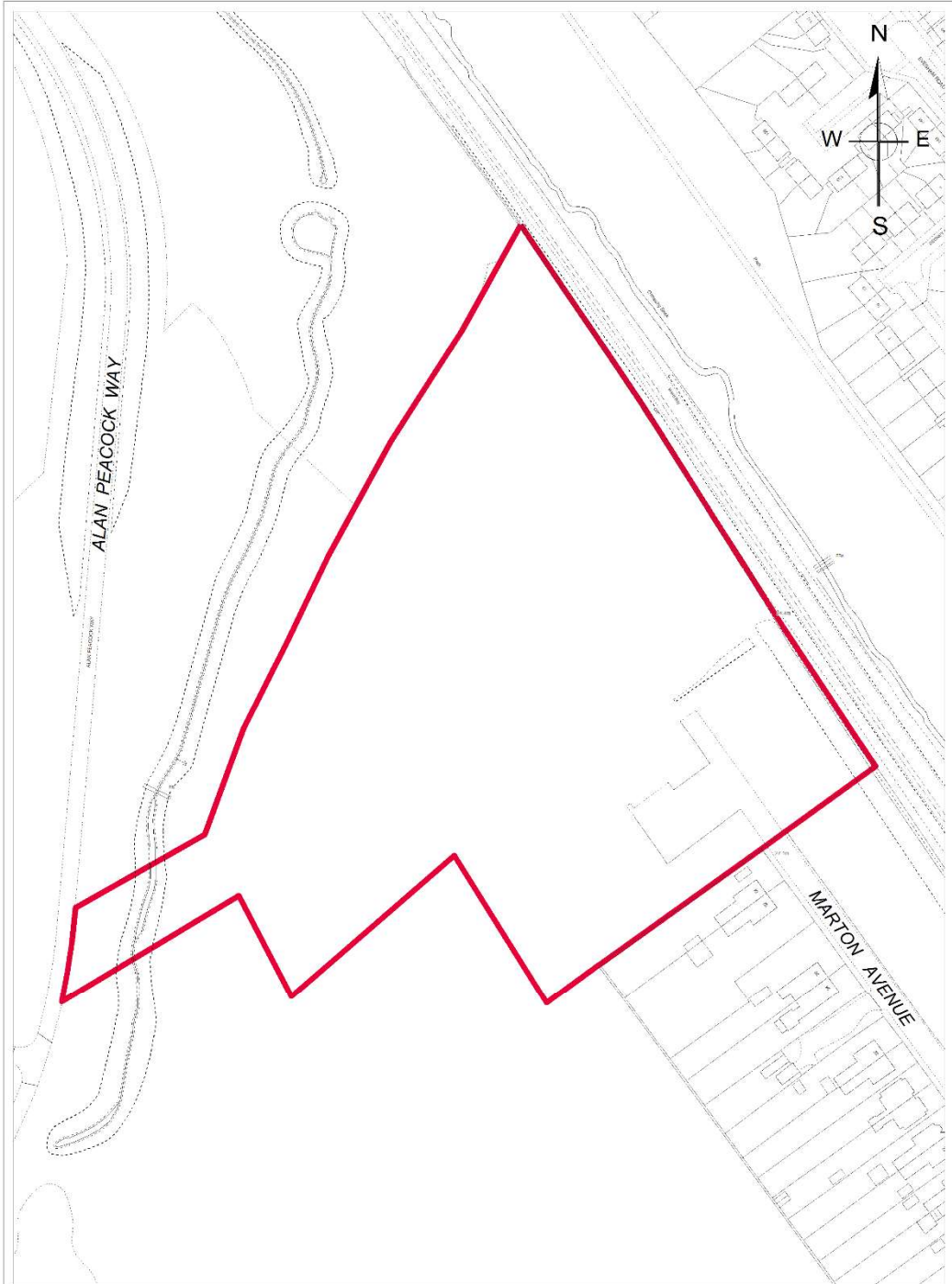
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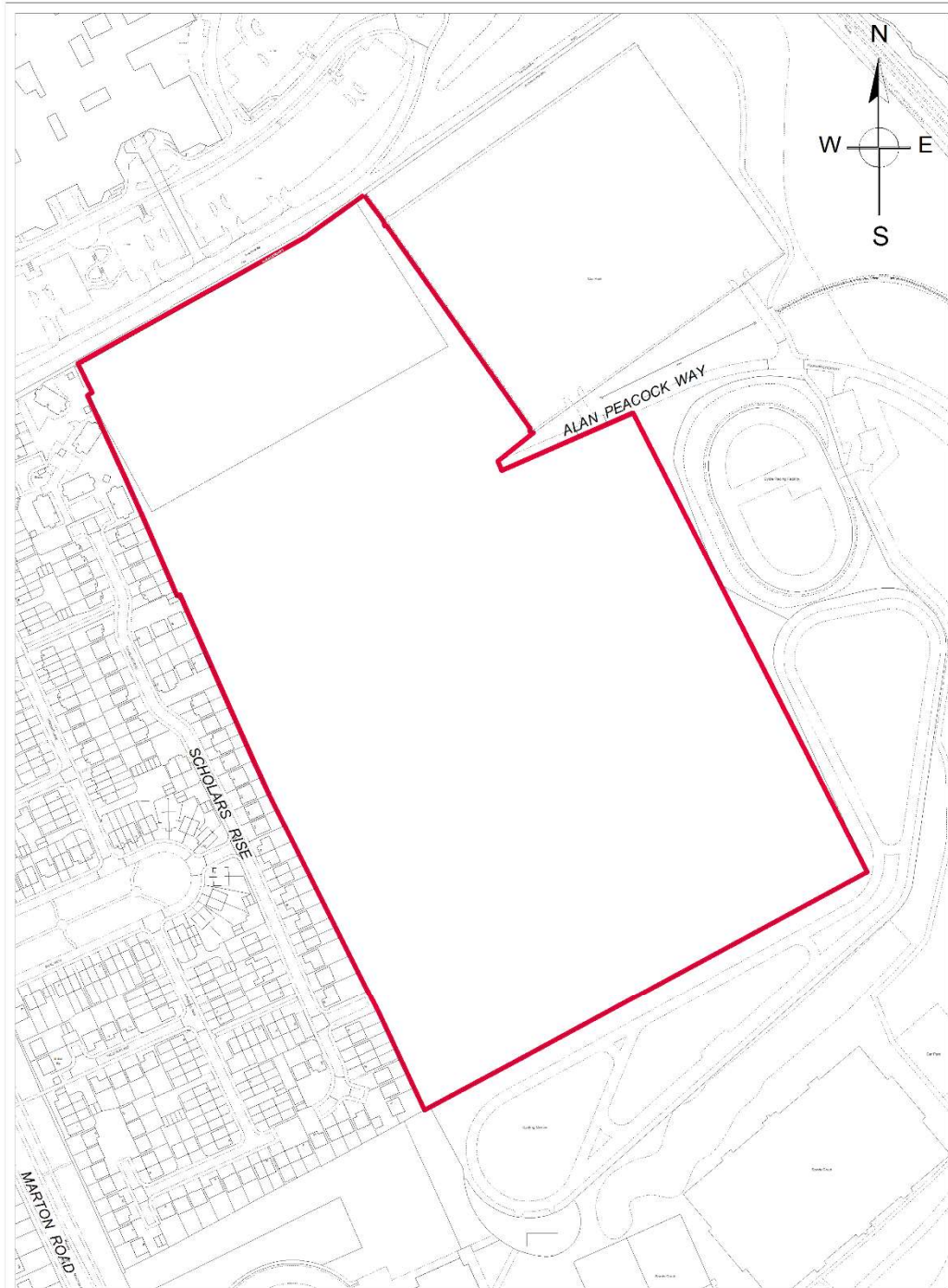


**H3.3 - L/N of Marton Avenue**

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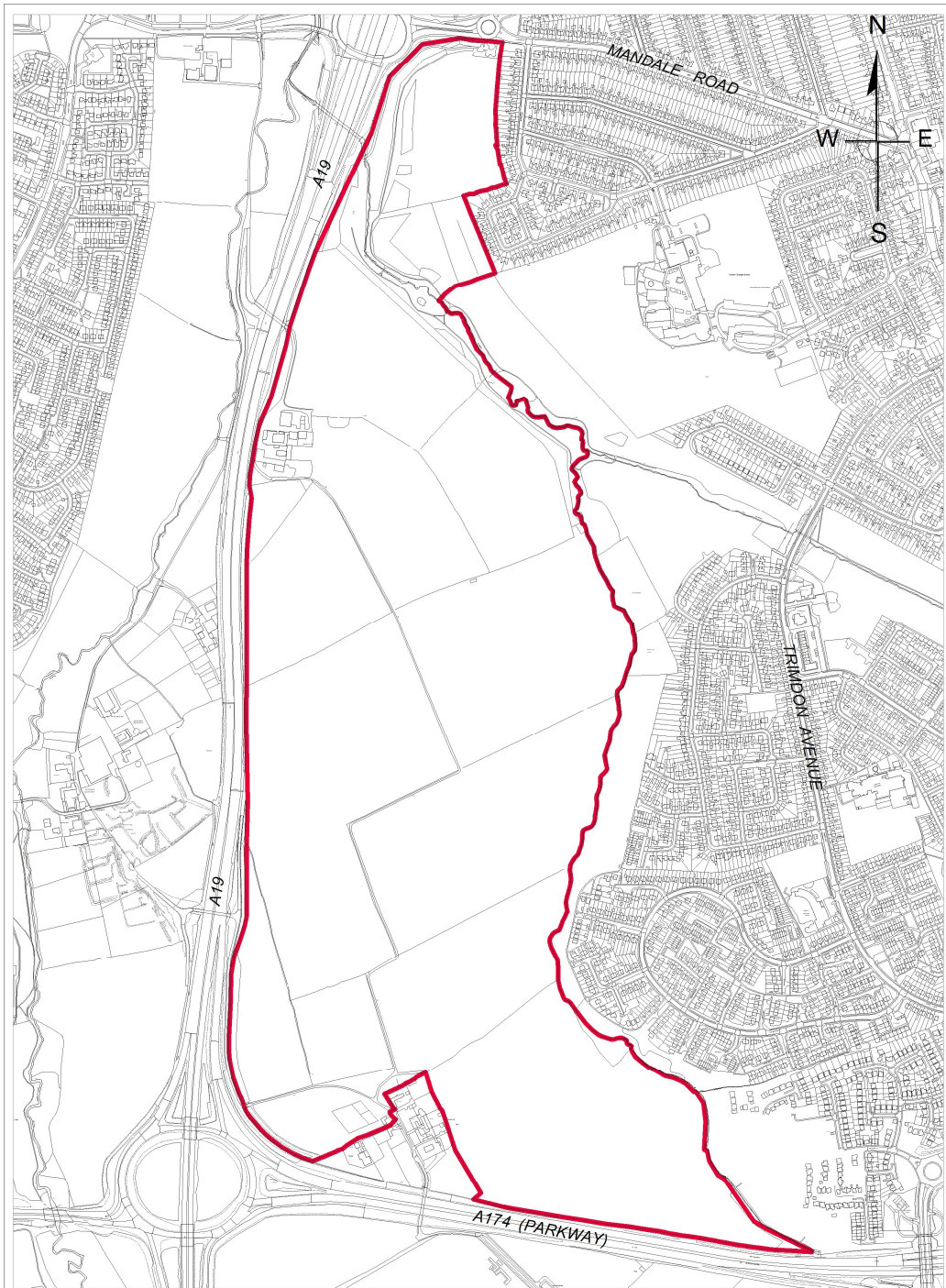


