

Middlesbrough Draft Local Plan

January 2024



Middlesbrough Council
Planning Services

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1. Introduction

- 1.1 The Council has prepared this Draft Local Plan to set out a strategy, vision and planning framework for the future development of Middlesbrough. In doing so it is based on a robust evidence base that takes account of the projected population change for the area, and assesses the level of development that will be required to support the needs of this population.
- 1.2 The Draft Local Plan also takes account of the Council's other plans and strategies to ensure they can be supported by the planning framework, that economic development and growth are not constrained through the planning system, and that there is enough land available to meet all of the borough's needs and aspirations.

Background

- 1.3 In 2016, the Council started preparing a Local Plan to replace its existing policy framework. Commencing with an 'Issues and Options' consultation in December 2016 to January 2017, which started the process and provided an initial opportunity to comment on the proposed topics that the Local Plan should address.
- 1.4 Further public consultation was undertaken on the 'Preferred Options' in May and June 2018, which set out the Council's preferred policy approach at that time, with a series of public events held where this could be discussed further. The comments received during this consultation were used to finalise the emerging Local Plan, with formal representations invited on the 'Publication Local Plan' between November and December 2018.
- 1.5 However, a change in Council administration resulted in a halt to the Local Plan, which was never submitted to Government for Public Examination. Instead, the Council has continued to review its evidence base and consider alternative approaches to development in Middlesbrough.
- 1.6 In September 2022, the Council agreed to formally cease work on this emerging Local Plan, recognising that the issues being faced now were significantly different to those the Local Plan has previously been seeking to address. A further Council report was agreed to formally commence work on a new Local Plan, beginning with a Scoping Report in December 2022.

Existing Local Plan

- 1.7 The Council's existing adopted Local Plan for the borough is made up of various documents, as follows:
 - Housing Local Plan (2014);
 - Core Strategy Development Plan Document (DPD) (2008) – retained policies only;
 - Regeneration DPD (2009) – retained policies only;
 - Tees Valley Joint Minerals and Waste Core Strategy (2011);
 - Tees Valley Joint Minerals and Waste Policies and Sites DPD (2011); and
 - Middlesbrough Local Plan (1999) – saved policies only.

- 1.8 The full list of policies that will be replaced by the new Local Plan is set out in Appendix 4. The adopted Local Plan will remain the Local Plan for the borough until it is replaced by a new Local Plan.
- 1.9 Further information on the documents contained in the Middlesbrough Local Plan can be found in the Local Development Scheme (LDS). This is available on the Planning Services pages of the Council's website at www.middlesbrough.gov.uk

Scope of the new Local Plan

Geography

- 1.10 The new Local Plan will cover the whole of the Middlesbrough Local Authority Area.

Plan Period

- 1.11 The new Local Plan will cover the period 2022 – 2041.

Topics

- 1.12 It will deal with all planning matters except for minerals and waste, which will continue to be dealt with jointly with the other Tees Valley Local Planning Authorities.
- 1.13 Matters that the Local Plan will cover include topics as set out in the National Planning Policy Framework (NPPF):
- Achieving sustainable development
 - Delivering a sufficient supply of homes
 - Building a strong, competitive economy
 - Ensuring the vitality of town centres
 - Promoting healthy and safe communities
 - Promoting sustainable transport
 - Supporting high quality communications
 - Making effective use of land
 - Achieving well-designed places
 - Meeting the challenge of climate change and flooding
 - Conserving and enhancing the natural environment – Green Infrastructure
 - Conserving and enhancing the historic environment
- 1.14 In addition, a suite of development management policies will be included that will be used in the consideration of planning applications.
- 1.15 All of the new policies that will be applied to specific sites or areas will be illustrated on the Local Plan Policies Map.

Scoping Report

- 1.16 The Scoping Report was the first stage in the preparation of the new Local Plan. The purpose was to gather views from the public and stakeholders on the issues that need to be addressed in the Local Plan. Views from stakeholders and the public were sought on this document from 5th December 2022 and 31st January 2023. Following the consultation 39

responses were received, and these comments have informed the development of the Draft Local Plan.

Introduction to The Draft Local Plan 2024

- 1.17 This document is the Council's Draft Local Plan. Although it contains draft policies, it is still intended to be a discussion document. The purpose of this document is to gather views from the public and stakeholders on the Council's preferred approach to addressing planning issues in Middlesbrough. Your views are welcomed on this Draft Local Plan and any other issues you think the Local Plan should address. The views received during this consultation will be used to help finalise the Local Plan.
- 1.18 The Draft Local Plan takes into account national planning policy, strategic documents, evidence base documents and the responses received on the Scoping Report consultation.
- 1.19 The Draft Local Plan is structured around a series of themes. These themes are:
- Introduction
 - Strategy and Vision
 - Creating Quality Places
 - Economic Growth
 - Housing Development
 - Green and Blue Infrastructure
 - Physical, Social and Environmental Infrastructure
 - Managing the Historic Environment

Next steps

- 1.20 There are a number of stages in undertaking this review. These stages are listed below and are set out in Figure 1:
- Evidence gathering to establish an evidence base;
 - Scoping and identification of issues;
 - Draft Local Plan;
 - Publication;
 - Submission; and
 - Adoption.

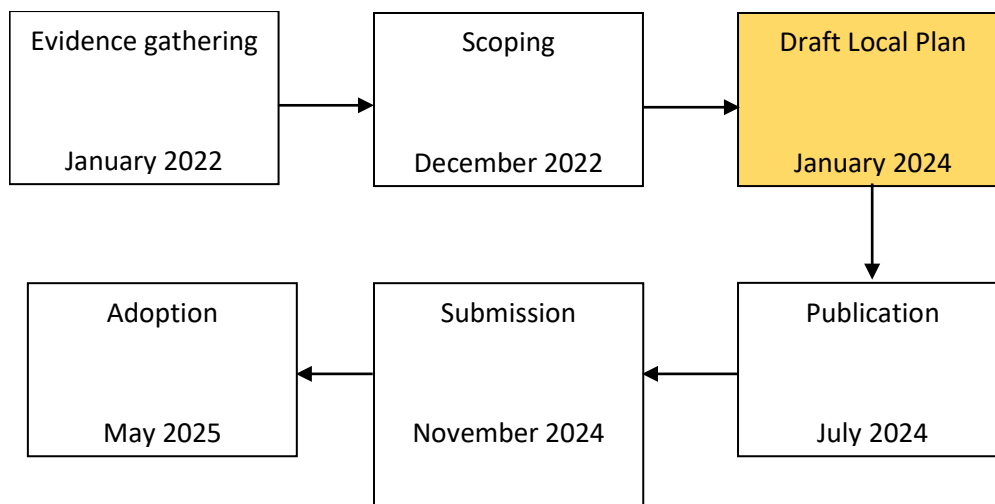


Figure 1 - Local Plan preparation process

Supporting documents

- 1.21 The Draft Local Plan is supported by a Sustainability Appraisal, which incorporates a Strategic Environment Assessment. The Sustainability Appraisal is a process through which the sustainability of a plan under preparation is assessed. A separate Sustainability Appraisal report is being published alongside the Draft Local Plan and will also be subject to consultation.

How to respond to this consultation

- 1.22 Consultation on the Draft Local Plan and the accompanying Sustainability Appraisal, will take place between Thursday 1st February 2024 and Friday 15th March 2024. Consultation will be undertaken in accordance with the Statement of Community Involvement (SCI).
- 1.23 The Draft Local Plan and Sustainability Appraisal will be available to view in Middlesbrough House, and all the Council libraries and Community Hubs.
- 1.24 Documents associated with the preparation of the Local Plan are available to view on the Planning Services pages of the Council's website at www.middlesbrough.gov.uk
- 1.25 Any comments you wish to be taken into account must be made in writing:
- on the Council's consultation portal, which can be accessed from the Planning pages of the Council's website www.middlesbrough.gov.uk
 - by email to: planningpolicy@middlesbrough.gov.uk
 - via post to: Planning Policy Team, Planning Services, Middlesbrough Council, Fountain Court, 119 Grange Road, Middlesbrough, TS1 2DT

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.

The Council Plan 2024-27

- 2.3 The Council Plan sets out the overarching business plan for the medium-term, covering the period 2024 to 2027. It was endorsed by the Executive in December 2023, and will be considered by the Council in February 2024.
- 2.4 The Council Plan is structured around the following aims:
 - **A Successful and Ambitious Town:** Maximising economic growth, employment and prosperity, in an inclusive and environmentally sustainable way;
 - **A Healthy Place:** Helping our residents to live longer and healthier lives, improving life chances and opportunities to thrive;
 - **Safe and Resilient Communities:** Creating a safer environment where residents can live more independent lives; and
 - **Delivering Best Value:** Changing how we operate, to deliver affordable and cost-effective outcomes for residents and businesses.
- 2.5 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. It will also help deliver development that supports the creation of healthy places, and creates a safer environment in which residents can live.

Other Policies, strategies, plans and studies

- 2.6 The preparation of this document has been informed by many other policies, plans, strategies and studies prepared by both the Council and its partners. These include the Tees Valley Strategic Economic Plan (2016-26), the Tees Valley Local Industrial Strategy, Middlesbrough Housing Strategy (2017-2020), Middlesbrough Integrated Transport Strategy, Middlesbrough Green Strategy and the Middlesbrough Green and Blue Infrastructure Strategy.

Strategic Objectives

- 2.7 Strategic Objectives have been determined based on the existing evidence base and knowledge of the local area. Draft Objectives were subject to consultation as part of the Local Plan Scoping Report and have been updated to reflect the comments received.
- 2.8 The Strategic Objectives that will guide our policies for development in Middlesbrough are set out below:
- **Objective A** To deliver new high quality, well-designed and energy efficient development that meets the needs and aspirations of our current and future residents
 - **Objective B** To revitalise Middlesbrough Town Centre through diversifying our retail and leisure offer, and attracting new urban dwellers, supported by a strong network of district and local centres
 - **Objective C** To strengthen our local economy by supporting existing businesses and attracting new employers
 - **Objective D** To build high quality homes that help strengthen our communities
 - **Objective E** To protect and enhance our Green and Blue Infrastructure Network
 - **Objective F** To ensure that new development is properly served by, and sustainably connected to, new and improved physical, social and environmental infrastructure
 - **Objective G** To recognise and value our historical and culturally important assets; and
 - **Objective H** To achieve healthy and safe communities

Local Plan Vision

By 2041, Middlesbrough will be at the heart of a thriving Tees Valley. The population of Middlesbrough, once in serious decline, will have recovered and be growing steadily. Significant investment will have transformed the Town through delivering high quality development, infrastructure and facilities. People will be proud to live, work and play here.

Having responded positively to the COVID-19 pandemic and the associated economic challenges that followed, the Town Centre has reinvented itself and revitalised. Retailing will still be a critical feature of the Town Centre, with superb shopping options alongside a transformed leisure sector, making it the default choice for residents and visitors seeking a day or night out. More jobs will have been created, providing opportunities to work across the sectors, with weekdays being a hive of activity. The Town Centre has become a focus for cultural activity and has become a regional centre of excellence for cultural events; this activity has been key to the regeneration of the town.

Underpinning the Town's strong economic growth is a successful and vibrant University that continues to attract quality graduates and has driven the revival of the surrounding urban area. Our economic growth has been underpinned by the continued success of the Town's digital sector.

A range of high quality housing will have been developed throughout Middlesbrough. Our young people will have the opportunity to access housing across the borough. Our families will have a choice of areas in which to raise their children. Middlesbrough's housing offer continues to support the town's economic growth. 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 public transport and walking and cycling routes will provide opportunities for sustainable and active travel across the Town. Excellent education and healthcare make Middlesbrough a great place to live for everyone. A coherent and wide ranging green and blue infrastructure network integrated within new developments will have been created, establishing links between neighbourhoods, the Town Centre and key facilities. This network has not only helped improved connectivity but has improved access to greenspace, helping to create healthy places and contributing to healthier lifestyles of the population and supporting greater biodiversity.

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

Development Strategy

- 2.9 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 high quality development to Middlesbrough.