### H3.4 - Brackenhoe East

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### H3.5 - Stainsby

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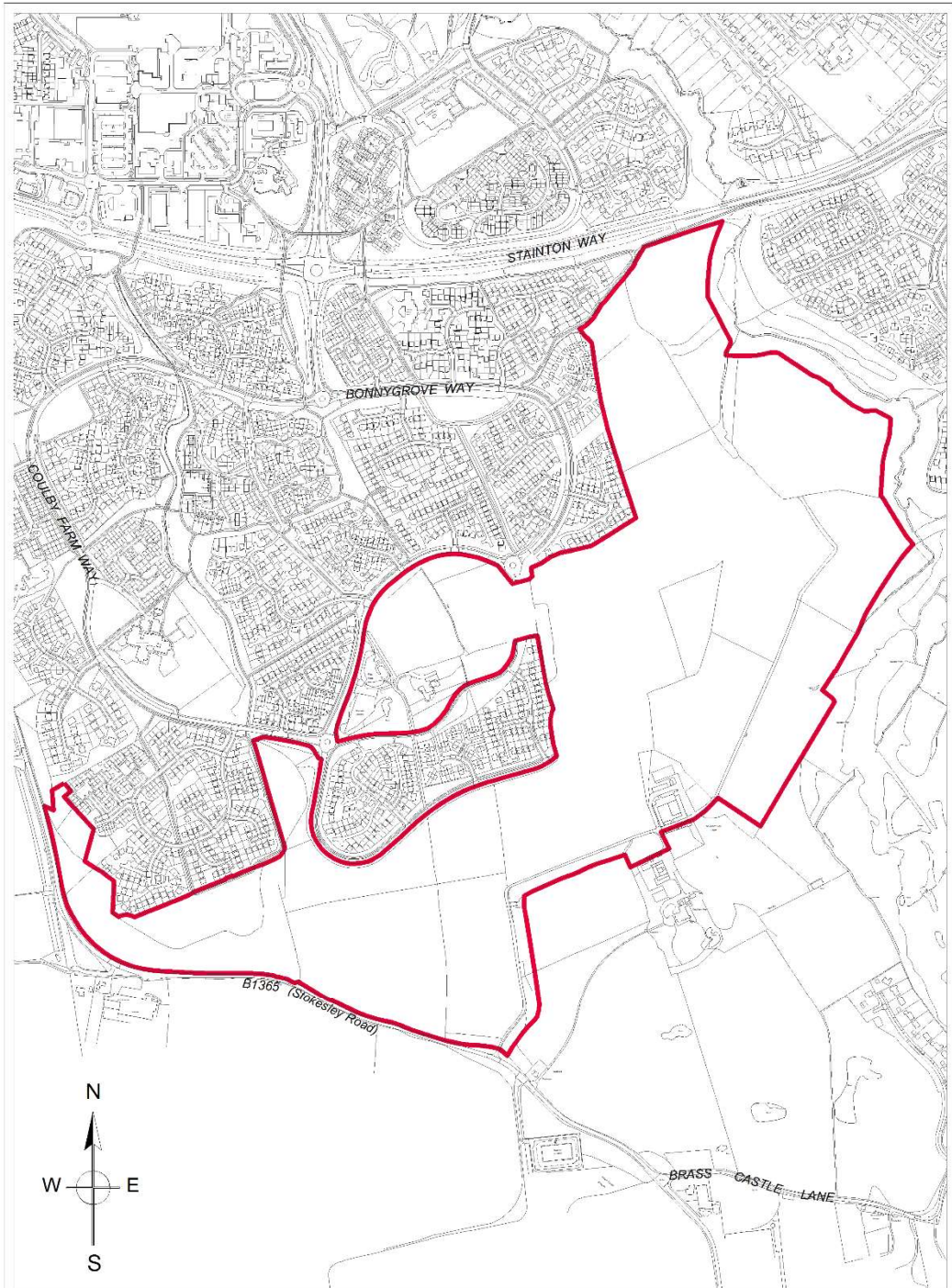
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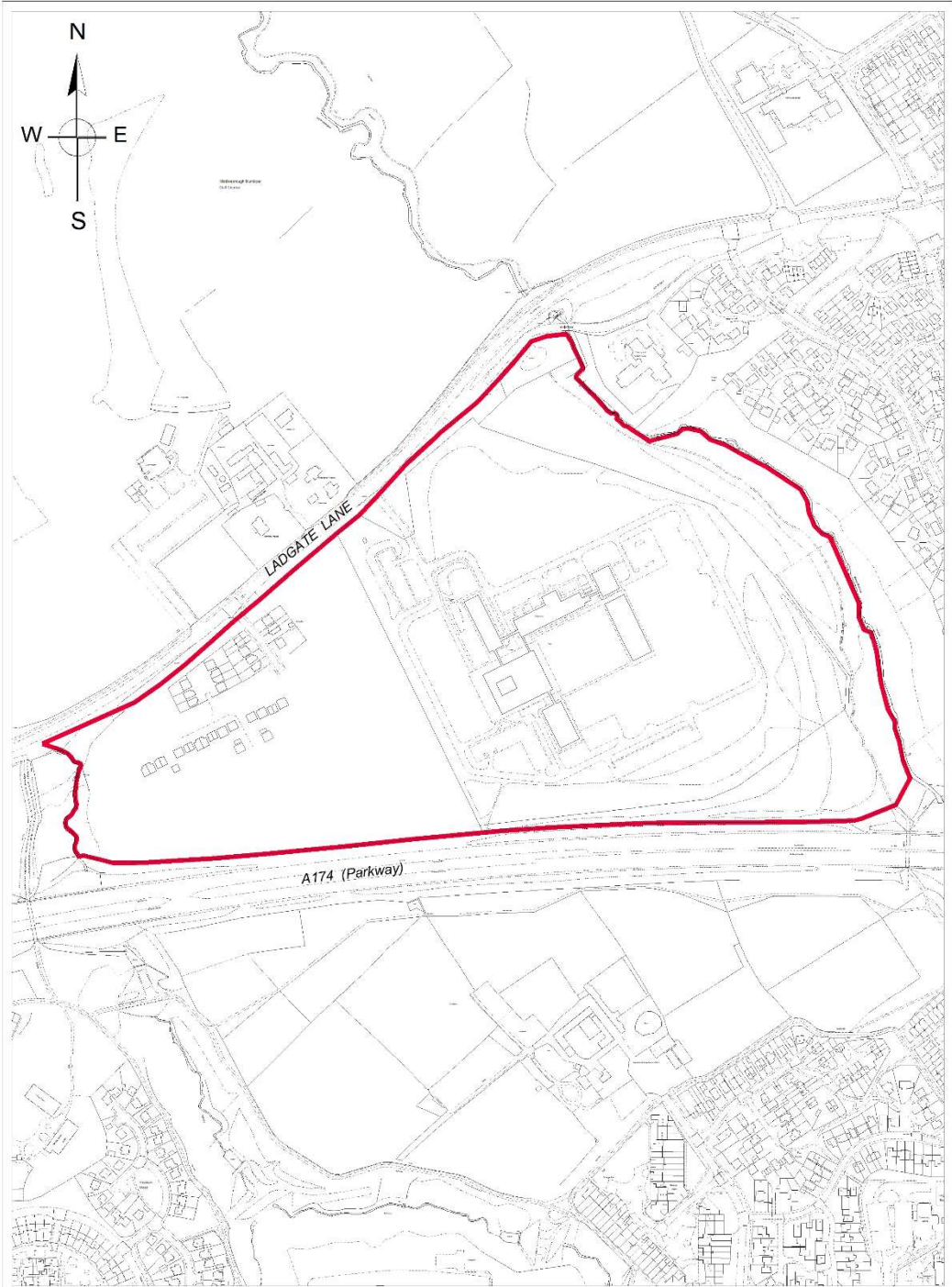



**H3.6 - Newham Hall Farm**

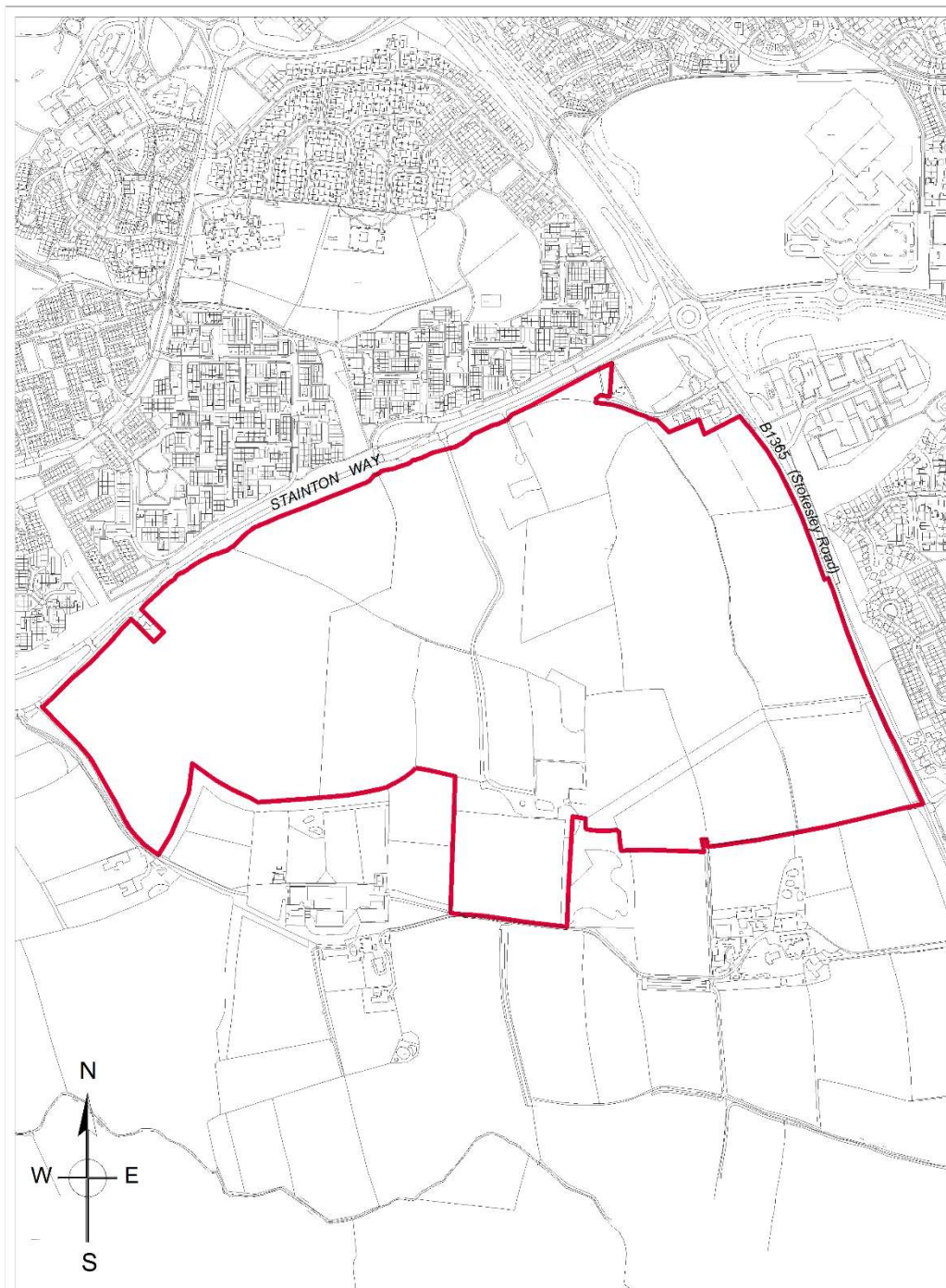
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 Date: 13th September 2018

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	<b>H3.7 - Ladgate Woods</b>	
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### H3.8 - Hemlington Grange

Head of Service Paul Clarke

Ref: GIS/LPR/H/3.8/L

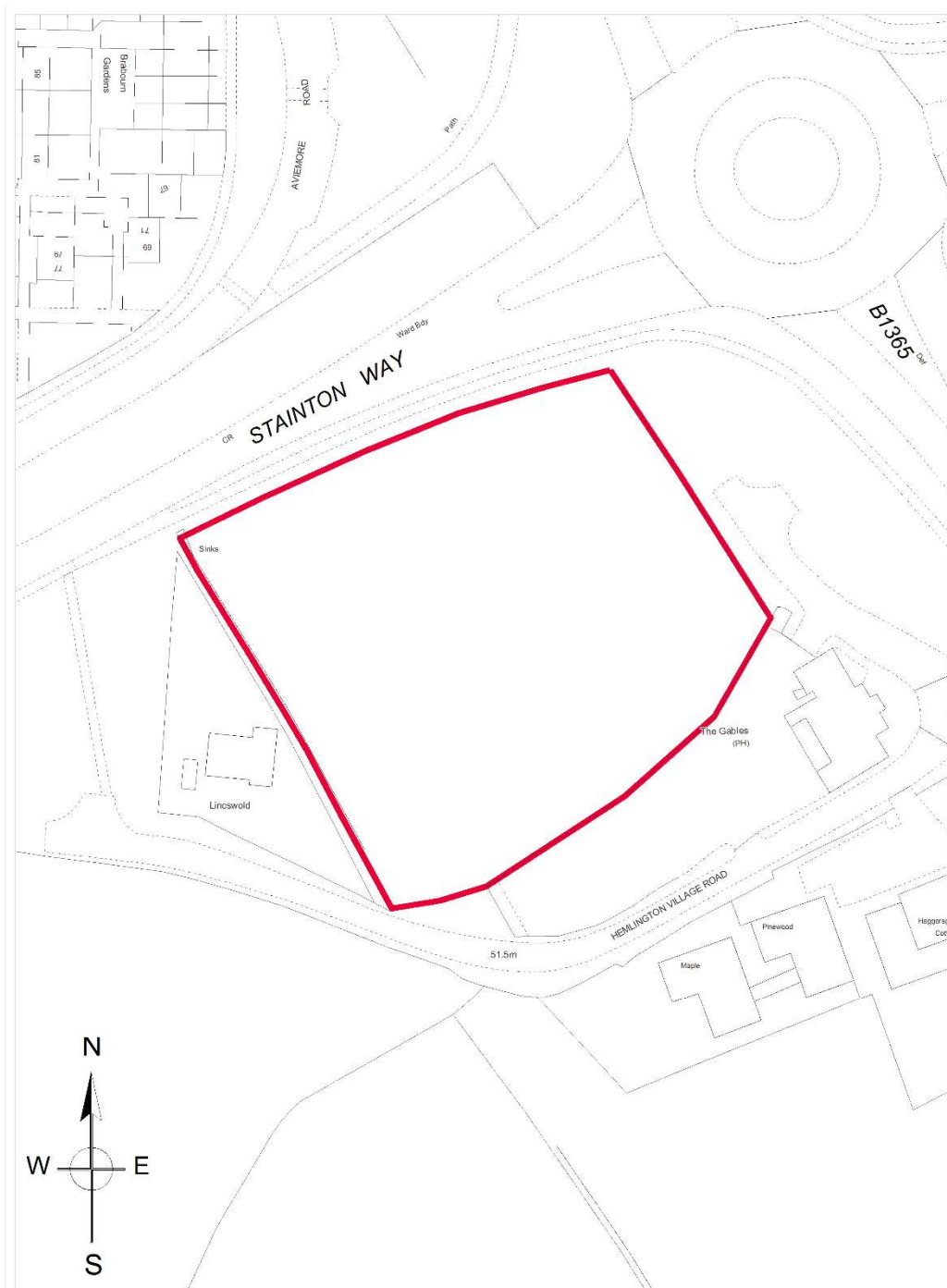
Service Area: Planning

Scale: N.T.S.

Created by: John Manders

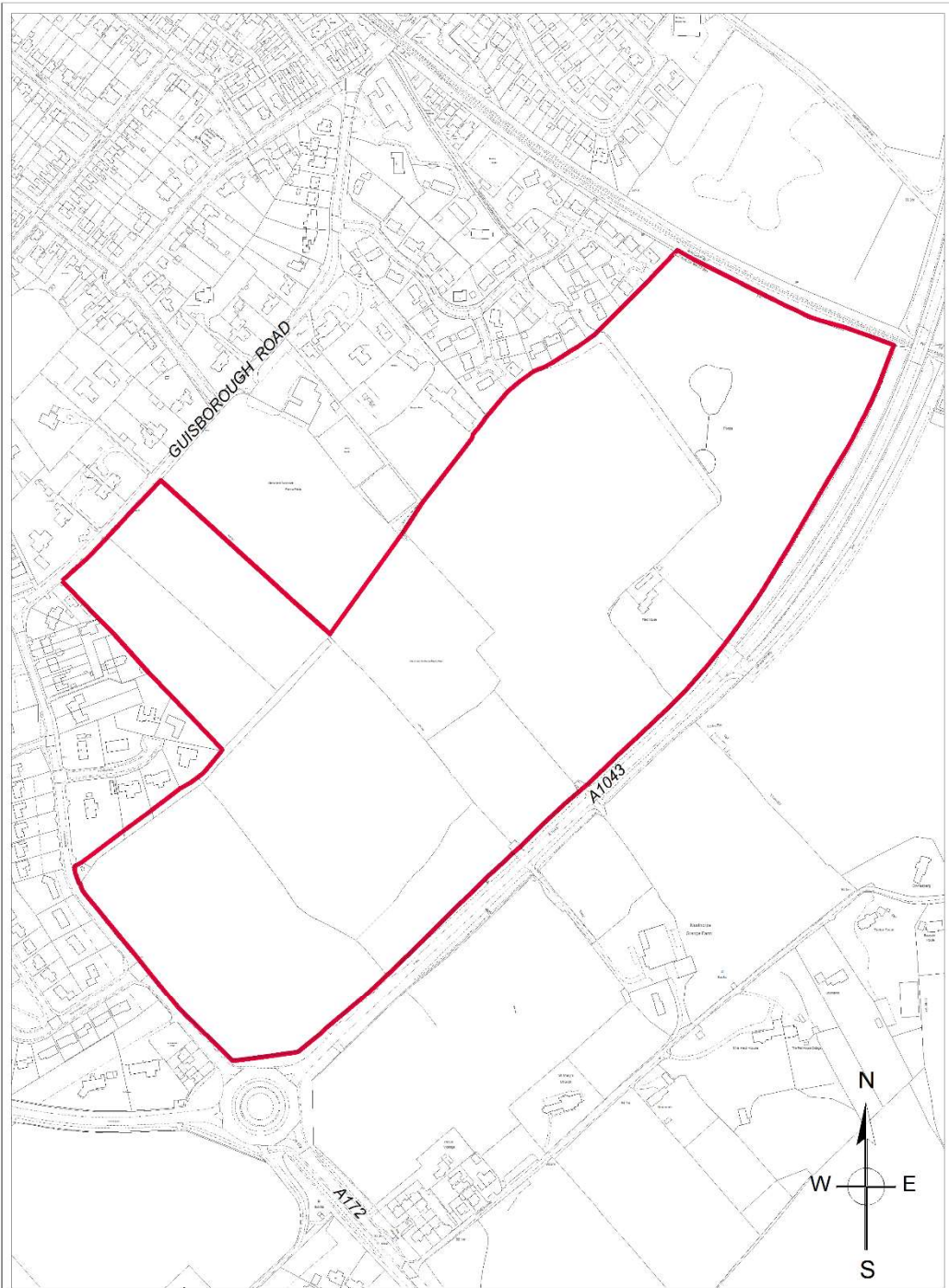
Date: 17th September 2018

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<b>H3.9 - Hemlington North</b>	
Head of Service: Paul Clarke	Ref: GIS/LPR/H/3.9/L
Service Area: Planning	Scale: 1:1000@A4
Created by: John Manders	Date: 18th September 2018

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**H3.10 - Nunthorpe Grange**