- 2.10 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. Centre Square has been transformed through the development of new, high-quality offices. The Town Centre is being revitalised through diversification and the development of new leisure operators. New housing has been provided across the town, giving our communities significant choice in where to live.
- 2.11 The Council's Development Strategy is based on continuing this good work, rebalancing the economy and attracting more commercial and leisure activity into the Town Centre. It is important that we retain and grow our population to provide for a sustainable future. High quality housing is key to this, supported by the green, blue and other infrastructure that will help us create quality places.

Policy ST1 Development Strategy

To meet the needs of residents of Middlesbrough, promote future economic growth, and create cohesive and inclusive communities, the Council will put place-making at the heart of its planning decisions to:

- a. achieve development of the highest design standards, not only to look good and create quality places, but to minimise the impact on the environment;
- b. revitalise the Town Centre through rebalancing the economy, increasing the leisure offer and securing more Town Centre homes;
- c. deliver sustained, positive economic growth to realise an additional 350 jobs per annum for the plan period;
- d. deliver a wide range of housing to support the needs and aspirations of our residents, with a focus on urban living;
- e. ensure the provision and protection of a network of high quality, integrated and connected green and blue spaces that will transform the perception of Middlesbrough and help ensure a high quality environment for our residents;
- f. deliver appropriate infrastructure in a co-ordinated, timely and integrated way to support economic growth and development;
- g. direct development to the urban area where it can maximise the opportunities to deliver sustainable development;
- h. sustain and enhance our historic assets;
- i. adapt to and minimise the likely impacts of climate change; and
- j. promote healthy and safe communities with facilities to meet daily needs and improve health and wellbeing for our residents.

Middlesbrough Development Corporation

- 2.12 On 1st June 2023, The Middlesbrough Development Corporation (MDC) became the local planning authority for planning decision making for an area of the Town Centre and Middlehaven. The MDC area shown below covers the Town Centre, Historic Quarter Conservation Area and Middlehaven.

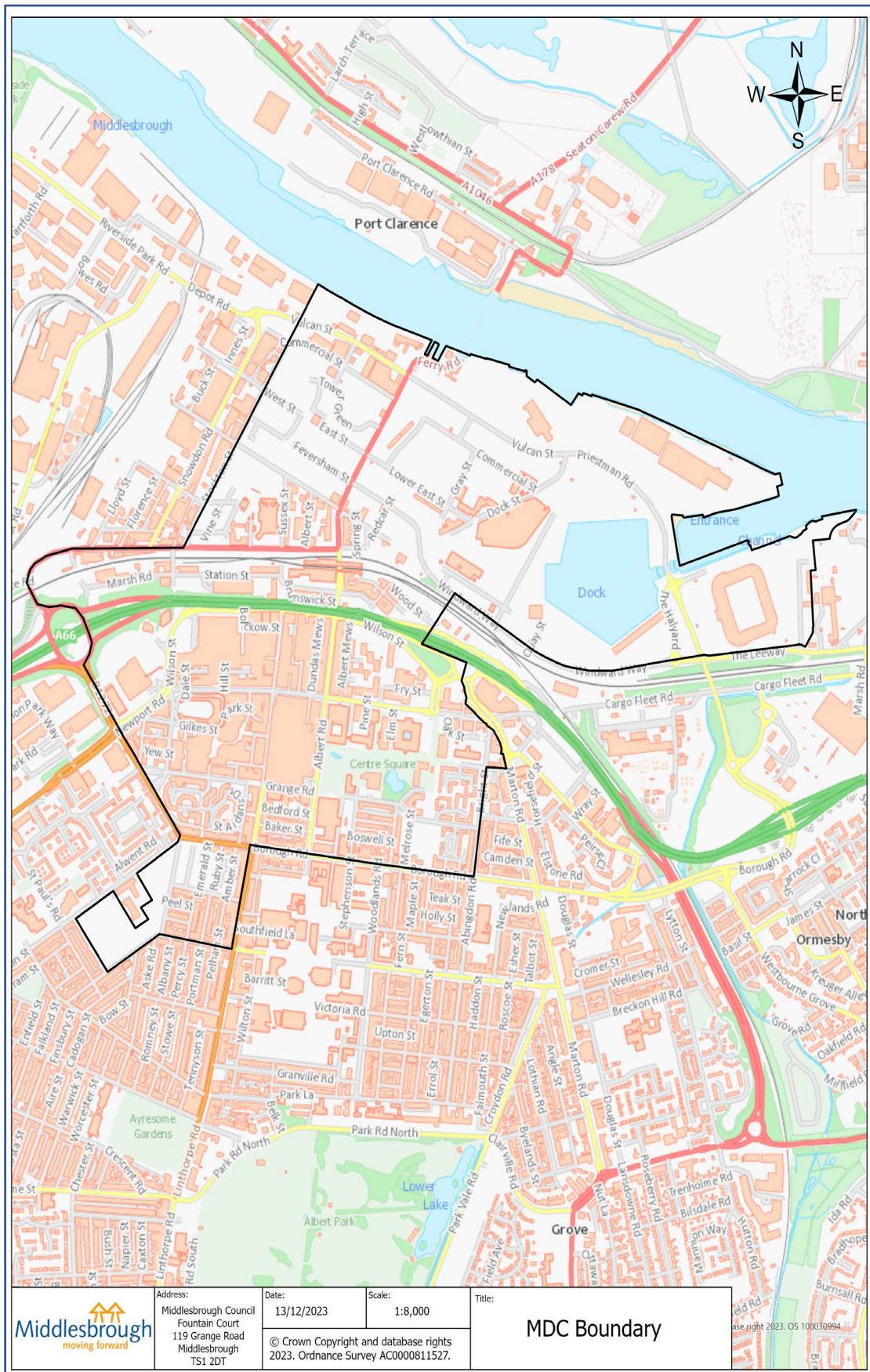


Figure 2 - Middlesbrough Development Corporation Boundary

- 2.13 Middlesbrough Council remains the Plan making authority for the MDC area, and the Local Plan seeks to set out an appropriate and positive planning framework for the area, taking into account the aims and objectives of the MDC. The MDC have prepared a masterplan and draft Design Code for the area to guide development, and the key developments are identified within Policy ST2.
- 2.14 Middlesbrough Council has sought ongoing dialogue with the MDC when preparing this Draft Local Plan, and will continue to do so throughout the preparation of the Plan. The Council will aim to set out more detailed policies on these key developments, and other sites in which the MDC has an interest, as more information becomes available as the Local Plan progresses.

Policy ST2 Middlesbrough Development Corporation Area

The Middlesbrough Development Corporation (MDC) Masterplan *Supercharging development in Middlesbrough* aims to achieve the following objectives:

- 1,500 new homes
- 4,000 new jobs

Within the MDC area, the Council will seek to ensure there is sufficient land available for development in order to support the delivery of these objectives.

Housing

The following sites are identified for housing development:

- Middlehaven (500 dwellings)
- Gresham/Union Village (211)
- Station Street (140)
- Church House (86)

Additional housing will be brought forward throughout the plan period on unallocated windfall sites to deliver the remaining balance of dwellings (563).

Jobs

The following areas are identified for employment and commercial development:

- Town Centre
- Middlehaven

Development will be expected meet the requirements of the MDC Design Code.

3. Creating Quality Places

Strategic Objective

Objective A To deliver new high quality, well-designed and energy efficient development that meets the needs and aspirations of our current and future residents

Objective H To achieve healthy and safe communities

Introduction

- 3.1 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 and development which does not take the opportunity to improve the area. It is not acceptable to repeat poor or mediocre development from the past, even where it is part of the character of a particular area.

Creating quality places

- 3.2 The design quality of new development in Middlesbrough has varied significantly. We are committed to ensuring that in future it will be of a high standard in terms of architecture, urban design, sustainability and innovation. This ensures that new development enhances and complements existing high quality areas and raises the design standards and quality of areas in need of regeneration. New development should provide local people with civic pride, make them feel safe and secure, help improve the overall image of the borough and reflect local distinctiveness.
- 3.3 Development needs to be carefully planned to ensure important features and characteristics are protected and enhanced. The layout and design of new developments must be based on a thorough understanding of a site and its wider context. This requires careful consideration of site layout, including how the development integrates into its setting in terms of building layouts, built form, height, mass, scale, building line, plot size, elevational treatment, materials, streetscape and rooflines. The layout, form and mix of development must as a fundamental requirement, take all reasonable opportunities to provide, support and promote active travel walking, cycling and public transport provision. Where possible, development should be designed to remove all conscious and subconscious barriers to people engaging with sustainable travel for all journeys.

Policy CR1 Creating Quality Places

All development proposals will be required to achieve well designed buildings and places having regard to:

- a. contributing positively to an area's character, identity, heritage significance, townscape and landscape features, helping to create and reinforce locally distinctive and sustainable communities;
- b. maximising the opportunities to create sustainable mixed use developments;
- c. being of a scale, massing, layout, appearance and setting which respects and enhances local areas;
- d. creating buildings and spaces that are adaptable to positively changing social, technological, economic and environmental conditions; and
- e. adapting to and minimising the likely impacts of climate change, by seeking to achieve zero carbon buildings and providing renewable and low carbon energy generation.

Large-scale developments should be supported by detailed masterplans or development frameworks and, where appropriate design codes, to ensure they are based on clear design philosophies and to allow long term recognition of such for the positive future enhancement through the development of those areas.

General Development Principles

- 3.4 All development should protect and enhance the local character of Middlesbrough. From small scale household extensions to major housing, economic, leisure and retail schemes, all development must 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.
- 3.5 New development shall not result in unacceptable impacts on those living and working nearby particularly by way of loss of privacy and the effects on amenity including, but not restricted to, outlook, light and noise having an undue overbearing impact. Development should be avoided on sites where it would put human health and safety at an unacceptable risk. Where necessary advice of appropriate regulatory organisations, such as the Environment Agency and the Health and Safety Executive, will be sought.

Policy CR2 General Development Principles

When assessing the suitability of development, all proposals will be required to:

- a. accord with the policies, allocations and designations in the Local Plan;
- b. 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. avoid the unnecessary loss of protected open spaces and other environmental designations and not result in any significant adverse impacts upon them;
- d. incorporate ecology and biodiversity features into the scheme (wherever appropriate);
- e. achieve a high quality of design appropriate to its context;
- f. incorporate appropriate hard and/or soft landscaping within a scheme;
- g. sustain and enhance heritage assets and their settings;

- h. not put at risk human health and safety;
- i. not result in an increased risk of flooding;
- j. have adequate infrastructure, services and community facilities to serve the development, through either existing, improved or new provision;
- k. not adversely impact on highway safety or lead to unacceptable provision of car parking;
- l. achieve accessibility by a choice of sustainable transport modes;
- m. minimise noise, air, water and/or land pollution;
- n. help minimise waste arising and maximises sustainable waste management, both during and after construction; and
- o. incorporate energy efficiency measures into the fabric of the building.

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

The existence of poor quality design as a result of previous development will not be accepted as a reason for lowering design expectations in new proposals.

The re-use of previously developed land, will be encouraged through:

- the selection of sites for development in the Local Plan; and
- the identification of other sites through the Brownfield Register.

High quality design

- 3.6 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. New development is likely to define an area, both visually and in terms of how it functions, for a significant period of time and getting both the application and construction phases right means achieving significant positive benefits for residents and others using the town. Good design helps people feel good about, and take pride in, the places in which they live and work. That is why 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 future residents, investors and visitors alike.
- 3.7 Development that is design-led, responding to site characteristics and local context, makes the greatest contribution to improving the town's built environment. Applications for major developments will, therefore, be required to be accompanied by a Design and Access Statement to demonstrate how the development proposal incorporates good design principles, including adaptation to climate change, reducing carbon emissions and water consumption, and setting out how waste will be managed. A Design and Access Statement should give significant reflection on sustainable movement of people into and out of the development for the range of journey types and how the development will change the long-term circumstances of the site and surroundings to the future occupiers and users, and those in the surrounding environment.

- 3.8 A Heritage Impact Assessment will also be required to support applications for Heritage Assets including Listed Buildings, Conservation Areas and Local List buildings and sites.

Policy CR3 Sustainable and High Quality Design

All development proposals should demonstrate that they are of high quality design in terms of layout, form, materials, and the 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 its design, scale, form, density, massing, existing buildings (particularly historic buildings) and land uses around the site;
- b. reinforces existing pedestrian, cycle and vehicular connections and creates new well placed ones where considered beneficial for local movement both within, and around, the site;
- c. 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, and contributes to the vibrancy and vitality of active street frontages;
- d. minimises impacts on, and provides net gains for, biodiversity;
- e. positively enhances the skyline, views and topography of the site and the surrounding area, particularly in relation to proposals for tall buildings (also see Policy CR6);
- f. provides high standards of accommodation for housing in terms of size, quality and arrangement of internal space (see Policy HO7), adequate internal and external private space as well as internal and external communal amenity space and access to / connections with usable open space relevant to the development type;
- g. positions buildings to enhance streets 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;
- h. provides sufficient resident, visitor and delivery vehicle parking that is well integrated to ensure that it does not dominate the street scene whilst providing good levels of natural surveillance;
- i. provides well designed public and private spaces, with the incorporation of appropriate high quality hard and soft landscaping and tree planting, which are clearly defined, attractive, well managed and integrated into the wider area;
- j. provides adequate and accessible external storage space for bins and recycling as well as vehicles and cycles;
- k. creates a safe and attractive environment at all times of the day and night, where crime and disorder, or fear of crime, does not undermine quality of life or community cohesion by incorporating the aims and objectives of the 'Secured by Design' concept into development layouts;
- l. maximises the opportunities for buildings and spaces to gain benefit from sunlight and passive solar energy; and
- m. incorporates sustainable design features and durable construction, observing best practice in energy efficiency and climate change mitigation, and incorporates the highest standards of accessible and inclusive design that is adaptable to different

activities and land uses and the changing needs of all, including disabled and older people.

Applications for major developments and/or those relating to Conservation Areas and Listed Buildings 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.

A Heritage Impact Assessment will be required for development affecting heritage assets, in accordance with Policy HI2.

Developer Contributions

- 3.9 Development can place additional demands on infrastructure which may require mitigating. 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 should only be used where it is not possible to address unacceptable impacts through a planning condition*. 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 relevant legal tests, currently set out in Regulation 122 of the Community Infrastructure Levy (CIL) Regulations 2010 (as amended), and the policy tests set out in the NPPF.
- 3.10 When deemed necessary, contributions will be sought to fund infrastructure and other matters required to make the development acceptable. Policy CR4 sets out the typical contributions that may be sought, although the list set out in the policy is not exhaustive.
- 3.11 The Infrastructure Delivery Plan will be updated, in partnership with infrastructure providers and other delivery agencies, to ensure an up-to-date evidence base regarding infrastructure requirements and costs is maintained.

Policy CR4 Developer Contributions

Developer contributions will be secured 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 a Community Infrastructure Levy (CIL) is adopted, 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 is set out in Policy HO5.

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

- a. affordable housing;
- b. community buildings, facilities and services;
- c. open space, play, 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. travel plans;
- j. improvements to landscape (and its management), water environments, biodiversity (including habitat creation and management);
- k. improvement to heritage assets (including repair or restoration of historic buildings and structures);
- l. sustainable design and construction;
- m. local employment and training; and
- n. public realm and artwork.

Development limits

- 3.12 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 for new site allocations. Development outside of these limits will be restricted to those exceptional circumstances or uses which require a countryside location set out in the development limits policy approach.
- 3.13 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.
- 3.14 The re-use or conversion of buildings can also provide sustainable development opportunities outside of the urban area. The visual impact of development will be minimised by limiting extensions and alterations and ensuring the design and materials are in keeping with the existing building.

Policy CR5 Development Limits

Within development limits identified on the Policies Map, development will generally be acceptable where it accords with the policies in this 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 for social and community needs;
- d. housing essential to support 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.

Tall and large buildings

- 3.15 Tall and large buildings are those that are substantially larger than their surroundings, and cause a significant change to the skyline. These types of building have a symbolic role in marking the centre out as a significant hub of activity, and a practical role in accommodating the level of development that this status entails in a highly accessible location.
- 3.16 In particular, it is vital that, given their prominence on the skyline, new tall buildings are of the highest quality design and architectural standards. Tall buildings of mediocre architectural quality will not be acceptable. They need to make a positive contribution to the character of the town and to views into the centre. They will be visible from a wide area and it is, therefore, essential that they are of the highest design quality.
- 3.17 Development which results in unacceptable canyon-like environments, or large blocks in uncomfortably close proximity, will not be supported on design and amenity grounds. The impact of tall buildings proposed close or nearby to sensitive locations will be given particular consideration. Such locations might include conservation areas, listed buildings and their settings, or a historic park and garden.
- 3.18 All proposals for tall or large buildings will be required to be accompanied by a detailed urban design assessment including accurate information on the townscape impact of the proposal on its immediate locality, on local and strategic views, and on any affected heritage assets.

Policy CR6 Tall and Large Buildings

In assessing the suitability of the design and location of tall and large buildings, proposals will be required to be of the highest quality design and architectural standards. Proposals for tall and large buildings must be accompanied by a detailed urban design assessment, and should:

- a. be located in areas whose character would not be adversely affected by the development of a tall building;
- b. enhance Middlesbrough's skyline through a distinctive profile and careful design of the upper and middle sections of the building;
- c. contribute to a human scale street environment, through paying careful attention to the lower section or base of the building, providing rich architectural detailing and reflecting their surroundings through the definition of any upper storey setback and reinforcing the articulation of the streetscape;
- d. make a positive contribution to high-quality views from distance, views from middle-distance and local views;
- e. take account of the context within which they sit, including the existing urban grain, streetscape and built form and local architectural style and providing active frontages;

- f. avoid bulky, over-dominant massing;
- g. sustain and enhance the setting of heritage assets;
- h. be of the highest architectural standards, using high quality materials and finishes;
- i. create safe, pleasant and attractive spaces around them, and avoid detrimental impacts on the existing public realm;
- j. consider innovative ways of providing green infrastructure, such as green walls, green roofs and roof gardens;
- k. provide a transport assessment, along with adequate off-street parking measures in accordance with the Council's approved car parking and vehicular servicing standards;
- l. maximise the levels of energy efficiency in order to offset the generally energy intensive nature of such buildings;
- m. not unduly affect their surroundings adversely in terms of microclimate, wind turbulence, overshadowing, noise, reflected glare, aviation, navigation and telecommunication interference;
- n. ensure adequate levels of daylight and sunlight are able to reach buildings and spaces within the development, and nearby buildings;
- o. avoid significant negative impacts on future occupiers, existing properties and the public realm in terms of outlook, privacy, daylight, sunlight, noise, light glare and night-time lighting; and
- p. ensure that public access and appropriate maintenance and servicing arrangements within the building are incorporated in the design stage and do not undermine the positive design and functioning of the building and its surroundings.

Shopfront Design

- 3.19 Good quality shopfronts are part of what makes successful town centres lively and interesting places that people want to visit. It is therefore important that proposals for this type of development positively enhance the appearance of the building, as well as the immediate area, and do not detract from it.
- 3.20 The design of shopfronts should respect the architectural style of the host building and the local character of the area. Good innovative designs which would make a positive contribution to the vitality of a centre will be supported, but they should not detract from the quality of the host building or adjacent premises.
- 3.21 Shopfronts with external solid security shutters can have a detrimental environmental effect on the street scene, particularly bare galvanised or mill finished aluminium ones. They can contribute to an unwelcoming and hostile environment at night and often attract graffiti, making areas feel desolate and forbidding once trading hours have ceased. Ideally, laminated glass provides security without affecting the appearance of the building. Decorative grills and internal lattice grills can also be attractive whilst providing security.
- 3.22 Shopfronts in Conservation Areas or affecting Listed Buildings will be expected to retain and enhance the character of the building, its special historic or architectural elements, and the appearance of the surrounding area.
- 3.23 In relation to projecting shopfront signage, (see also Policy CR8) these should be high quality and relate to the size and scale of the façade.

Policy CR7 Shopfront Design

Planning applications for new or altered shopfronts will only be allowed if they satisfy the following criteria:

- a. the design is of high quality, consistent with the scale of the existing building;
- b. the shop fascia is designed to be in scale, in its depth and width, with the façade of the host property and the positive aspects of the street scene of which it forms a part and should not dominate the property's frontage;
- c. the type, colour and texture of all new materials should match, or complement those of the host building and should be durable and capable of withstanding the outside elements;
- d. proposals should respect the character of the locality and any features of scenic, historic, architectural, cultural or other special interest;
- e. the provision of active frontage elements, such as windows, is maximised whilst preventing excessive blank sections of fascia or walls;
- f. projecting signs should meet the requirements of Policy CR8; and
- g. solid shutters, which present a blank frontage to streets, will not be permitted. Internal lattice security grills will normally be acceptable.

Proposals for the alteration of existing shopfronts or installation of new shopfronts and projecting signage on a Listed Building or within a Conservation Area should sustain and enhance the character and appearance of the building, the area in which it is located and any features of architectural or historical interest. Internally illuminated box signs and neon strip lighting for example, will not be acceptable on Listed Buildings.

Existing traditional shopfronts shall be retained and restored unless exceptional circumstances apply.

Advertisements and signage

- 3.24 Middlesbrough can be characterised as having a busy town centre, with smaller district, local and neighbourhood employment and retail centres. These different types of centre, and their activities, require advertisements and signs to convey their purpose to visitors and passers-by. It is important that the needs of advertisers are taken into consideration while also protecting visual and aural amenity, and ensuring safety to pedestrians and motorists.
- 3.25 In the Town Centre, where there are many advertisements side by side, it is important that the advertisements do not create visual clutter, which can be particularly relevant to projecting signs. It is also important to maintain the pattern of the street. Therefore, if a shop or business occupies more than one shop front, the fascia and advertisements must not extend unbroken across the multiple shop fronts. In all cases, the cumulative effect of advertisements must be considered, particularly in areas of dense commercial activity. Adverts overly competing with one another will often lead to clutter and visual distraction rather than creating a high quality visual environment and should be resisted.
- 3.26 Bulky box fascia and projecting signs, often crudely attached onto existing fascias, create a poor visual impression and will not generally be acceptable. Whole fascia internal illumination should be avoided. Care should be taken to ensure that illumination is in keeping with the character of the area, particularly where it would affect heritage assets, for

instance face or halo illumination of individual letters may be appropriate and discreet slim-line LED downlighters may be acceptable. Advertisements above ground floor level are particularly prominent and care should be taken to avoid detrimental effects on visual amenity. Such signage will often need to be of a bespoke design that relates to the proportions and layout of the building's frontage rather than taking a standard approach, and will need to take into account any uses at first floor level.

- 3.27 In relation to projecting signs and other similar forms of advertisement, these should be high quality and relate to the size and scale of the façade. Too many different kinds of projecting and hanging signs can look cluttered and can be a danger to public safety if they hang too low. It is therefore necessary to consider the effect of an advertisement sign upon the safe use of vehicles and operation of traffic flow, including pedestrians. Likewise, freestanding advert panels in urban streets, for instance, can also have a significant detrimental effect on views of the streetscene and pedestrian safety.
- 3.28 Large billboard style advertising needs very careful consideration as their scale can have a notable impact on the character of an area and can result in distraction to road users, particularly where they incorporate LED screens with changing or moving images. These are often aimed at attracting wider attention and need to be located and designed to not have undue impacts on the safety of road users including motorists, cyclists and pedestrians.

Policy CR8 Advertisements and Signage

All advertisements and signage will be expected to respect the building or structure on which they are located, and their surroundings and setting in terms of size, location, design, materials, colour, noise, lettering, amount and type of text, illumination and luminance, and not have a detrimental effect on public safety.