Head of Service: Paul Clarke

Ref: GIS/LPR/H/L

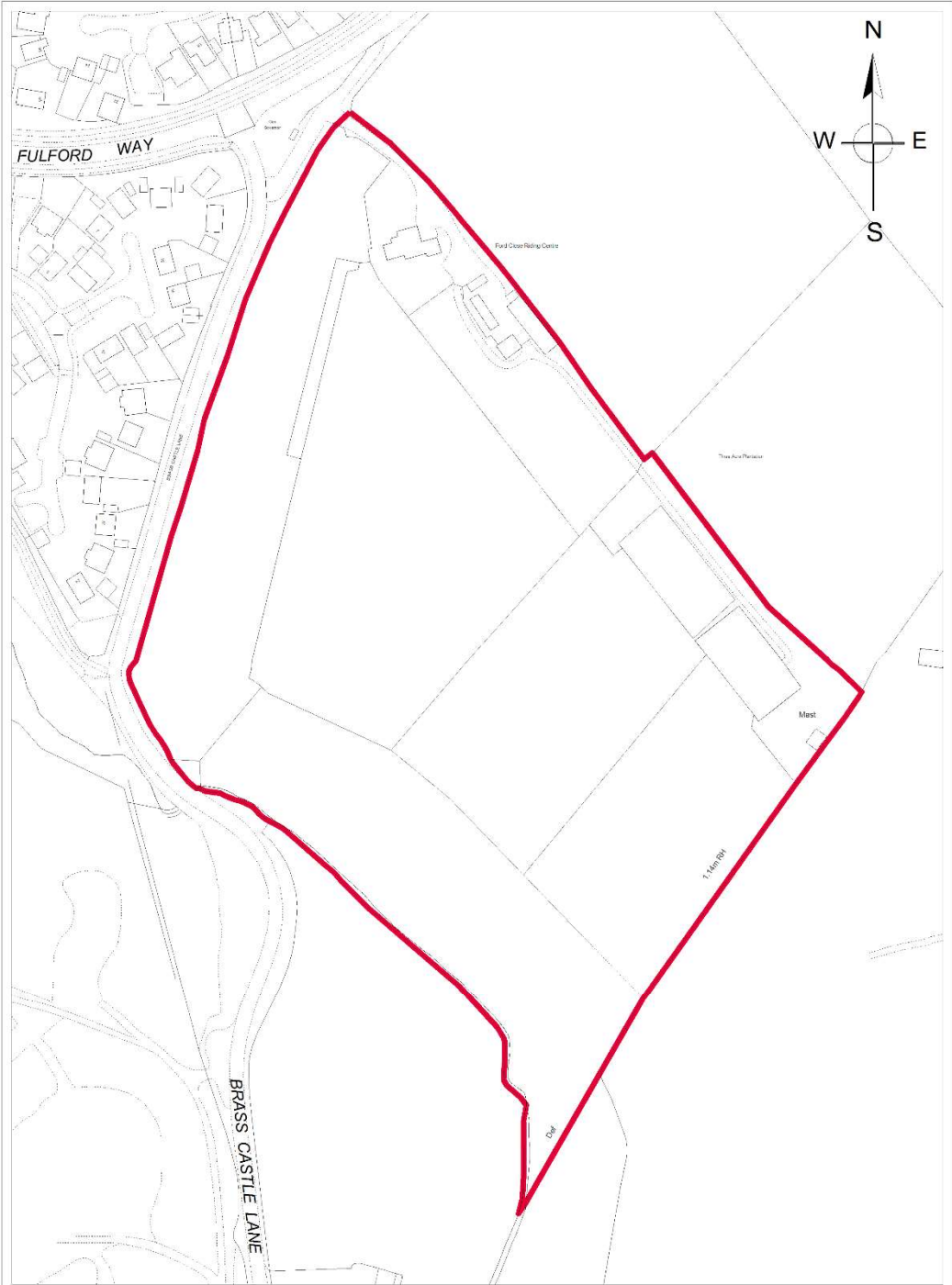
Service Area: Planning

Scale: 1:5000@A4

Created by: John Manders

Date: 18th September 2018

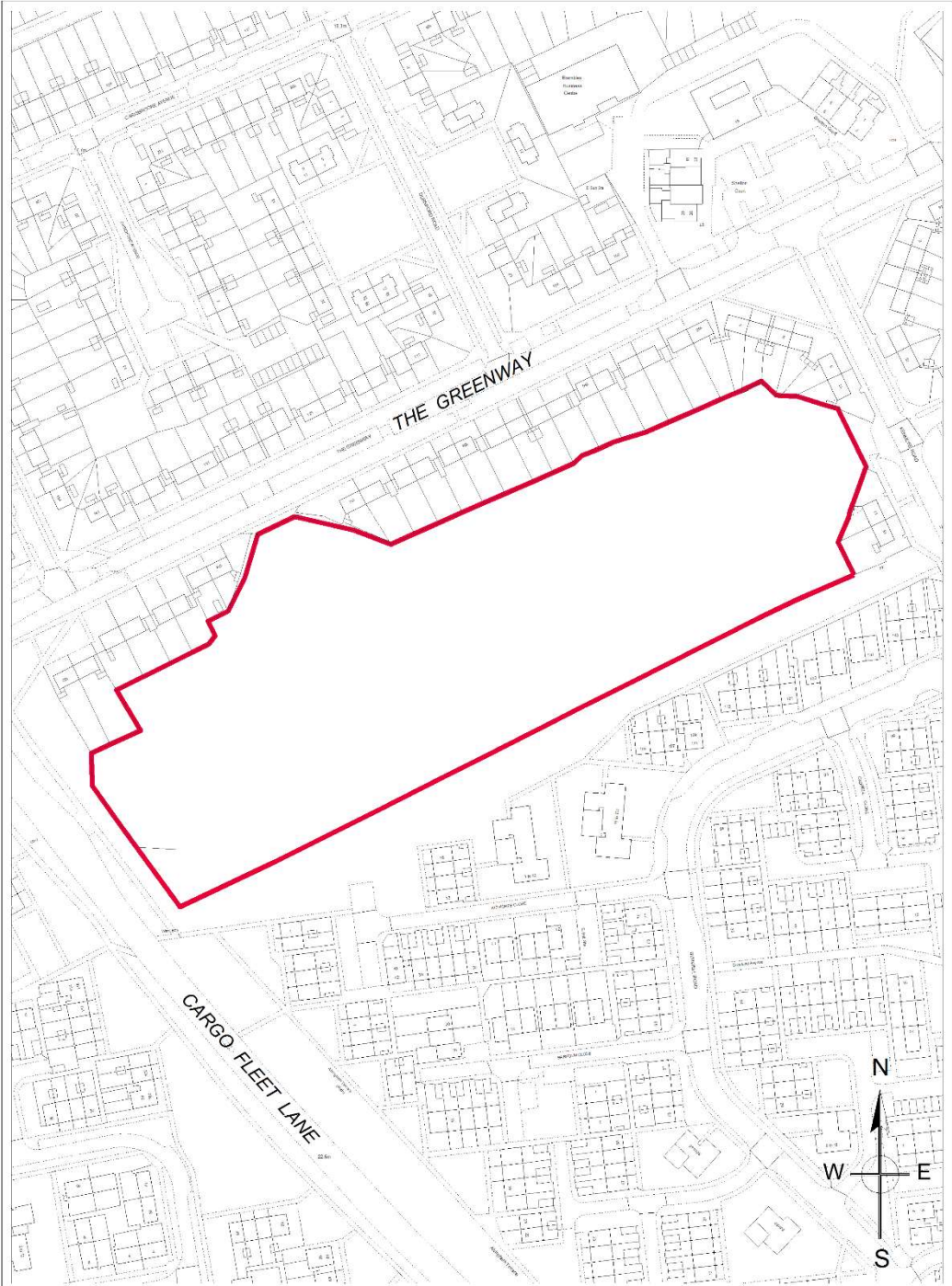
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**H3.11 - Ford Close riding School**

Head of Service: Paul Clarke	Ref: GIS/LPR/H/3.11/L
Service Area: Planning	Scale: 1:2000@A4
Created by: John Manders	Date: 18th September 2018

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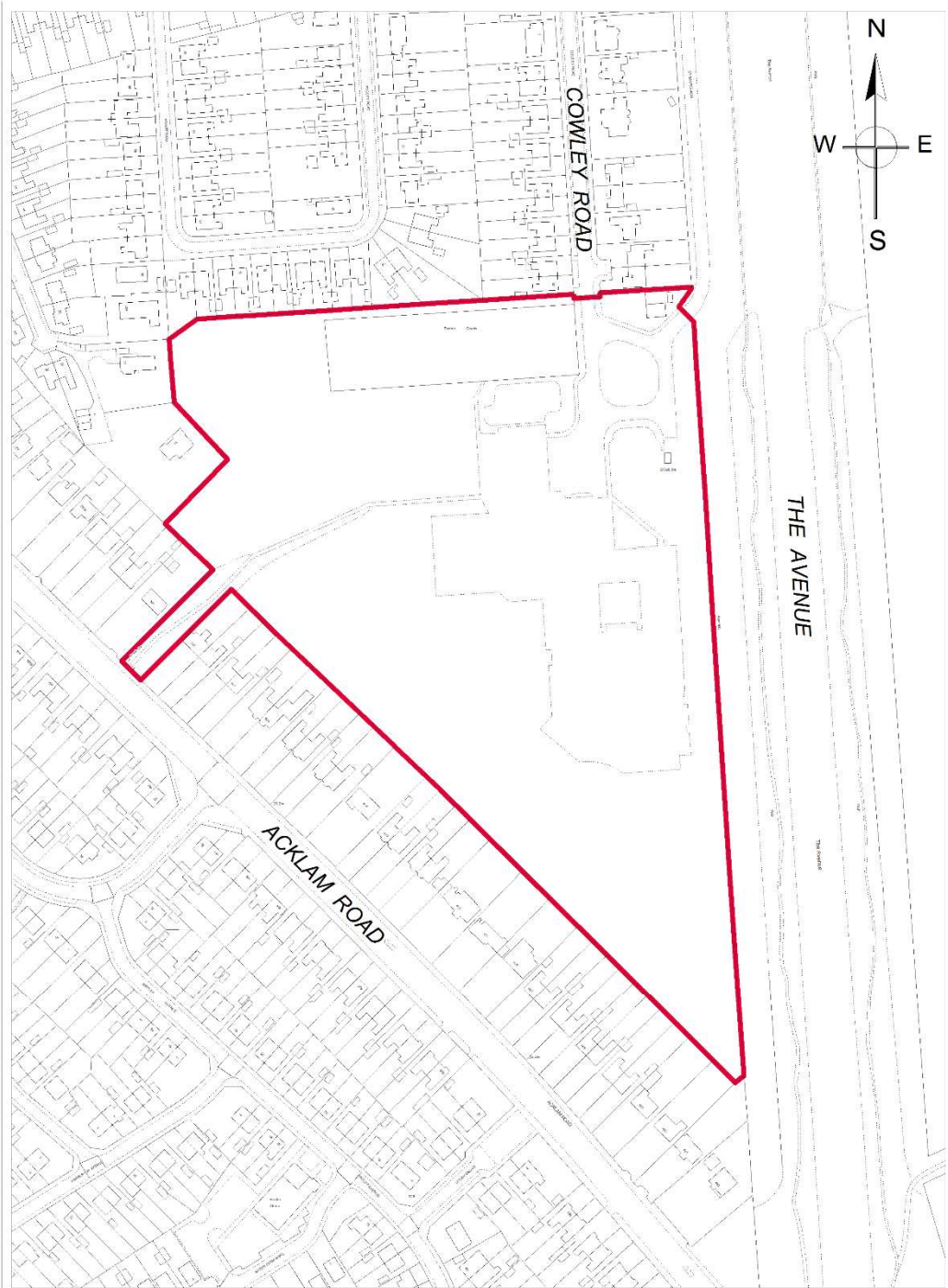



**H3.12 - Roworth Road**

Head of Service: Paul Clarke	Ref: GIS/LPR/H/3.12/L
Service Area: Planning	Scale: 1:2000@A4
Created by: John Manders	Date: 18th September 2018

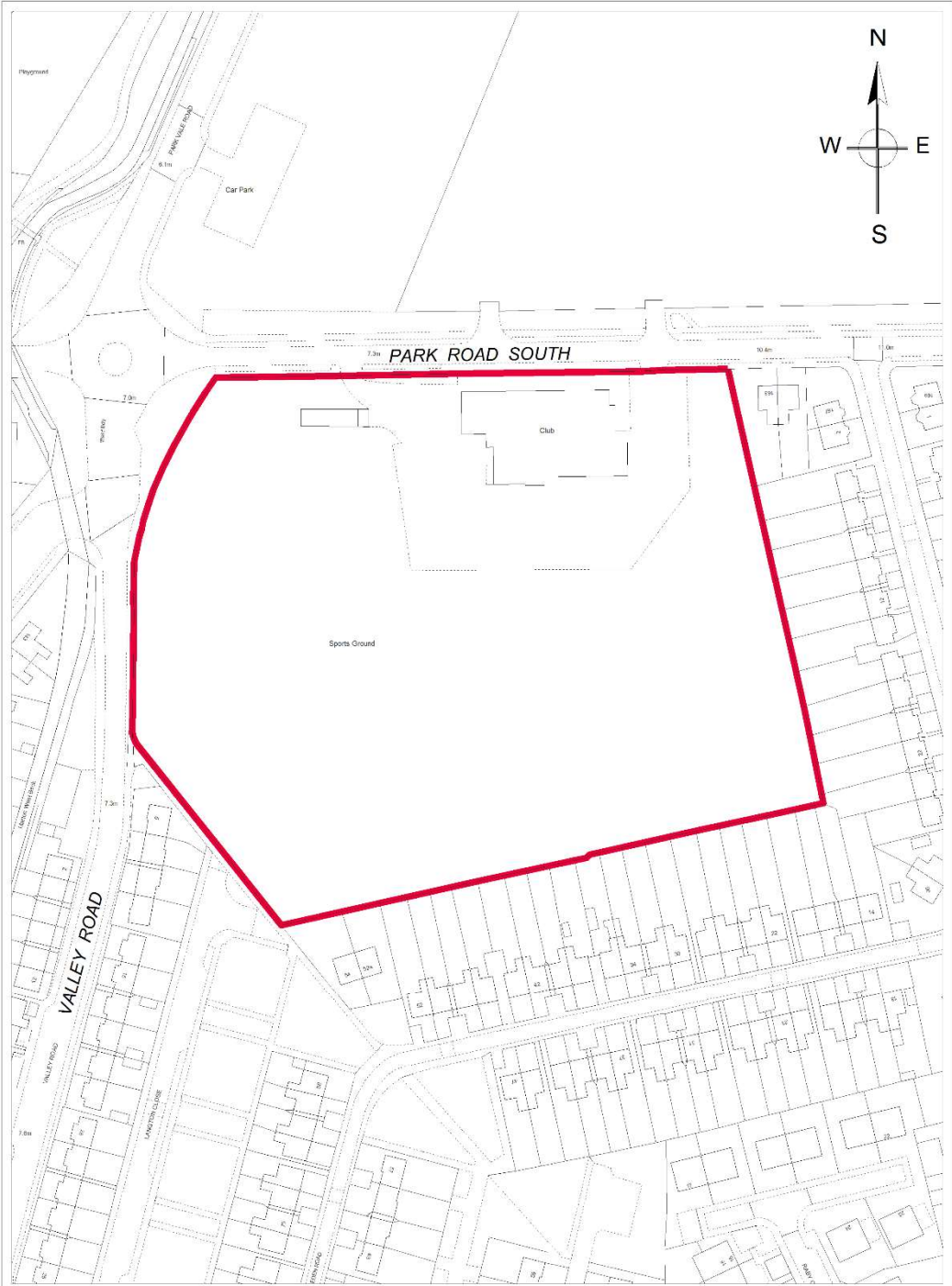
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	<b>H3.13 - St. David's</b>	
	Head of Service: Paul Clarke	Ref: GIS/LPR/H/3.13/L
	Service Area: Planning	Scale: 1:2500@A4
Created by: John Manders	Date: 18th September 2018	