The cumulative impact of adverts will be taken into account, and a proliferation of advertisements that detrimentally affects visual or aural amenity or public safety will not be acceptable. All adverts shall comply with the following criteria:

- a. advertisements or signage should not obstruct windows, any other sign already located on the building, or cut across significant architectural features such as historic fascias, windows, pilasters, cornices or scrolls;
- b. where a shop or business occupies more than one adjacent unit, the advertisement or signage will not run between the shopfronts;
- c. projecting signs should not project more than 0.8m from the face of the building, and should be at least 2.4m above ground level to prevent danger to pedestrians;
- d. the fascia sign height shall be dictated by any prevailing original pilaster detailing or not noticeably exceed 20% of the height of the ground floor accommodation;
- e. advertisements will not reduce visibility, or add notable distraction, for users of the highway or accesses onto the highway, or compromise highway safety;
- f. be illuminated (if required) in a discreet and subdued manner, without overly dominant fittings, clutter or cables. Lighting should be limited to the advertisement element (logos and words) and not the full width of the fascia. Illumination should not detract from the amenity of the area or pose a safety hazard to users of the highway; and
- g. advertisements should not obscure the sight lines of cameras installed for public safety.

Proposals for the display of advertisements on a Listed Building or within a Conservation Area should sustain and enhance the character and appearance of the building, the area in which it is located and any features of architectural or historical interest.

4. Economic Growth

Strategic Objective

- Objective B** To revitalise Middlesbrough Town Centre through diversifying our retail and leisure offer, and attracting new urban dwellers, supported by a strong network of district and local centres
- Objective C** To strengthen our local economy by supporting existing businesses and attracting new employers

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 evidence shows the following:
- Development of vacant and low value sites for residential purposes is critical to successful placemaking. New housing strengthens community ownership of town centres, creates vibrancy throughout the day and generates footfall to sustain retail, leisure and other uses. Housing diversifies the High Street and helps rationalise the amount of retail to more sustainable levels. Upper floors can be converted to bring back into use difficult to let, poorly accessible retail spaces.
 - The retail economy is out of equilibrium with the commercial economy – there is a need to rebalance and have more commercial employment in the area to sustain the retail offer.
 - The scale, availability, efficiency and quality of commercial accommodation is a key constraint to the attraction of major employers to the area.
 - There is an under-representation of leisure and food & beverage providers and addressing this will be key to creating a destination and sense of place.
 - There is market failure in the commercial property markets and the flow of institutional capital.
 - It is critical to link residents with the high-value employment opportunities created.
 - Efforts can be focused on key growth sectors with high Gross Value Added (GVA) outputs.
 - Connectivity and strategic transport links are critical to future success.
 - The skills pipeline (attraction and retention) is key to economic sustainability.
 - Major partners such as Teesside University, other educational institutions, Tees Valley Combined Authority (TVCA) and advocates within sector-specialisms are key to ensure alignment of effort and joined-up approach to economic reform.
 - Diversity of economic offer will broaden Middlesbrough's offer and appeal.

- The sense of Place and a comprehensive offer in terms of the entire Live, Work, Play offering are key factors in securing major inward investment and providing a compelling reason to invest and locate in the area.

Tees Valley Strategic Economic Plan

- 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, 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 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 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.
- 4.5 For Middlesbrough to perform as a successful centre at the heart of Tees Valley it needs to achieve strong growth in key sectors:
- High density commercial accommodation
 - Digital media
 - Advanced manufacturing
 - Education and health
 - Retailing and leisure.
- 4.6 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 facilitates the creation of a skilled workforce.

Middlesbrough Town Investment Plan

- 4.7 The Middlesbrough Town Investment Plan (TIP) captures the wants and needs of the local population, addressing those issues which the business and resident communities have identified as being important to them. Middlesbrough's capacity to grow and prosper depends on its ability to continue to attract the new businesses, entrepreneurs and investment that will drive job creation and long-term prosperity. The TIP plays a critical role in facilitating and financially-enabling private investment, encouraging partnership working, drawing on a range of complementary national investment programmes and working with the Tees Valley Combined Authority to stimulate commercial investment.
- 4.8 In transforming the local economy and creating new opportunities, the true measure of success is reflected by the extent to which the resident population can be matched to those new jobs, new skills and new businesses, ensuring that the maximum investment benefit is retained locally. This is a key tenet of Middlesbrough's approach and will be the foundation of successful delivery.
- 4.9 The COVID-19 pandemic has undoubtedly added a layer of complexity to the challenges faced by the area, but it has also brought into sharp focus the urgent need to adapt and transform the local economy. This prospect makes the case for intervention more powerful and urgent. The Town Investment Plan provides the strategic framework against which the area can tackle the economic and societal challenges which have been amplified and exacerbated by the COVID-19 pandemic.
- 4.10 Middlesbrough's TIP is based on five key pillars of regeneration. They are:
- Transport and Connectivity
 - Urban Communities and Placemaking
 - The Middlesbrough Experience
 - Building a Knowledge Economy
 - Enterprise Infrastructure
- 4.11 These five themes underpin all of the economic ambitions and reflect what is important to the people of Middlesbrough. Coherently designed as a package of interventions Middlesbrough's TIP aims to rebuild the economic and social fortunes, from the ground up.

Economic Strategy

- 4.12 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 350 new jobs per year in Middlesbrough during the Plan period. This is based on growth associated with the Town Investment Plan and the Tees Valley Strategic Economic Plan.
- 4.13 Middlesbrough has made the first steps in re-establishing a strong commercial economy. The development of Centre Square, Albert Road and the Boho Zone have combined novel approaches to build a mix of new, high density commercial accommodation, sensitive heritage renovations and adapt vacant, dilapidated buildings in central Middlesbrough. This has been supplemented by the development of the Tees Advanced Manufacturing Park (TeesAMP) close to the Town Centre, providing 200,000sqft of high quality floorspace.

- 4.14 COVID-19 has not dampened the appetite for office space to the degree which might have been anticipated. Indeed, leases have been progressed and some businesses / sectors are seeing an uplift in trading conditions. The skilled and well-paid jobs that these facilities accommodate and the ancillary impacts that this economically active footfall has on town centre services and the retail economy is of significant value to Middlesbrough. The commercial areas will be seamlessly integrated with the retail and hospitality areas, to maximise the benefits of colocation.
- 4.15 Middlesbrough will deliver commercial space to enable additional employment. This space will be integrated within the new town centre economy and include modern features which promote wellbeing and health. The accommodation will be serviced by the best technologies and broadband connectivity, with a range of transport options to connect people to places.

Policy EC1 Economic Strategy

Middlesbrough will play an important role in the future economic growth of the Tees Valley. Middlesbrough will transform its economy to deliver new urban communities, new employment accommodation and broader leisure mix.

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) and the Town Investment Plan (TIP). This will be achieved through:

- a. ensuring a range of sites are available to deliver Middlesbrough's economic aspirations and to create 350 additional jobs per annum;
- b. rebalancing the Town Centre economy and bringing new educational and employment opportunities, converting at least 25% of retail floorspace into alternative uses and supporting relocation of community uses to the Town Centre.
- c. investment in the Boho Zone to create a new Digital City;
- d. building a knowledge economy, improving skills and access to jobs for local communities;
- e. supporting and promoting growth sectors including:
 - i. the creative media and digital sector;
 - ii. the advanced manufacturing sector; and
 - iii. the growth of the professional, health and education sectors;
- f. prioritising the development of high density commercial accommodation within and around Middlesbrough Town Centre;
- g. creating a leisure destination proportionate to our population;
- h. supporting a network of centres to meet the needs of local communities and their daily retail, leisure and employment needs; and
- i. focusing on improved transport and connectivity to support economic growth including enhancement of Middlesbrough Rail Station, increasing active travel and modal shift, enhancing public transport provision and implementing 5G or (successor) infrastructure.

Employment Locations

- 4.16 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 Employment Land Review (ELR) 2021, in assessing the future need for employment land has considered five alternative scenarios. These scenarios include approaches that have been developed to test the employment land needs which flow from the Council's stated economic or housing growth ambitions, some are based upon baseline econometric projections (which align more closely with past rates of employment change) and others assess the implications of past rates of development continuing over the Plan period. At a basic level, the scenarios identify a need for between -3.28ha and +45.92ha (gross) of employment land.
- 4.17 The ELR assessed a range of sites across Middlesbrough and identified a supply of sites which are considered suitable for employment uses (use classes E1 (g), B2 and B8). The majority of this land is located within the existing employment areas of Riverside Park, Cannon Park and East Middlesbrough. The ELR process has identified a supply of 69.34ha of employment land. This exceeds anticipated need for employment land over the Plan period (under all of the scenarios considered). As such, there is a need to rationalise the employment land supply. It is considered appropriate to safeguard slightly more land than the requirement identified in the ELR to allow choice and flexibility.
- 4.18 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.

Tees Advanced Manufacturing Park (TeesAMP)

- 4.19 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.
- 4.20 TeesAMP offers a prime location for clusters of businesses dedicated to advanced manufacturing. The development of the TeesAMP scheme represented over £55 million of investment in Middlesbrough and created 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.

Riverside Park

- 4.21 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 good links 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

- 4.22 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

- 4.23 Cannon Park has excellent access to the A66 and A19, it 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

- 4.24 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.

Small Industrial Estates

- 4.25 The smaller industrial areas that continue to contribute to Middlesbrough's economy and local job provision will continue to be safeguarded and developed where appropriate.

Other requirements

- 4.26 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 EC2 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.
- 4.27 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. Where appropriate, proposals will need to demonstrate that there will be no adverse effects on the integrity of internationally designated sites, alone or in combination with other plans or projects. This Policy should be read in conjunction with Policy GR5.

Policy EC2 Employment Locations

To achieve sustainable economic growth, land and buildings within 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 in use classes E1(g), B2 and B8 will be supported on the following sites:

Ref	Site
EC2.1	Riverside Park (Including TeesAMP)
EC2.2	East Middlesbrough Industrial Estate
EC2.3	Lawson Industrial Estate
EC2.4	Cannon Park
EC2.5	Cargo Fleet
EC2.6	Letitia Industrial Estate
EC2.7	Newport South Business Park
EC2.8	Whitestone Business Park
EC2.9	Warelands Way
<p>The major mixed use site at Middlehaven allocated by Policy EC4 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.</p> <p>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.</p> <p>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 internationally designated sites, either alone or in combination with other plans and projects. Proposals will need to comply with Policy GR5.</p> <p>Employment proposals on non-allocated sites</p> <p>Proposals for new employment uses outside of allocated employment land or involving buildings already in E1 (g), B2 and B8 uses will be permitted where it can be demonstrated that they:</p> <ol style="list-style-type: none"> cannot be accommodated on land allocated for employment uses; would make a significant contribution to job creation and economic growth; would not result in a shortage of land allocated or designated for other purposes; are within the limits to development identified on the Policies Map; can be provided with appropriate vehicular access and supports access to sustainable transport; and will not result in adverse impacts upon the character and appearance of the surrounding area or residential amenity. 	

Alternative uses of employment land and buildings

- 4.28 Policy EC2 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.

- 4.29 In particular, Middlesbrough has a legacy of high rise office buildings that are no longer fit for purpose within the Town Centre including Gurney House, Church House and Centre North East. Proactive steps will be taken working with building owners and developers to support the reoccupation or reuse of these buildings for either office or other town centre uses.

Policy EC3 Alternative Use of Employment Land and Buildings

Proposals for alternative uses on the sites listed in Policy EC2 or other buildings and sites in Use Class E1(g), B2 and B8 including vacant Town Centre offices will be acceptable where it can be demonstrated:

- a. the site is not appropriate or viable for employment/industrial use following an active marketing process;
- b. an alternative use or mix of uses offers greater potential benefits to the community in meeting local business requirements;
- c. its release for an alternative use should not undermine the economic strategy and adversely impact the supply of employment land in the future;
- d. it integrates well with the surrounding area;
- e. it will be adequately served by existing infrastructure, or necessary improvements to infrastructure will be made;
- f. it contributes to the delivery of urban communities and achievement of placemaking;
- g. it would result in a good standard of amenity for existing and future occupants of land and buildings; and
- h. it would not prejudice the operation of neighbouring properties and businesses.