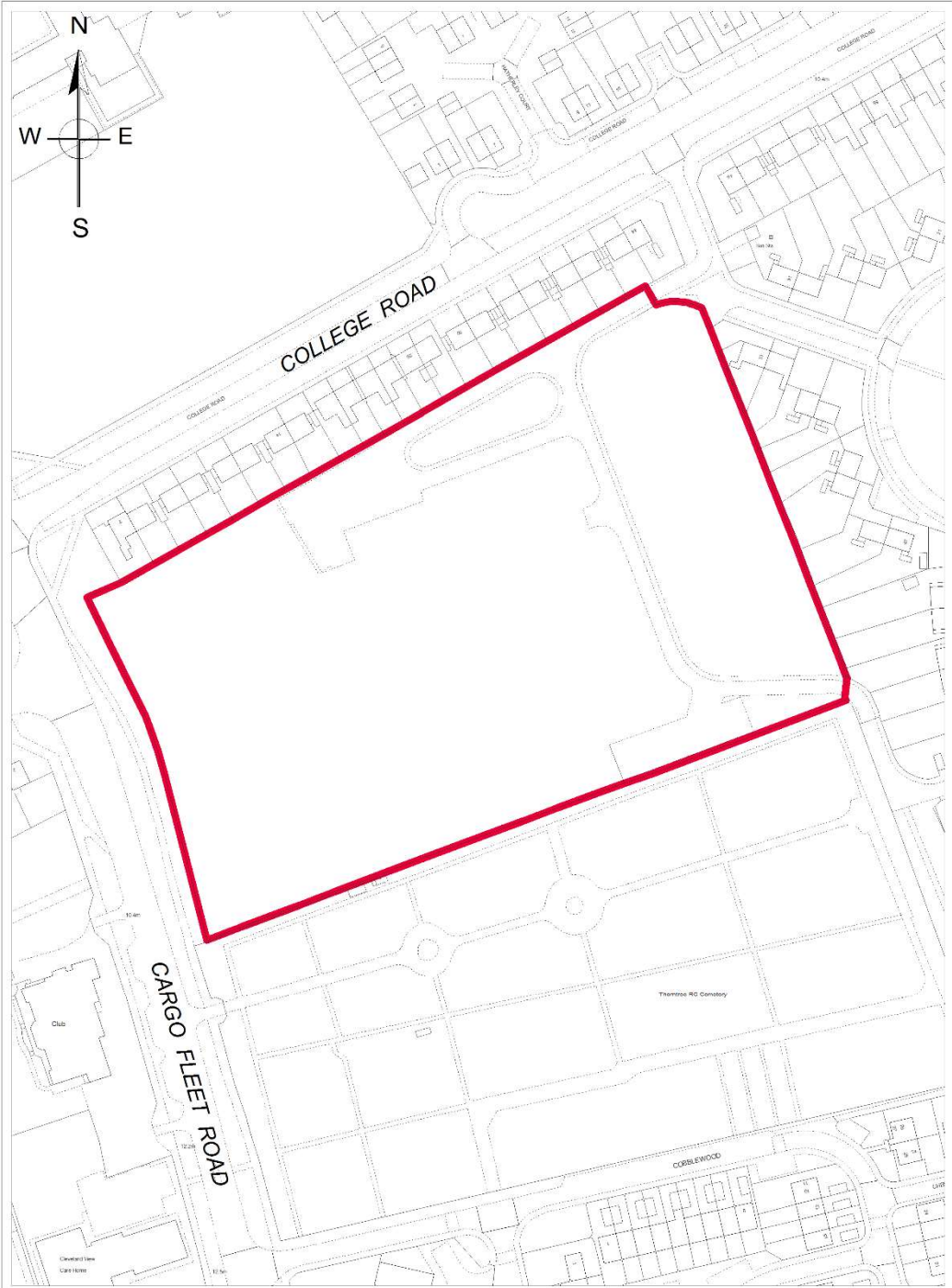
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**H3.14 - Acklam Iron & Steelworks**

Head of Service: Paul Clarke	Ref: GIS/LPR/H/3.14/L
Service Area: Planning	Scale: 1:1500@A4
Created by: John Manders	Date: 18th September 2018

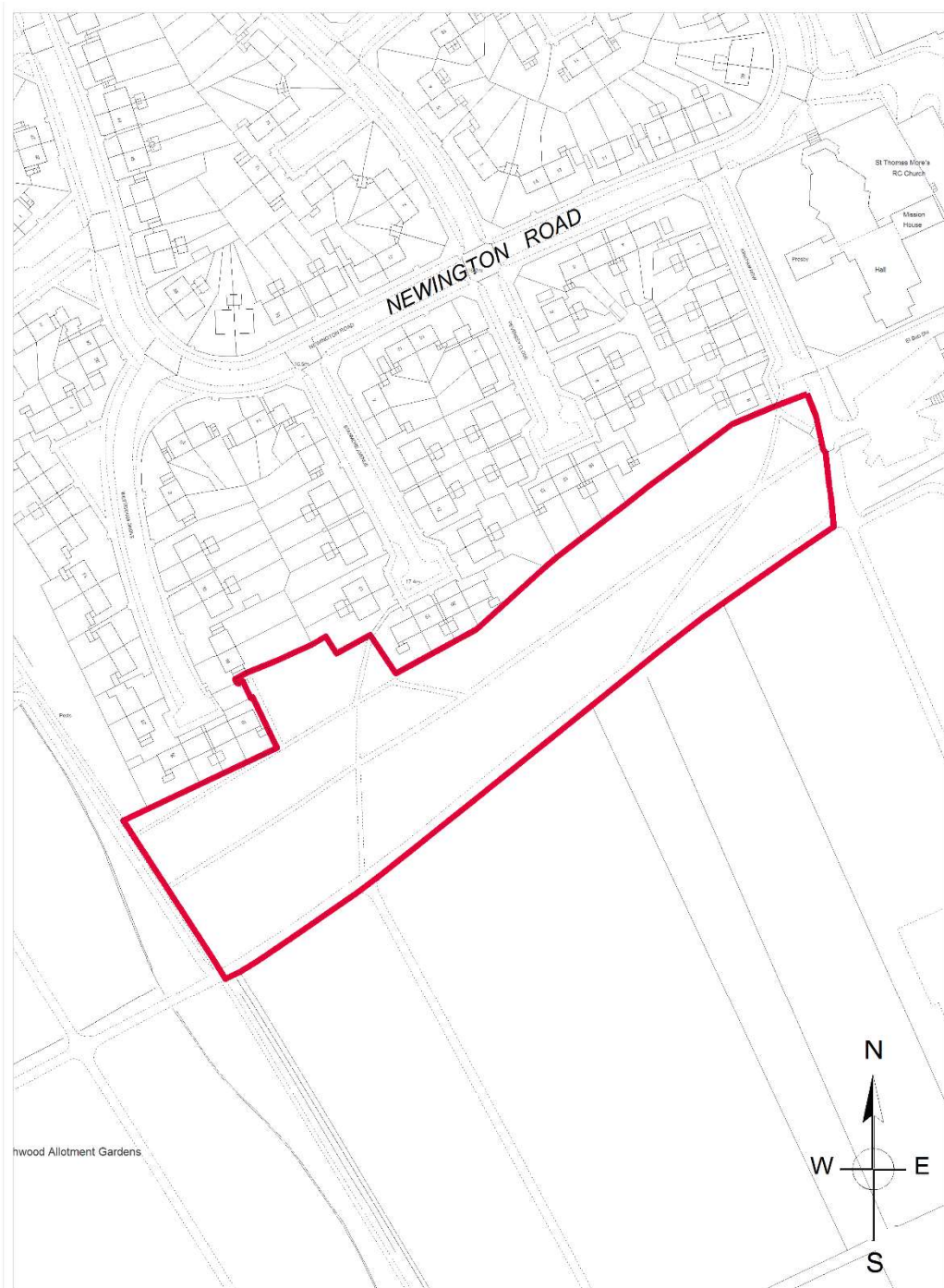
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**H3.15 - Former Erimus Training Centre**

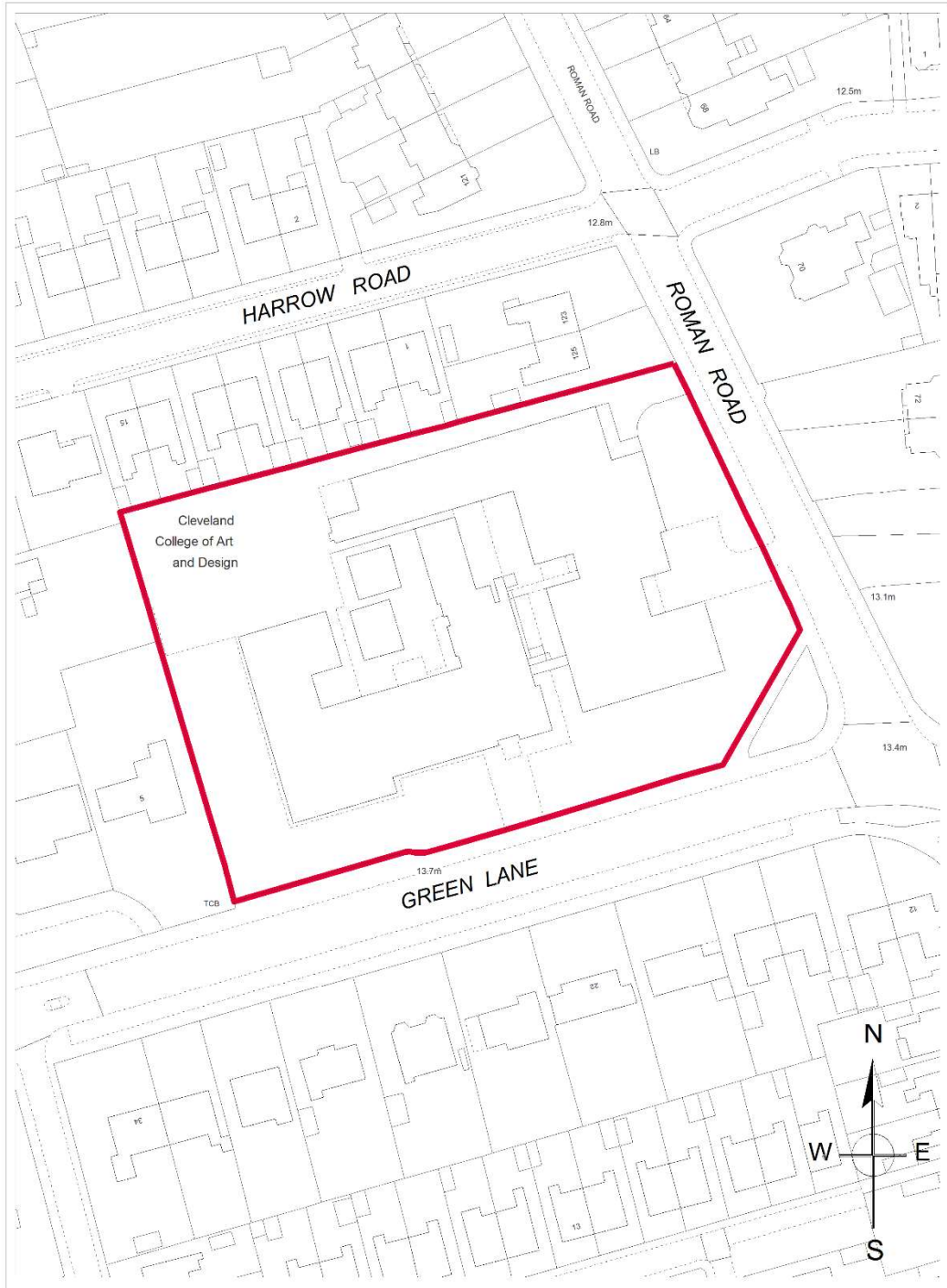
Head of Service: Paul Clarke	Ref: GIS/LPR/H/3.15/L
Service Area: Planning	Scale: N.T.S.
Created by: John Manders	Date: 18th September 2018