Middlehaven

- 4.30 Middlehaven is located in the north of the Town Centre adjacent to the River Tees, centred on 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).
- 4.31 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. 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 focus for urban living including CIAC community in a cube. In addition, work has recently been completed on the Boho Village development, with over 60 dwellings completed.

- 4.32 Middlehaven is the home to Middlesbrough's Boho Zone. Boho is the digital, creative and business hub of the Tees Valley. It provides business space for new digital and creative companies to grow, network, and do business. There are eight 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. Following the success of Boho One and Boho 5, Boho 8 has been built, providing additional space for expanding companies, along with the recently completed Boho X, a state of the art seven storey building, promoting a regional and focal point for this digital sector.
- 4.33 Middlehaven is also seen as a location for leisure development which has the potential to transform the area. Middlehaven is also seen as a location for education and is currently home to Middlesbrough College. In addition, outline planning permission has been granted for Outwood Riverside, which will be located within Middlehaven close to the existing Middlesbrough College.
- 4.34 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. The Council has invested in a new Middlehaven Dock Bridge, which was completed in Autumn 2018, and has significantly improved access across the site creating the opportunity to unlock further land for redevelopment.
- 4.35 The Green and Blue Infrastructure Strategy identifies Middlehaven as a significant priority opportunity for Middlesbrough. It identifies the priority opportunity of a Green-Blue Grid for Middlehaven which includes a 'framework' of green and blue infrastructure that guides development of the Middlehaven area. It includes the following key priorities:
- Re-connection with the waterfront
 - Expansion and enhancement of habitats
 - A network of 'green routes' throughout Middlehaven, and linking to both the Town Centre and riverside routes, which enable walking and cycling to be the natural 'mode of choice'
 - Maximising the potential of Middlehaven's heritage assets, as well as iconic destinations such as the Riverside Stadium
- 4.36 Building upon the success of existing developments, and investments, the Council and the Middlesbrough Development Corporation will seek to work with its commercial partners to bring forward large scale development containing a mix of uses including leisure, commercial, 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 and its Listed Buildings and their settings, including contributing towards enabling appropriate, sustainable uses. In doing this, we will continue to protect and enhance the significance of buildings of cultural and historical importance and their settings, in order to find appropriate future uses for them.

Policy EC4 Middlehaven

Land at Middlehaven is allocated for a mixed-use development comprising education, commercial, leisure and residential uses.

It is expected that the proposals will achieve the following:

- a. high quality, largescale mixed use development anchored around the waterfront, that is complementary to, and links well with, the Town Centre and the redeveloped Railway Station and Historic Quarter;
- b. delivery of a Green-Blue Grid for Middlehaven including reconnecting the waterfront with the wider Middlehaven area;
- c. development of key green routes both along the waterfront and through to the Railway Station and Historic Quarter and the wider Town Centre;
- d. the continued growth of Boho as the Tees Valley centre for the digital economy;
- e. the transformation of Middlehaven as a location for urban living;
- f. the continued growth of Middlehaven as a focus for education and leisure;
- g. provision of appropriate infrastructure to support development, including improving linkages within Middlehaven and the wider area;
- h. enhanced nature habitats within the dock area including the Teesmouth and Cleveland Coast SPA and Ramsar site;
- i. enhanced public areas through the provision of high quality public realm;
- j. sustaining and enhancing the area's historic significance, including reflecting the traditional grid pattern of Middlehaven; and
- k. sustaining and enhancing the significance of the Listed Buildings and their settings, including encouraging appropriate, sustainable uses for them, recognising the positive contribution they can make.

In addition, proposals will need to have regard to their relationship with the surrounding area and other proposed developments ensuring they are well integrated and fit with the wider place making agenda.

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 upon the Teesmouth and Cleveland Coast Special Protection Area and Ramsar Site.

University Campus

- 4.37 Over the last decade, Teesside University has invested more than £350 million in its Campus Heart with a further £600 million scheduled. With more than 22,000 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, refurbishment of the business school, construction of a new student life building and Cornell student accommodation.
- 4.38 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 businesses across the Linthorpe Road area.

- 4.39 There are a number of listed buildings within the area of the University Campus. The Council will continue to work positively with the University to manage and protect these heritage assets.
- 4.40 The University continues to play a key role in the ongoing regeneration and economic and cultural vitality of the town, and the Council will continue to support and develop its links with a thriving and prosperous retail centre and continue the integration of the campus with the surrounding area. The University prepared a Campus masterplan in 2017, the purpose of which is to transform the University facilities over the next 10 years.

Policy EC5 University Campus

Land within the University Campus is designated to support the future growth and development of Teesside University. This will be achieved by:

- a. supporting the continued growth of the University including the redevelopment of sites within the Campus;
- b. ensuring that proposals are of a high quality and innovative design, commensurate with that of recent development undertaken on the Campus;
- c. seeking to rationalise parking within the Campus and delivering an acceptable parking solution to meet the needs of the University, and ensure there are no impacts arising on the amenity of the surrounding residential areas;
- d. the continued integration of the Campus with the surrounding area;
- e. improving connectivity with the Town Centre;
- f. enhancing the residential offer for students, both on and off Campus; and
- g. improving the environmental quality of the Campus, including through the refurbishment of existing buildings and enhancements to the public realm.

Culture

- 4.41 Middlesbrough Council is part of the Middlesbrough Cultural Partnership, whose ambition is for Middlesbrough to be the most creative town in the UK. It has set out a Creative Vision for Middlesbrough 2023 – 2033 for culture in Middlesbrough to be accessible, affordable, transformative and central to regeneration.
- 4.42 It aims to deliver the following outcomes by 2033:
- Increase the number and quality of creative businesses, boosting a growing creative industries cluster and supporting innovation and economic growth
 - House more creative businesses in permanent rather than meanwhile spaces forming an integral and central part of the townscape
 - Secure the long-term use (25 years plus) of a range of buildings across Middlesbrough for use as creative hubs including artist studios, workshops, programmable spaces and incubator facilities
 - Develop our existing cultural infrastructure through capital investment into our venues including the Auxiliary, Central Library, MIMA (Middlesbrough Institute of Modern Art) and Platform Arts

- Facilitate opportunities for temporary and pop-up uses of vacant and underused spaces for creativity, recognising the potential for these initiatives to act as catalysts for regeneration
- Establish a thriving public art commissioning programme, informed by a new Public Art Strategy, to animate the town and support place-making
- Grow our events and festivals including delivery of a large-scale programme of events in 2030 to celebrate the bicentenary of Middlesbrough
- Develop shared resources with the voluntary sector including accessible spaces for grassroots creative activities in local communities
- Attract global artists to make and deliver work in Middlesbrough, co-curating work with local people
- Bring national cultural events to Middlesbrough, including the Turner Prize
- Enhance our heritage offer to celebrate the ordinary and extraordinary stories of our people and places through revitalised museum and archive facilities and improved wayfinding and interpretation across the town
- Embed co-curation with our communities into our programming
- Increase investment into the cultural/creative sector including growing the number of Arts Council National Portfolio Organisations (NPOs) and increasing philanthropic giving to arts and culture locally
- Retain more graduates from our unique arts education and training cluster - Teesside University, Northern School of Art and Middlesbrough College - through employment opportunities within Middlesbrough and the wider Tees Valley
- Deliver more commissioning opportunities for artists delivering Creative Health programmes supporting better health and wellbeing for the people of Middlesbrough
- Develop the next generation of leaders within the creative sector
- Support everyday creativity to flourish by connecting and growing grassroots groups

4.43 Cultural and creative activity can be found across the town as set out in paragraphs 4.44 to 4.48 below.

Civic, Commercial and Cultural Heart

4.44 This area is characterised by key cultural anchors, including Middlesbrough Town Hall and MIMA (Middlesbrough Institute of Modern Art). Between them lies Centre Square, the town's principal outdoor events venue. On the periphery of this area is the International Centre, supporting diverse cultures and newly arrived communities to the area through community-led provision.

Railway Station and Historic Quarter

4.45 This area is characterised by its rich heritage and includes Middlesbrough's High Street Heritage Action Zone. It is home to several listed buildings, including Middlesbrough's Railway Station and has significant public realm space in Exchange Square. It is also an area of vibrant creativity as home to artist-led organisations including the Auxiliary Project Space and Platform Arts.

Retail Quarter

4.46 With demand for retail floor space falling, and the aim to diversify the Town Centre offer, there are opportunities for the creative and leisure sectors to support the reimagining of this part of the Town Centre by securing and animating former retail spaces and enhancing the quality of the visitor offer.

Middlehaven

- 4.47 The Middlehaven area is undergoing a transformation. The site of the origins of Middlesbrough, between the railway line and the River Tees, it is characterised by a cluster of digital and creative businesses, which will be complemented by a new residential community with new housing, schools and public realm developments.

Museums and Theatre

- 4.48 Just outside of the Town Centre in Linthorpe, this includes the Grade 2 listed Dorman Museum, Teesside Archives (located within the Dorman), Albert Park and Middlesbrough Theatre. The area also includes areas of historic interest including the former sites of the Linthorpe Pottery and Ayresome Park, as well as Linthorpe Cemetery and the Cenotaph.

Policy EC6 Culture

Proposals that seek to deliver the aims and objectives of the Middlesbrough Cultural Partnership will be supported.

Cultural activity will be focused within the Civic, Commercial and Cultural Heart and in the Railway Station and Historic Quarter in Middlesbrough Town Centre, supported by development and activity across the wider town. The following projects have been identified:

Civic, Commercial and Cultural Heart

- a. to develop a new creative hub for creative and cultural businesses and micro businesses.
- b. to secure Centre Square as the main event hub for the Town Centre, by improving event infrastructure to allow for growth in the number and range of events that can be hosted.
- c. to redevelop, refurbish and fully reopen the International Centre as a community resource for the very diverse, creative, vibrant communities living in this neighbourhood.

Railway Station and Historic Quarter

- d. to deliver artist and community-led public realm improvements in and around the Conservation Area.
- e. to redevelop the Auxiliary Project Space, providing improved studio, gallery and performance facilities for artists.
- f. to make Middlesbrough Railway Station the most creative railway station in the UK through a programme of artist commissions and residencies.
- g. to develop new spaces for creative businesses and promote innovation through forging closer links with digital businesses in the nearby Boho area.
- h. to deliver improvements to this key gateway into Middlesbrough, to create a welcoming sense of place/identity through creative interventions, public art, interpretation and way finding to signpost visitors to points of interest across the Town Centre.

Retail Quarter

- i. to transform vacant and disused retail space into creative hubs including artist studios, making/selling spaces, incubator facilities and programmable event spaces.
- j. to facilitate easier meanwhile use of empty shop spaces for artists and creative organisations.

Middlehaven

- k. to redevelop the Old Town Hall as a space for digital and creative businesses.
- l. to increase cultural and creativity activity in this area including around the Dock and Transporter Bridge.
- m. to celebrate and interpret the rich heritage of this area, including assets such as the Old Town Hall, Transporter Bridge and the Dock Clock Tower.

Museums and Theatre

- n. to improve the visitor experience of the Dorman Museum and make greater connection to Albert Park.
- o. to establish a permanent new home for the Teesside Archives enabling improved public access to the collections. This could be part of a new visitor attraction celebrating the area's rich heritage.
- p. to enhance Middlesbrough Theatre including improved customer facilities, rehearsal space and conference facilities.

Cultural Corridors

We want to ensure that visitors and residents are able to explore and experience the diversity and vibrancy of Middlesbrough's cultural offer. Creating cultural corridors will be achieved through the use of a common visual identity within signage, street furniture, green spaces, public art and wayfinding tools, supported by a physical and digital art map.

Town, District and Local Centres

- 4.49 Town Centres play an important role in local communities, providing accessible shops and services, employment and leisure facilities that can define places.
- 4.50 The contribution that local shopping areas play in meeting the needs of the community is recognised 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.
- 4.51 Following a review of the network of centres the Town Centre boundary, given its current extensive nature, has been revised in order to develop a more compact centre, with town centre uses focused in core areas, allowing for a strategy that will facilitate qualitative improvements to the existing retail offer in Middlesbrough, whilst supporting improved linkages to the immediate surrounding areas where other uses and/or regeneration are proposed.
- 4.52 Recommendations for District and Local Centres include the re-classification of North Ormesby and Linthorpe Village centres, due to their range of services and nature, to District

level; with some boundary changes and designations made to local centres, where necessary, to promote their long term vitality and viability.

- 4.53 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.
- 4.54 When assessing applications for retail and leisure development outside of the town centres, the NPPF requires local planning authorities to set their own impact thresholds. These thresholds take into account the scale, nature and catchment of different schemes, which factors which influence their likely impact. The Middlesbrough Town Centres and Retail/Leisure Study (MRLS) recommends a lower threshold than set out in the NPPF (2,500 sqm) would be appropriate for Middlesbrough.
- 4.55 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 EC7 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:

Town Centre	Middlesbrough Town Centre	
District Centres	Berwick Hills	
	Coulby Newham	
	Linthorpe Village	
	North Ormesby	
Local Centres	Acklam Road/Cambridge Road	Parliament Road
	Acklam Road/Mandale Road	Penrith Road
	Belle Vue, Marton Road	Roman Road
	Beresford Buildings, Thorntree	Saltersgill Avenue
	Broughton Avenue, Easterside	Shelton Court, Thorntree
	Eastbourne Road	The Avenue, Nunthorpe
	Lealholme Crescent	Trimdon Avenue
	Marton, Stokesley Road	Viewley Centre,
	Marshall Avenue, Brambles Farm	Ormesby High Street
	Stainsby (proposed)	
	Hemlington Grange West (proposed)	
	Land North of Low Lane (proposed)	
	Newham Hall Farm (proposed)	

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, or are not in accordance with an up-to-date local plan.

An impact assessment will be required to support any proposals for town centre uses outside of existing centres, using the following thresholds:

Retail development	1000sqm of gross floorspace
Leisure development (cinemas, health and fitness clubs, tenpin bowling, casinos, nightclubs and bingo halls)	1000sqm of gross floorspace
Cafes, restaurants, pubs and bars	500sqm of gross floorspace

Where an application fails to satisfy the sequential test or is likely to have a significant detrimental impact the application will be refused.

The Council reserves the right to request such assessments in association with other proposals below the threshold which, by virtue of their scale, nature, and location and likely turnover, could have an adverse impact upon existing centres.

Middlesbrough Town Centre

- 4.56 The Middlesbrough Town Centres and Retail/Leisure Study (MRLS) September 2020 identified a number of trends that have impacted upon retail in recent years. These include the fluctuating fortunes of the retail sector, changes in formats and the growth of discounters, the continued increase of internet shopping, and the role of leisure, arts/cultural and other community facilities in supporting the vitality and viability of town centres. In addition to this the COVID-19 pandemic has contributed to a speeding up of a nationwide decline of the high street.
- 4.57 In response to this, the need to renew and revitalise the Town Centre is recognised. To achieve this, Middlesbrough's approach will be to build a new economy based upon multiple, diverse uses which will drive business, employment, living and leisure into central Middlesbrough.
- 4.58 The strategy is based on rebalancing the economy, attracting more commercial and leisure activity into the centre, whilst promoting a safe and welcoming place to live and visit.
- 4.59 Going forward, town centre uses will be encouraged in core areas of the revised Town Centre boundary, as identified on the Policies Map, and will include:
- The Civic, Commercial and Cultural Heart
 - The Retail Quarter
 - The Leisure Quarter
 - The Independent Quarter
 - The Railway Station and Historic Quarter
 - Linthorpe Road South Secondary Shopping Area
- 4.60 Supporting the recent Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 a flexible approach will allow the Town Centre to evolve, in response to

operator demand, and accommodate a range of town centre uses, with the ambition of reducing vacancy rates in the long term.

Policy EC8 Middlesbrough Town Centre

The vitality and viability of the Town Centre will be maintained and, where possible, enhanced. This will be achieved through:

- a. 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 the Civic, Commercial and Cultural Heart, Railway Station and Historic Quarter and Leisure Quarter, attracting business and creating jobs;
- b. safeguarding the retail character and function of the Town Centre by focusing retail development in the Retail Quarter, as identified on the Policies Map;
- c. progressing the ambitions for a Civic, Commercial and Cultural Heart, providing for a place for public services, high density commercial accommodation, and event space of a regional significance;
- d. progressing the ambitions for the Railway Station and Historic Quarter and, by supporting the redevelopment of the Railway Station to provide a high quality public transport hub, whilst protecting and enhancing Middlesbrough's important buildings to ensure their long term sustainability through appropriate uses;
- e. transforming Captain Cook Square into a vibrant entertainment, leisure, and food and beverage quarter;
- f. safeguarding the success of the Independent Quarter, encouraging niche retail and leisure uses where they are of a small scale (below 250sqm);
- g. recognising Linthorpe Road South as an important secondary area, which meets the needs of the local community whilst continuing to support and strengthen the Town Centre night-time economy;
- h. 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 Centre facilities and opportunity sites;
- i. promoting the reuse of vacant buildings, specifically those of heritage value or at risk, and;
- j. championing urban living, creating a housing offer and lifestyle that people want to be a part of.

The diversification of the Town Centre will be underpinned by the cross cutting objectives of:

- i. delivering excellent transport and connectivity;
- ii. using digital technology to enhance visitor experiences;
- iii. adopting a 'smart' city approach;
- iv. creating sustainable spaces that everyone can enjoy; and
- v. creating a safe and welcoming place for visitors.

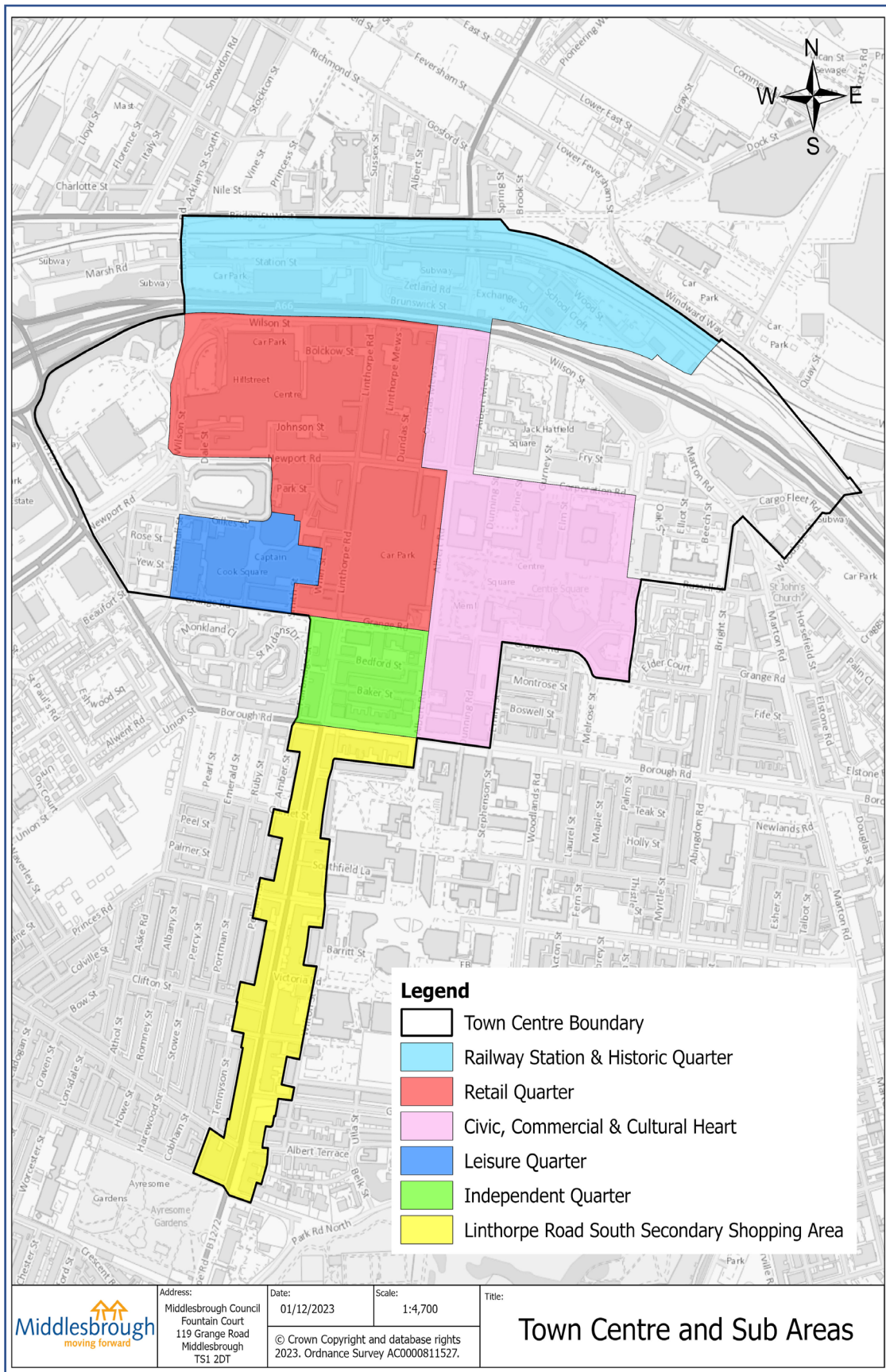


Figure 3 - Middlesbrough Town Centre areas

Civic, Commercial and Cultural Heart

- 4.61 The Civic, Commercial and Cultural Heart currently functions as the political and cultural core of the Town Centre and is home to number of heritage assets. The area is already home to the new refurbished Town Hall/Concert Hall, Library, Middlesbrough Institute of Modern Art (MIMA), and Law Courts and Holiday Inn Express. Improvement works to the public realm of Albert Road continue. Planning permission was granted in June 2017, for 3700sqm of office development at Centre Square East, with buildings one, two and six of the Centre Square Masterplan complete and occupied.
- 4.62 The vision for the Civic, Commercial and Cultural Heart is to develop the area as a cultural and commercial quarter of regional significance creating large scale development. The Council will support further phases of development and appropriate infrastructure including car parking and bus infrastructure. Critical to the delivery of the vision is the provision of a high-quality environment containing enhanced public space and creating a new civic centrepiece for Middlesbrough. Alongside the refurbished Town Hall, the Civic, Commercial and Cultural Heart will become a high-quality family destination for events. Any new development will need to be of high quality and in particular the new public space will be of exceptional quality. The new development offers the opportunity to both sustain and enhance the heritage assets within the area.
- 4.63 Important to the success of this vision will be good connectivity and linkages with the wider Town Centre. To enhance the commercial offer of Middlesbrough Town Centre it is proposed to make the Civic, Commercial and Cultural Heart a focus for high quality, high density commercial accommodation to create the Tees Valley's premier office location. Critical to the success of this commercial development will be the provision of a high-quality setting for the development.

Policy EC9 Civic, Commercial and Cultural Heart

The Civic, Commercial and Cultural Heart 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. a focus for office provision, improved through the development of additional high quality, high density commercial accommodation around Centre Square;
- c. provision of an enhanced multi-functional entertainment and event space at Centre Square to support a wide range of activities;
- d. safeguarding of the historic Central Library for community uses;
- e. food and beverage units of an appropriate scale to complement the wider offer of the Town Centre;
- f. sustaining and enhancing the heritage assets within the Civic, Commercial and Cultural Heart,
- g. development that is of high quality design featuring, where appropriate, contemporary architecture;

- h. 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 Centre Square;
- i. improve linkages with the surrounding area particularly the retail core of the Town Centre; and
- j. provision of car parking to support the development.