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	<b>H3.16 - Beechwood</b>	
	Head of Service: Paul Clarke	Ref: GIS/LPR/H/3.16/L
	Service Area: Planning	Scale: N.T.S.
	Created by: John Manders	Date: 18th September 2018

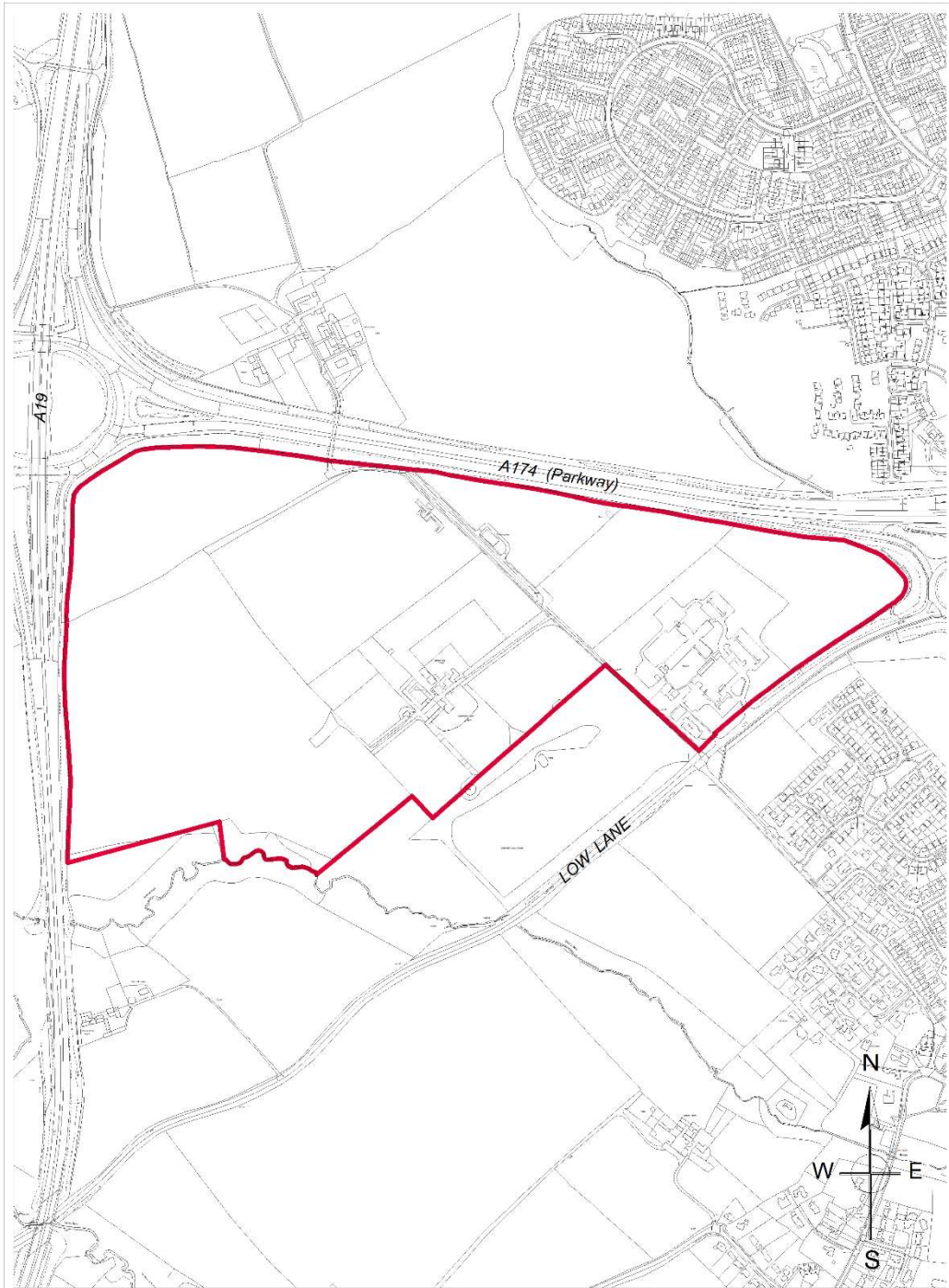
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H3.17 - The Northern School of Art

Head of Service: Paul Clarke	Ref: GIS/LPR/H/3.17/L
Service Area: Planning	Scale: 1:1000@A4
Created by: John Manders	Date: 19th September 2018

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**H3.18 - Stainton Vale Farm**

Head of Service: Paul Clarke

Ref: GIS/LPR/H/3.18/L

Service Area: Planning

Scale: N.T.S.

Created by: John Manders

Date: 19th September 2018

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**H3.19 - L/W of Acklam Green**