The Retail Quarter

- 4.64 The NPPF requires the Local Plan to define the extent of a centre and the primary shopping areas and make clear the range of use that will be permitted within them.
- 4.65 Retail will continue to play an important role in Middlesbrough's Town Centre, and the Retail Quarter, as the Primary Shopping Area, will seek a strong retail core whilst allowing sufficient flexibility to allow other uses to complement a wider mixed-use town centre.
- 4.66 The Retail Quarter is the Primary Shopping Area of the Town Centre and is based around the three main shopping centres, Hill Street Centre, the Cleveland Centre and Dundas Arcade, where ground floor uses typically consist of shops, banks and building societies, cafes and restaurants. The focus in this area will be to retain those retail uses that visitors would expect as part of a shopping trip and resist those uses that may undermine the strategy for this area. The types of appropriate non-retail uses include those which are open during the day, provide a shop type display and attract a high footfall of people.
- 4.67 Providing convenient access to the key services that people need is vital to creating thriving town centre areas, and community uses that support and further strengthen the Retail Quarter, by creating on-street activity, will be encouraged.

Policy EC10 Retail Quarter

The Retail Quarter, as identified on the Policies Map, will be the Primary Shopping Area (PSA) and the main focus for retail uses within the Town Centre. Other complementary town centres uses may be appropriate provided:

- a. they will not harm the principal function and character of the quarter;
- b. they will not have a detrimental impact on the vitality and viability of the Town Centre;
- c. they maintain active frontages; and
- d. they do not adversely impact upon local amenity.

Community uses will be supported where they contribute to overall footfall and provide convenient and accessible facilities that meet the day to day needs of local communities and support the cultural aspirations of Policy EC6.

When applying the sequential test to proposed new retail uses only, in-centre sites will comprise those within the PSA, with edge of centre being those that are well connected to, and up to 300m from the PSA.

Leisure Quarter

- 4.68 Captain Cook Square, adjacent to Middlesbrough Bus Station and multi-storey car parking facilities, is a key regeneration area within the Town Centre. The Council aims to re-balance a predominantly retail space into a more sustainable mix of leisure and commercial uses.
- 4.69 Recently opened developments Level X, a bowling alley and go-karting venue, and The Wired Lobby, esports and gaming arena see the beginning of the transformation of Captain Cook Square into a vibrant and exciting entertainment, dining, and leisure quarter in this part of Middlesbrough's Town Centre.
- 4.70 The key to the successful ongoing regeneration of this quarter will include improvements to public realm/central outdoor space, additional public transport network enhancements and upgrades, and a continuum of new attractions to this newly thriving leisure destination of the Town Centre.

Policy EC11 Leisure Quarter

The Leisure Quarter, as identified on the Policies Map, will be the main focus for leisure uses within the Town Centre.

Other complementary uses, including those that support the evening economy may be appropriate provided:

- a. they will not harm the principal function and character of the quarter;
- b. they will not have a detrimental impact on the vitality and viability of the Town Centre;
- c. they maintain active frontages and do not have a detrimental impact upon daytime footfall;
- d. they do not adversely impact upon local amenity.

Applications for retail may be considered appropriate provided they are complementary and will not harm the principal function of the Retail Quarter.

Independent Quarter

- 4.71 Home to the renowned Orange Pip Market, this quarter is already a well-known and established location in Middlesbrough Town Centre. Centred around the Baker/Bedford streetscene, Middlesbrough's Independent Quarter offers a vibrant and unique experience of niche shopping, food, and drink offers. To continue to strengthen the diverse offer in this area, small scale commercial enterprises will be encouraged.

Policy EC12 Independent Quarter

The Independent Quarter, as identified on the Policies Map, will be the focus for small scale town centre uses of up to 250sqm.

Applications for main town centre uses within the Independent Quarter area, above the identified threshold (250sqm of gross floorspace), will need to satisfy the sequential test. When applying the sequential test, applications for main town centre uses will consider the Retail Quarter (PSA boundary) as in-centre.

Railway Station and Historic Quarter

- 4.72 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.
- 4.73 The Historic Quarter Conservation Area 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.
- 4.74 The ongoing improvements to the Railway Station, and the presence of historically important buildings, will play a crucial role in the economic growth of Middlesbrough. The ambition to secure 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.
- 4.75 In addition funding from Historic England in the form of a Heritage Action Zone is helping to restore the public realm within Middlesbrough's Historic Quarter, with Zetland Road and Exchange Square set to form one of the key gateways into the town.
- 4.76 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.

Policy EC13 Railway Station and Historic Quarter

Redevelopment of the Railway Station to provide a high quality public transport hub that supports direct services to London, alongside regional and local services, will be supported. 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 Quarter to improve its accessibility and links with the Town Centre;
- c. improving accessibility for cyclists and pedestrians to the Railway Station and improving links to public transport;

- d. supporting appropriate uses for the important historic and underemployed buildings within the Conservation Area which will sustain and enhance their significance;
- 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. creating an environment that encourages investment;
- 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; and,
- h. supporting the repurposing of the Station Street area as a focus for creative enterprise, to include the redevelopment of the Auxiliary Project Space, providing improved studio, gallery and performance facilities for artists.

Linthorpe Road South Secondary Shopping Area

- 4.77 The MRLS identified the importance of Linthorpe Road South as a secondary shopping area, which offers a number of specialist/niche comparison goods retailers, as well as a range of independent eating and drinking establishments, which meet the needs of students of Teesside University and residents from the residential area to the west.
- 4.78 This secondary shopping area will continue to provide an important role in meeting local needs, as well as providing more speciality facilities which complement the wider offer of the Town Centre.

Policy EC14 Linthorpe Road South Secondary Shopping Area

Linthorpe Road South Secondary Shopping Area, as identified on the Policies Map, will continue to meet the needs of the local community whilst supporting and strengthening the Town Centre night-time economy. Town centre uses will be encouraged here, provided they are of an appropriate scale.

Other complementary uses will be permitted provided:

- a. they will not harm the function and character of the quarter;
- b. they will not have a detrimental impact on the vitality and viability of the Town Centre;
- c. they maintain live frontages and do not have a detrimental impact upon daytime footfall;
- d. they do not adversely impact upon local amenity.

Applications for main town centre uses within the Linthorpe Road secondary shopping area, above the identified threshold (250sqm of gross floorspace), will need to satisfy the sequential test. When applying the sequential test, applications for main town centre uses will consider the Retail Quarter (PSA boundary) as in-centre.

Middlesbrough's District and Local Centres

- 4.79 The retail hierarchy identifies four district centres, which contain a range of retail and service uses, as well as other community facilities, to which people in Middlesbrough look to, to meet many of their needs. They are all readily accessible via strong transport networks to the immediate and wider community.

- 4.80 There are 22 local centre designations including four new proposed local centres and whilst the total number of units and floorspace in each of the Local Centres varies significantly, this reflects the differing roles and functions of these centres, and the scale and nature of the catchment areas they serve. They all contain a range of uses which meet the day to day needs of residents in the surrounding area.

Policy EC15 District and Local Centres

The vitality and viability of Middlesbrough's District and Local Centres will be maintained and, where possible, enhanced. This will be achieved through:

- a. encouraging key services including shopping, commercial, leisure and community facilities within a centre of an appropriate type and scale commensurate with its current and future function;
- b. encouraging convenient and accessible shopping facilities at district, local and neighbourhood level, ensuring that the needs of the community are met;
- c. ensuring shopping facilities are accessible including by car, walking, cycling and public transport.
- d. ensuring new developments are of an appropriate high-quality design.

Proposals for changes of use of units within both district and local centres to food and beverage outlets (café/restaurants, public houses and hot food takeaways) should seek to, amongst other things:

- e. minimise any potential impact upon the overall vitality and viability of the centre, including its retail character;
- f. maintain active frontages as far as possible; and
- g. protect local amenity (having regard to potential impacts in terms of noise, fumes/odour and traffic).

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.

In line with housing allocations, provision for new local centres will be made available when the need arises.

Hot food takeaways

- 4.81 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.
- 4.82 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.

- 4.83 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 evidence¹ identifying Middlesbrough's obesity rates in school children to be higher than the national average. In order to improve health and wellbeing in the Town and encourage healthier eating choices, applications for hot food takeaways in specific locations (for example, within walking distance of schools) will be carefully managed.

Policy EC16 Hot Food Takeaways

Proposals for hot food takeaways (sui generis) will only be permitted where the proposed use would not:

- a. result in the proportion of the total units in the defined areas (as defined on the Policies Map) exceeding the following thresholds:
 - Town Centre (except Linthorpe Road South Secondary Shopping Area) 6%
 - Linthorpe Road South Secondary Shopping Area 6%
 - District and Local Centres 10% (in each respective centre)

Applications for hot food takeaway uses will only be permitted where the grant of planning permission would not result in this level being exceeded; or

- b. result in more than two adjacent hot food takeaway uses; or
- c. be located within the Primary Shopping Area (PSA), unless identified as an area of redevelopment with specific policy requirements; and

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

- d. planning permission will not be granted for hot food take away uses within 400m walking distance of an entry point to a secondary school.

To further protect the vitality and viability of retail centres and the amenity of the surrounding area, applications for hot food takeaways should seek to, among other things:

- i. minimise any potential impact upon the retail character of the centre;
- ii. maintain active frontages as far as possible; and
- iii. protect local amenity (having regard to potential impacts in terms of noise, fumes/odours and traffic).

Hot food takeaways (sui generis) will not be permitted outside of a defined centre.

Retail development on industrial estates and business parks

- 4.84 All new retail development should be focused within existing centres in accordance with Policy EC7. 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.

¹ [National Child Measurement Programme, England, 2022/23 School Year - NHS Digital](#)

- 4.85 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.
- 4.86 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 retail and food businesses. However, these should be less than 200sqm to ensure that they are primarily to meet the needs of workers.

Policy EC17 Retail Development on Industrial Estates and Business Parks

Retail uses will only be permitted within industrial estates and business parks identified in Policy EC2, where proposals involve:

- 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 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 200sqm.

Development proposals should be designed to provide access by walking or cycling on accessible routes, and to minimise reliance on the private car.

5. Housing Development

Strategic Objective

- Objective A** To deliver new high quality, well-designed and energy efficient development that meets the needs and aspirations of our current and future residents
- Objective D** To build high quality homes that help strengthen our Communities
- Objective H** To achieve healthy and safe communities

Housing Strategy

- 5.1 Middlesbrough will require significant new housing development over the Local Plan period. The need for additional housing reflects national trends of people living longer, marrying later, and more families breaking down - leading to fewer people on average living in each dwelling. Additionally, many residents aspire to a new home for a variety of lifestyle reasons. This puts pressure on housing markets, and an appropriate level of new development is required to satisfy the demands of an increasingly aspirational population.
- 5.2 The Council is seeking to develop and sustain a strong local economy, with economic growth aspirations to deliver 350 new jobs per annum. The provision of new housing set within high quality places where people want to live will be essential to support economic growth aspirations in order to house both the existing population and those choosing to move to Middlesbrough to take up employment opportunities and/or invest in a revitalised economy. The development of new housing also brings significant benefits to the local economy directly through increased construction jobs, increased business for materials suppliers and indirectly through increased spending in the local economy by workers and occupiers of the new housing. The achievement of economic growth and associated housing development will be crucial to ensure the Council can continue to efficiently deliver services and to ensure the long term viability of infrastructure and services, such as schools.
- 5.3 New housing developments within the south of the borough that have taken place in recent years have helped to widen the choice of housing available in Middlesbrough, particularly of higher value family housing. The provision of high quality new housing in locations that meet residents' aspirations has helped the borough to retain population, particularly of the economically active sections of the community, who may have otherwise moved out of Middlesbrough in order to find the house types and lifestyle locations to which they aspire.
- 5.4 The continued provision of suburban housing in locations attractive to house buyers will be a key part of delivering a balanced portfolio of housing and achieving economic growth in Middlesbrough. It is important that major new development in suburban locations is master planned, informed by extensive community engagement and supported by high quality built and green infrastructure.
- 5.5 Within and around the Town Centre, Middlesbrough's housing offer lacks high quality urban living opportunities. The current housing offer for people wishing to live in the centre of Middlesbrough does not fulfil the aspirations of predominantly younger people, who wish to

live near cultural and leisure opportunities and transport hubs. Providing new housing in these locations that meets aspirational needs is part of a wider strategy to support the Town Centre and to bring in life, vitality and vibrancy. The provision of housing within the urban area will act as a catalyst for wider regeneration and increase re-use of previously developed land with a consequent reduction on pressure for housing on green field sites.