Head of Service: Paul Clarke

Ref: GIS/LPR/H/3.19/L

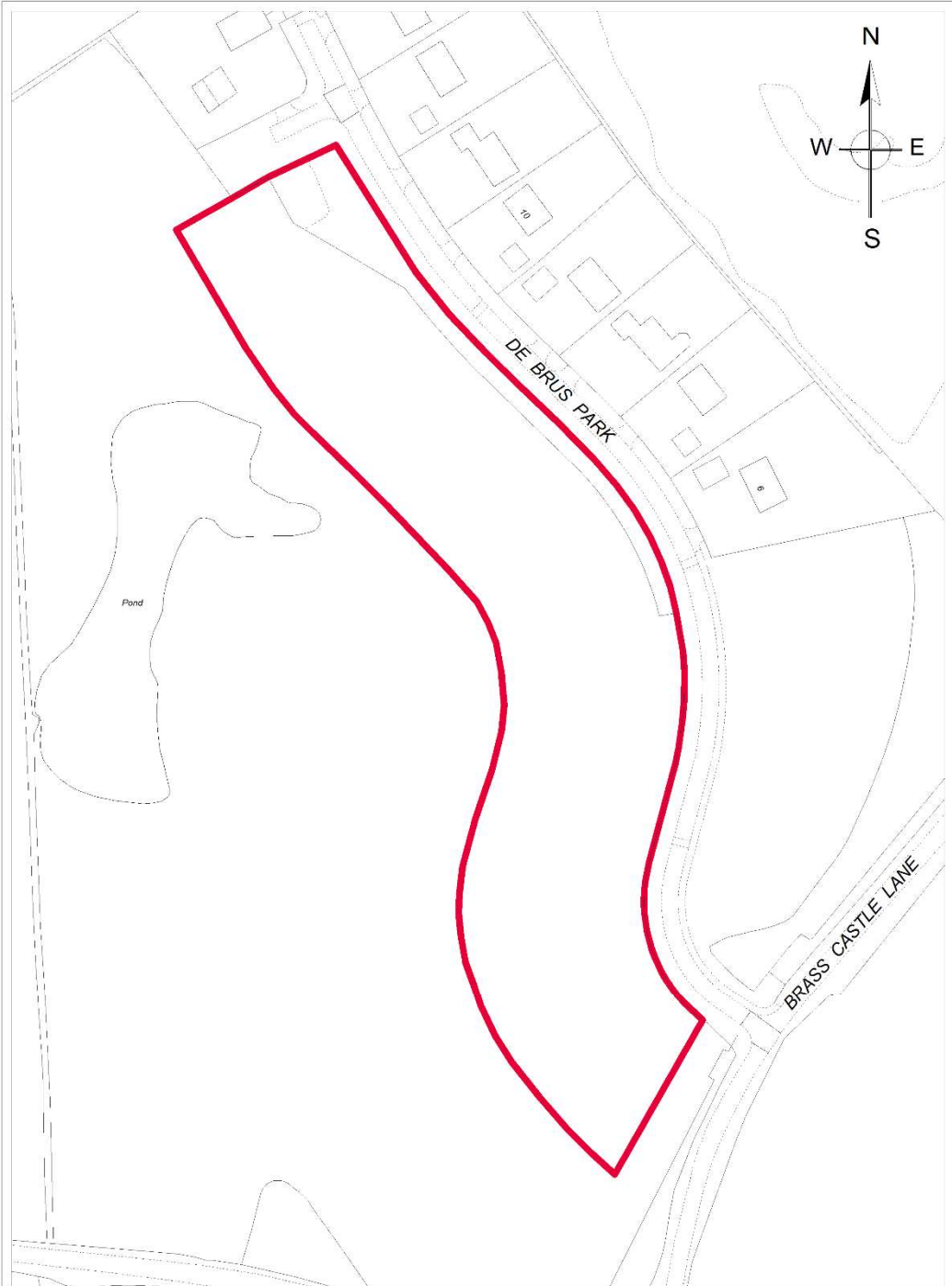
Service Area: Planning

Scale: 1:2500@A4

Created by: John Manders

Date: 19th September 2018

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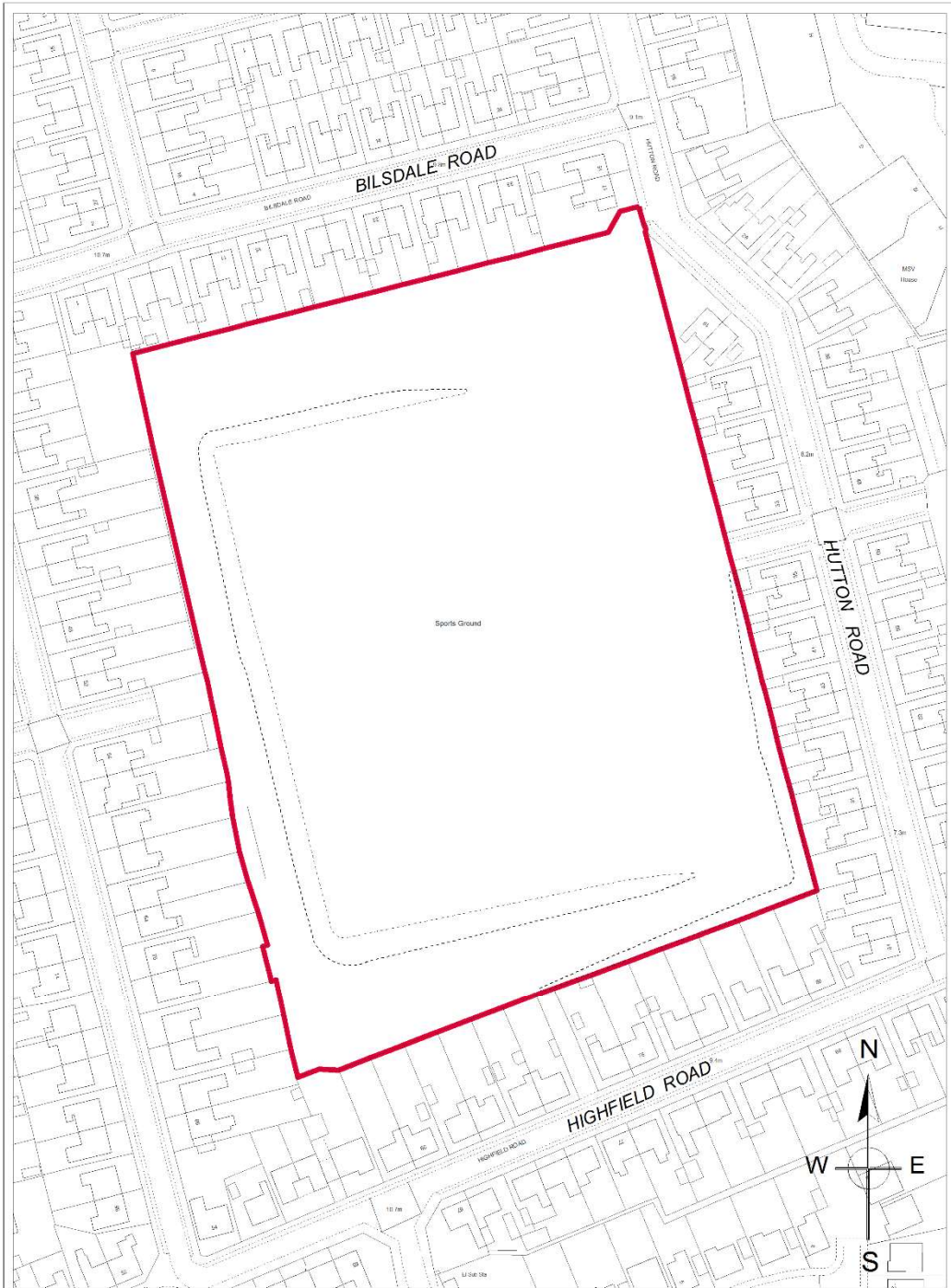
H3.20 - De Brus Park

Head of Service Paul Clarke  
 Service Area: Planning  
 Created by: John Manders

Ref: GIS/LPR/H/3.20/L  
 Scale: 1:1500@A4  
 Date: 19th September 2018

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**H3.21 - Hutton Road**

Head of Service Paul Clarke

Service Area: Planning

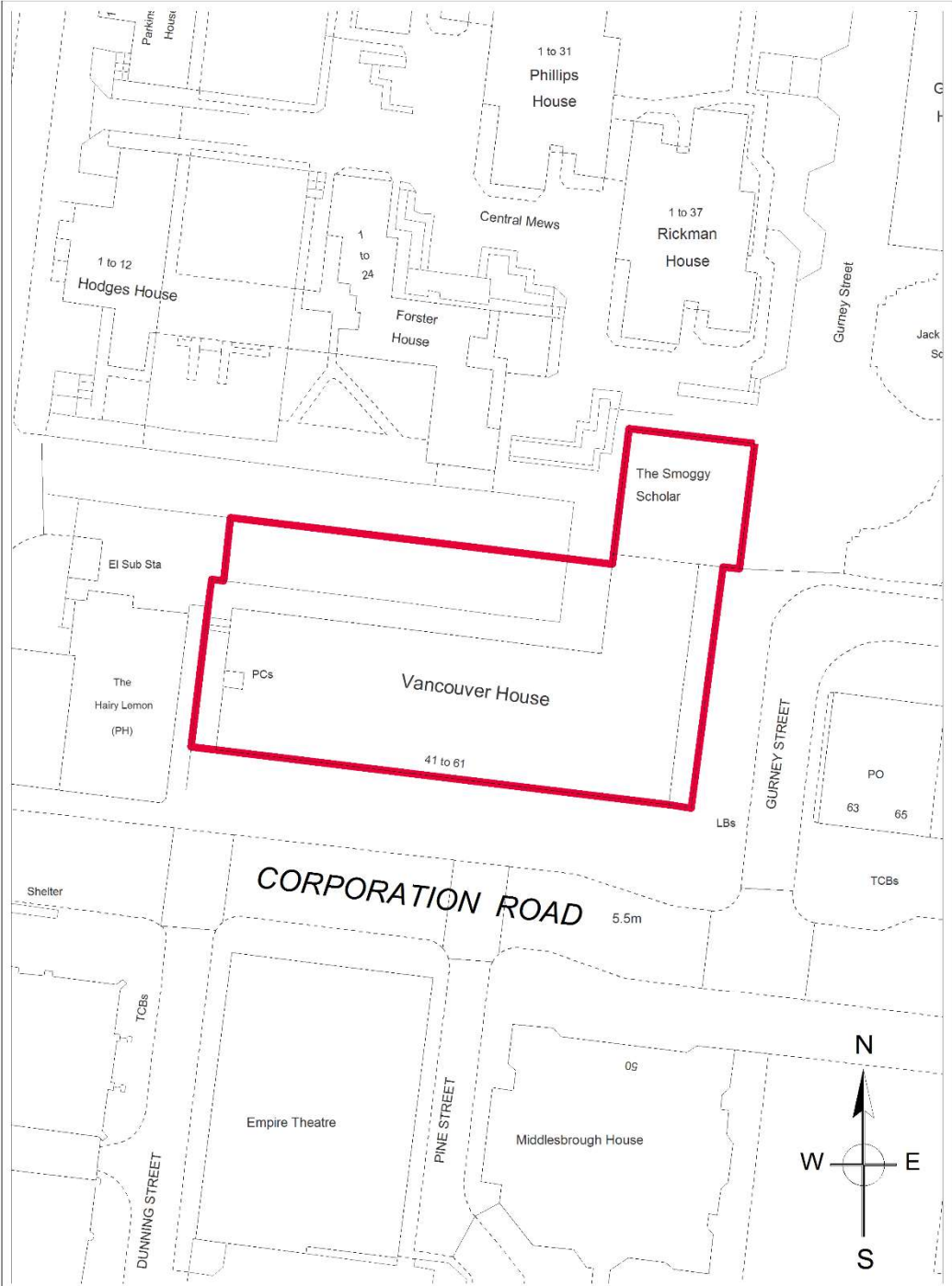
Created by: John Manders

Ref: GIS/LPR/H/3.21/L

Scale: 1:1500@A4

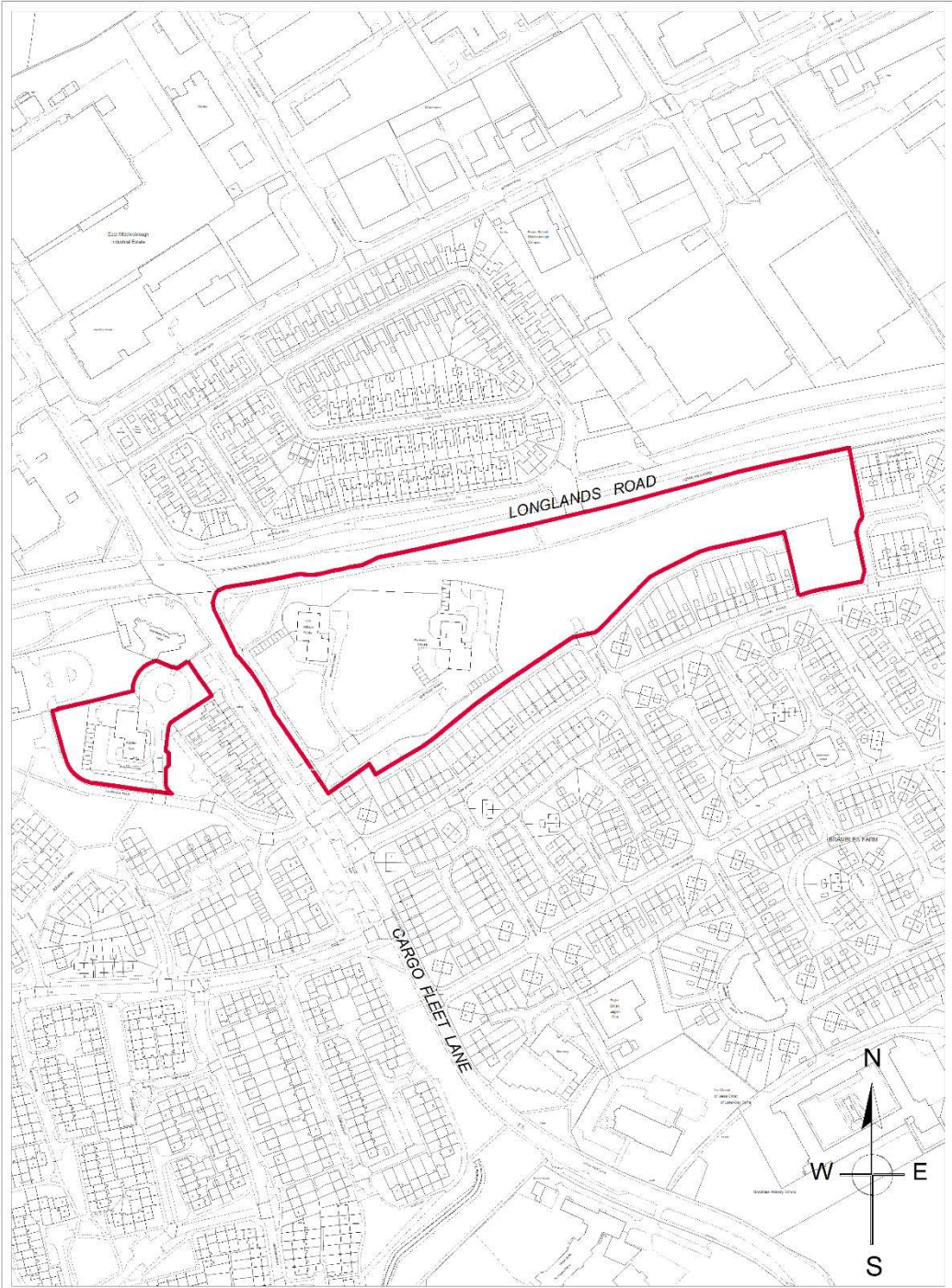
Date: 19th September 2018

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<b>H3.22 - Vancouver House</b>	
Head of Service: Paul Clarke	Ref: GIS/LPR/H/3.22/L
Service Area: Planning	Scale: N.T.S.
Created by: John Manders	Date: 19th September 2018

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**H3.23 - Jupiter, Milford & Portland House**

Head of Service: Paul Clarke  
 Service Area: Planning  
 Created by: John Manders

Ref: GIS/LPR/H/3.23/L  
 Scale: N.T.S.  
 Date: 20th September 2018

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## Appendix 3: Superseded policies

Saved Middlesbrough Local Plan Policy (1999)	Local Plan policy
E2 Green Wedges	INFRA6 Green Wedges
E3 Development Adjoining Green Wedges	INFRA6 Green Wedges
E4 Greenlink Network	INFRA8 Open Space, Recreation and Leisure Facilities
E5 Teesdale Way	Deleted
E7 Primary Open Space	INFRA8 Open Space, Recreation and Leisure Facilities
E8 New Primary Open Space	INFRA8 Open Space, Recreation and Leisure Facilities
E10 Secondary Open Space	INFRA8 Open Space, Recreation and Leisure Facilities
E13 Outdoor Sports, Proposals	Deleted
E20 Limit to Urban Development	DM4 Development Limits
E21 Special Landscape Areas	Deleted
E22 New Housing In Countryside	DM4 Development Limits
E23 Conversion of Rural Buildings	DM4 Development Limits
E24 Conversion of Rural Buildings for Residential Purpose	DM4 Development Limits
E25 Stables and Similar Structures	Deleted
E28 Recreational Uses in the Countryside	Deleted
COM4 Cemetery, Acklam	INFRA11 Cemetery Provision
U2 Telecommunications	INFRA4 Communications Infrastructure

Core Strategy Policy (2008)	Local Plan Policy
CS4 Sustainable Development	DM1 General Development Principles
CS5 Design	DM2 High Quality Design
CS6 Developer Contributions	DM3 Development Contributions
CS7 Economic Strategy	EG1 Economic Strategy
CS8 Existing employment provision	EG2 Employment Locations
CS10 Replacement dwellings	H1 Housing Strategy
CS13 A strategy for the Town, District, Local and Neighbourhood Centres	EG6 Town, District and Local Centres
CS14 Leisure Development	EG6 Town, District and Local Centres, CITY4 Middlehaven
CS15 Casinos	Deleted
CS16 Education	INFRA3 Education Provision
CS18 Demand Management	INFRA1 Transport Strategy
CS19 Road Safety	INFRA2 Transport Requirements of New Housing Development
CS21 Blue Green Heart	Deleted

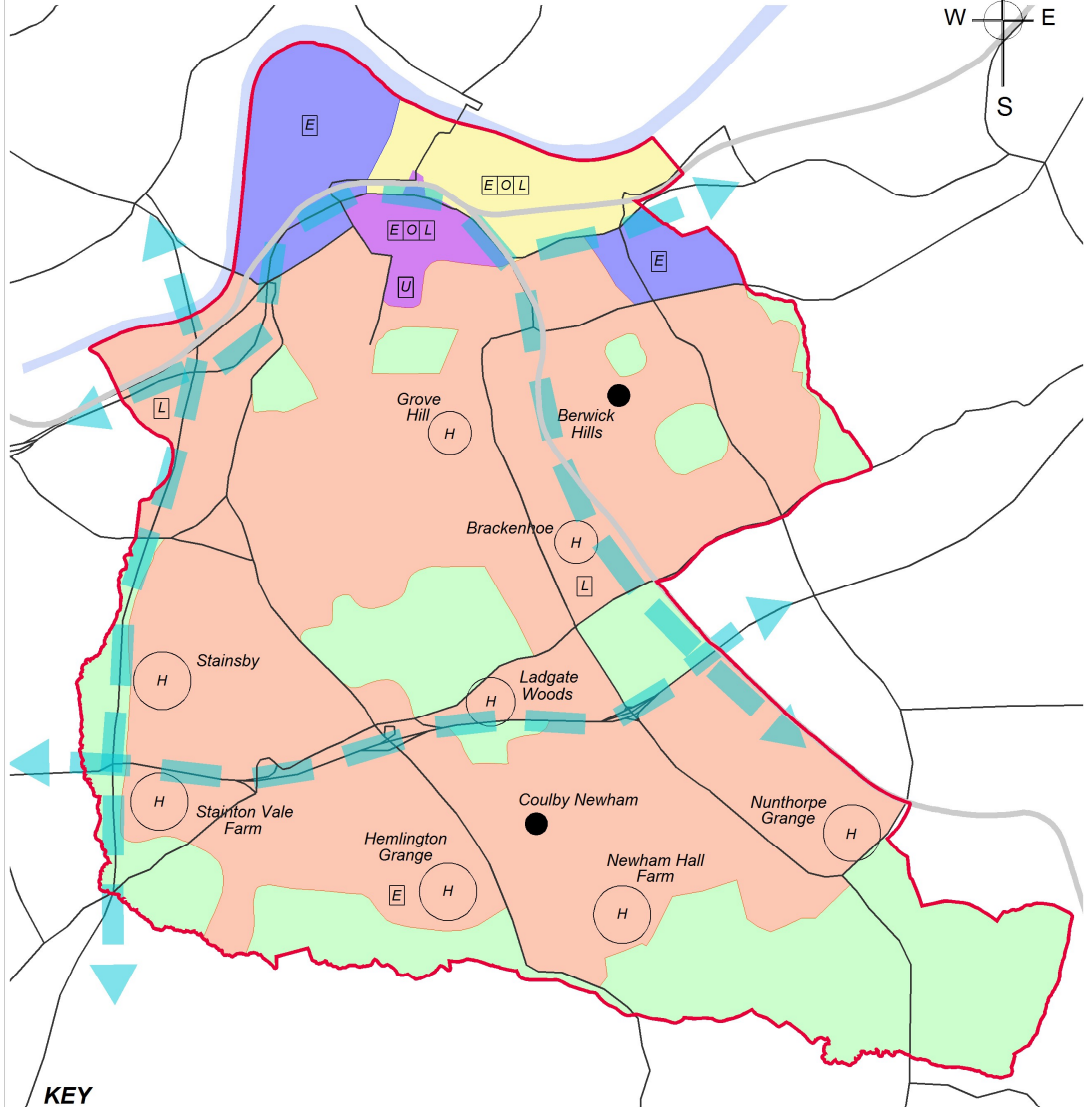
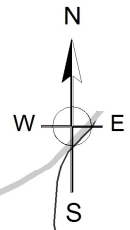
Regeneration DPD Policy (2009)	Local Plan Policy
REG7 Hemlington Regeneration Area	Deleted
REG9 Abingdon	Deleted
REG10 North Ormesby	Deleted
REG12 Employment land allocations	EG2 Employment Locations
REG13 Riverside Park	EG2 Employment Locations
REG14 Riverside Park – Southwest Ironmasters	EG3 TeesAMP
REG15 Riverside Park – Enterprise Centre	Deleted
Policy REG16 East Middlesbrough Business Action Zone	EG2 Employment Locations
EG17 Green Blue Heart	Deleted
REG20 Principal Use Sectors	EG6 Town, District and Local Centres
REG21 Primary Shopping Frontage	EG6 Town, District and Local Centres
REG22 Cannon Park Development Criteria	Deleted
REG23 Middlehaven Sector	CITY4 Middlehaven
REG24 The southern Sector	CITY3 University Quarter, EG6 Town, District and Local Centres
REG25 Centre Square East	CITY2 Centre Square, EG5 Grade A Office Development
REG26 Gurney Street Triangle	Deleted
REG27 Middlesbrough Leisure Park – Development Site	Deleted
REG28 District Centres	EG6 Town, District and Local Centres
REG29 Local Centres	EG6 Town, District and Local Centres
REG30 Neighbourhood Centre	EG6 Town, District and Local Centres
REG31 Prissick Base	INFRA8 Open Space, Recreation and Leisure Facilities
REG32 St Luke’s Hospital	Deleted
REG33 Cargo Fleet Medical Centre	Deleted
REG34 East Middlesbrough Transport Corridor	INFRA1 Transport Strategy
REG36 Zetland Car Park	Deleted
REG37 Bus Network ‘Super Core’ and ‘Core’ Routes	INFRA1 Transport Strategy

Housing Local Plan Policy (2014)	Local Plan Policy
H1 Spatial Strategy	CITY1 Creation of a City Centre, H1 Housing Strategy, H2 Housing Requirement, EG1 Economic Strategy
H2 Greater Middlehaven	CITY4 Middlehaven
H3 Inner Middlesbrough (Gresham, Acklam Green, Grove Hill)	H3.1 Grove Hill, H3.2 Gresham
H4 Prissick	H3.3 Land North of Marton Avenue, H3.4 Brackenhoe East
H5 Brookfield	H3.5 Stainsby
H6 Ladgate Lane	H3.7 Ladgate Woods
H7 Hemlington Grange	H3.8 Hemington Grange, H3.9 Hemlington North
H8 Coulby Newham	H3.6 Newham Hall Farm
H9 Stainton	Deleted

H10 Nunthorpe	H3.10 Nunthorpe Grange
H11 Housing Strategy	H1 Housing Strategy
H12 Affordable Housing	H5 Affordable Housing
H13 Provision for Gypsies and Travellers and Travelling Showpeople	H6 Gypsy, Traveller and Travelling Showpeople Accommodation
CS17 Transport Strategy	INFRA1 Transport Strategy
CS20 Green Infrastructure	INFRA6 Green Infrastructure
H14 Greater Middlehaven – Mix of Uses and Phasing	CITY4 Middlehaven
H15 Greater Middlehaven – Development and Design Principles	CITY4 Middlehaven
H16 Greater Middlehaven – Transport Infrastructure	CITY4 Middlehaven
H17 – Gresham/Jewel Street Area	H3.2 Gresham
H18 Acklam Green	Deleted
H19 Grove Hill	H3.1 Grove Hill
H20 Prissick	H3.3 Land North of Marton Avenue, H3.4 Brackenhoe East
H21 Brookfield	H3.5 Stainsby
H22 Land South of Ladgate Lane (Cleveland Police Authority Headquarters Site)	H3.7 Ladgate Woods
H23 Hemlington Grange	H3.8 Hemlington Grange, H3.9 Hemlington North
H24 Hemlington Grange – Employment Use	EG4 Hemlington Grange Business Park
H25 Hemlington Grange – Transport Infrastructure	H3.8 Hemlington Grange
H26 Coulby Newham	H3.6 Newham Hall Farm
H27 Stainton	Deleted
H28 Land at Grey Towers Farm	Deleted
H29 Land at Nunthorpe, South of Guisborough Road	H3.10 Nunthorpe Grange
H30 Land at Ford Close Riding School	H3.11 Ford Close Riding Centre
H31 Housing Allocations	H3 Housing Allocations
H32 Clairville	Deleted
H33 Acklam Iron & Steelworks Club	H3.14 Acklam Iron and Steelworks Club
H34 St David's (Former RC School Site)	H3.13 St David's
H35 Beechwood	H3.16 Beechwood
H36 Low Gill	Deleted
H37 Gypsy and Travelling Showpeople	H6 Gypsy, Traveller and Travelling Showpeople Accommodation

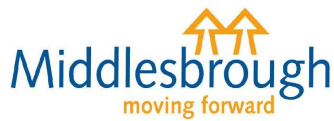
## Appendix 4: Key diagram

# Publication Local Plan Key Diagram



## KEY

<b>H</b>	STRATEGIC HOUSING LOCATION		MAJOR OPEN SPACE		MIDDLEHAVEN
<b>E</b>	STRATEGIC EMPLOYMENT LOCATION		URBAN AREA		TOWN CENTRE
<b>O</b>	STRATEGIC OFFICE LOCATION		EMPLOYMENT		MAIN ROADS
<b>L</b>	STRATEGIC LEISURE SITES		TRANSPORT CORRIDOR		RAILWAY LINE
<b>U</b>	UNIVERSITY		RIVER TEES		TOWN BOUNDARY
	DISTRICT CENTRE				



Head of Service: Paul Clarke	Ref: GIS/LPR/KD/L
Service Area: Planning	Scale: N.T.S.
Created by: John Manders	Date: 20th September 2018

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# Appendix 5: Housing Trajectory