- 5.6 In order to ensure that town centre living is attractive the right living environment will need to be created. The provision of high quality houses and apartments is just one aspect, albeit an important one, in creating the right environment. The provision of quality housing, offering good space standards and outdoor amenity space will need to be combined with the delivery of a strong evening economy, the provision of leisure and cultural opportunities, high quality transport infrastructure links and local employment opportunities that are matched to those who aspire to live in urban areas.
- 5.7 The continued regeneration of brownfield, urban and suburban areas including Grove Hill, Gresham and Middlehaven, is a priority for the Council. 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. Gresham and, particularly, Middlehaven offer opportunities for urban living, whereas new housing in Grove Hill will provide more suburban house types. New housing in these locations will contribute significantly to the supply of modern high quality affordable housing to meet local needs and to assist with the creation of sustainable communities.
- 5.8 A wide range of housing sites, from urban living sites within and around the Town Centre through to suburban greenfield sites will be required to ensure that new housing over the Local Plan period addresses deficiencies and gaps in the housing market and widens the choice and variety of housing available to meet the housing needs and aspirations of all sectors of the community.
- 5.9 In order 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, all new housing development should create high quality, distinctive and attractive living environments. The integration and provision of green spaces as a core element of the design layout will be important, along with easy access to public transport and maximising opportunities for walking, wheeling and cycling. Housing should be located where existing infrastructure, community facilities and services have spare capacity and/or can be improved or provided as part of the new development.

Policy HO1 Housing Strategy

All new housing development will be required to contribute to the creation of balanced and sustainable communities. This will be achieved by:

- a. ensuring all new housing development is of high quality design that contributes to the creation of high quality places;
- b. ensuring there are sufficient houses to support the economic aspirations of the borough;

- c. maximising and prioritising the re-use of previously developed land to meet the need for new housing;
- d. providing new housing in and around the Town Centre that supports the achievement of urban living aspirations;
- e. supporting housing based regeneration schemes in Gresham, Grove Hill and Middlehaven;
- f. providing high quality housing that improves living standards;
- g. providing a range of modern, high quality affordable housing as part of the housing mix on sites where it is economically viable to do so;
- h. minimising the impact on the environment through the provision of sustainable housing;
- i. providing a balanced portfolio of housing that reflects the needs and aspirations of the town's communities;
- j. minimising further development of new housing in greenfield suburban locations beyond those identified in Policy HO4 or in a neighbourhood plan; and
- k. ensuring infrastructure is available or can be provided in a timely manner to support new housing development and that the new communities have easy access to green infrastructure.

Housing Requirement

- 5.10 A minimum housing requirement of 400 net additional dwellings per annum is proposed for Middlesbrough between 2022 and 2041. This has been informed by a Local Housing Needs Assessment (LHNA) (2020).
- 5.11 The LHNA identified that the standard methodology for calculating housing need gives a requirement for a minimum of 256 net additional dwellings per annum. The Planning Practice Guidance (PPG) advises that this is the minimum starting point for considering the number of homes needed in an area and that there will be circumstances where it is appropriate to consider whether actual housing need is higher than the standard method indicates.
- 5.12 The PPG advises that uplifting the housing requirement may be appropriate where there is a growth strategy for the area. The Council has aspirations to achieve economic and jobs growth over the Plan period, as set out in Policy EC1. The LHNA established that a housing requirement of 400 net additional dwellings would support economic growth of approximately 350 additional jobs per annum over the period 2019 - 2037. Whilst this is lower than the aspirations of the time to deliver 500 additional jobs per annum, it is considered to be a realistic target for Middlesbrough as the economic impact of the COVID-19 pandemic is likely to result in lower initial jobs growth early on in the plan period. It is, therefore, considered appropriate to continue to use this housing requirement for the Local Plan.
- 5.13 Net housing completions over the last 11 years (since the base date of the adopted Housing Local Plan) have averaged 520 dwellings per annum. Setting the housing requirement at 256 dwellings per annum, as identified by the LHNA, would result in a housing requirement that is only half the level of recent delivery rates and would not achieve the Government's objective of significantly boosting the supply of homes nor meet the need to support economic growth in Middlesbrough. The proposed requirement for 400 dwellings per annum

is closer to previous years' delivery rates and, as it is a minimum requirement, would not prevent higher build rates if sufficient housing demand exists.

Five Year Deliverable Supply

- 5.14 The Council will seek to ensure that a five year rolling supply of deliverable housing sites is available. If the Council's annual monitoring process identifies that a five year supply of deliverable housing sites is not available the following actions will be undertaken as appropriate:
- i. investigate with landowners and developers why any sites in the housing trajectory are not coming forward as forecast, giving consideration to how any delivery constraints can be overcome, for example, through infrastructure improvements;
 - ii. consider the early release of allocated Council owned land to the housing market;
 - iii. consider the use of Compulsory Purchase Orders to assemble land ready for housing 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 HO1, would make a significant contribution to achieving the deliverable five year housing land supply, 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 deliverable housing sites.

Neighbourhood Plan Areas

- 5.15 Within the borough there are six designated Neighbourhood Areas at: Gresham; Marton West; Stainton & Thornton; Coulby Newham; Nunthorpe; and Marton East). Two Neighbourhood Plans have been adopted by the Council for Marton West and Stainton and Thornton and the others are in the process of preparing Neighbourhood Plans. The minimum housing requirement for the Neighbourhood Areas is set out in Policy HO2. The requirement consists of sites over 5 dwellings completed in 2022/23, those with planning permission and existing and proposed housing allocations. The Neighbourhood Areas may wish to identify additional land for housing within their Neighbourhood Plans. A list of the housing sites within each Neighbourhood Area is shown at Appendix 7.

Policy HO2 Housing Requirement

The Council will work with local communities, landowners, developers and other stakeholders to ensure that the Local Plan delivers:

- a. a minimum of 7,600 net additional dwellings in Middlesbrough between 2022 and 2041; and
- b. a five year supply of deliverable housing land is maintained throughout the plan period.

The housing requirement will be delivered from extant planning permissions, housing allocations in Policy HO4 and windfall sites.

The designated Neighbourhood Areas should make provision within their Neighbourhood Plans for at least:

- i. 217 net additional dwellings in Gresham;
- ii. 122 net additional dwellings in Marton West;
- iii. 2,210 net additional dwellings in Stainton and Thornton;
- iv. 411 net additional dwellings in Nunthorpe;
- v. 797 net additional dwellings in Coulby Newham; and
- vi. 272 net additional dwellings in Marton East.

Small Windfall Sites

- 5.16 Over the Plan period a number of sites will come forward for housing which do not currently have planning permission and have not been allocated for development in Policy HO4. A small sites windfall allowance has been included within the housing supply to take account of these sites. The small sites windfall allowance is based on the average of 31 dwellings per year delivered on small sites between 2010 and 2020. Since then, nutrient neutrality has limited the numbers coming forward, and it is likely to do so at least until 2030 when the provisions of the Levelling Up and Regeneration Act come into effect. Therefore, the windfall allowance has been applied from 2030 onwards in order to provide a conservative estimate of delivery. The small windfall sites are projected to deliver approximately 341 dwellings over the Plan period.

Sources of Housing Supply

- 5.17 The housing requirement will be delivered through a combination of:
- i. housing allocations set out in Policy HO4;
 - ii. sites with planning permission; development in the MDC area (see Policy ST2); and
 - iii. small windfall sites.
- 5.18 Together, these are projected to deliver 8,488 net additional dwellings between 2022 and 2041, as set out in Table A below.

Table A Sources of Housing Supply

Source of housing supply	Projected net additional dwellings 2022-41	Projected net additional dwellings post 2041
Delivery so far (2022 – 23)	600	
Existing sites with planning permission	2,349	
Existing Local Plan Allocations without Planning Permission	3,245	320
New Housing Site Allocations	1,475	
Small sites windfall allowance	341	
New MDC area site at Station Street identified in Policy ST2 ²	140	

² Other sites within the MDC area, included in Policy ST2, are counted in either 'existing sites with planning permission' or 'existing local plan allocations without planning permission'.

Additional delivery in MDC area (to meet 1,500 target)	563	
Fleet House and Thorntree House demolitions (net)	-225	
Total	8,488	320

- 5.19 It is anticipated that the housing sites will be delivered in accordance with the housing delivery trajectory set out in Appendix 6.
- 5.20 The projected supply of 8,488 dwellings exceeds the minimum housing requirement of 7,600 dwellings set out in Policy HO2 by 888 dwellings, plus an additional 320 dwellings expected to be delivered beyond 2041. This equates to an over-allocation of approximately 11.7%. It is considered prudent to plan for more than the minimum housing requirement to:
- maximise housing choice for existing and future residents;
 - ensure that a five year deliverable supply of housing can be maintained throughout the Plan period;
 - ensure there is a buffer of sites that would allow the minimum housing requirement to be achieved even if there were to be slippage in the timing of some sites coming forward (which could reduce the number of dwellings delivered within the Plan period) or if housing sites were to be developed for alternative uses;
 - allow for the fact that some sites within the urban area will need to be facilitated through public sector funding and that the availability of this funding may change over the 19 years of the Plan period; and,
 - to allow for potential changes in the attractiveness of different housing products in a period of economic uncertainty as a result of the COVID-19 pandemic and the long term impacts of Brexit which are not yet known.

Student Accommodation

- 5.21 Student accommodation with planning permission that is considered deliverable or developable within the Plan period has been included within the housing supply, on the basis of the amount of accommodation that the new student housing releases in the wider housing market (by allowing existing properties to return to general residential use) and/or the extent to which it allows general market housing to remain in such use (rather than needing to be converted for student use).
- 5.22 In accordance with the PPG the amount of accommodation released to the wider housing market from multi-bedroom student accommodation has been calculated on the ratio of 2.5 student bedrooms being equivalent to one dwelling (on the basis that the 2011 Census indicated that there is an average of 2.5 students living in each student only household in England). Also in accordance with the PPG studio flats designed for students, graduates or young professionals have been calculated as a single dwelling.

Housing Mix and Type

- 5.23 The LHNA projects the size of dwellings that are likely to be required over the Plan period to accommodate expected household growth, as set out in Table B. (As the Local Plan will cover the period 2022 – 2041, these figures have been updated to reflect the longer period).

- 5.24 It is important to note that these projections represent the minimum dwelling size needed to accommodate the projected number of people that each household will contain. On this basis the largest need is for three bedroom properties. The next largest area of need is for smaller dwellings of two and one bedrooms, that tend to be needed by younger people entering the housing market and first time buyers. Catering for this area of need will be an important aspect in supporting the economy by retaining working aged people within the borough, particularly those graduating from university and starting employment.

Table B: Projected Minimum Dwelling Size Requirement

Size of dwelling	Planned overall need by property size (number of dwellings)	Revised Figure for period 2022 – 2041
One bedroom	580	610
Two bedrooms	2,050	2,160
Three bedrooms	3,855	4,070
Four or more bedrooms	495	525
C2 dwellings (care homes and nursing homes)	225	235
Total	7,200	7,600

Source: Local Housing Needs Assessment 2020 & Middlesbrough Council (N.B. Figures may not add due to rounding).

- 5.25 It is also important to recognise that many households will aspire to larger dwellings with a higher number of bedrooms than the minimum required. Additional ‘spare bedrooms’ may be sought for a variety of reasons, such as to host guests/relatives, a play room and increasingly to provide a study room for home-working. Much of the housing developed in recent years in Middlesbrough has been for larger dwellings, which have been important in stabilising the population of the borough and achieving the Council’s economic strategy. Larger dwellings will remain an important part of the overall mix of dwellings over the lifetime of the Plan in order to help retain population and minimise out migration to neighbouring boroughs.
- 5.26 New housing development will be expected to provide an appropriate mix of dwelling types and sizes that contributes towards the housing needs identified in the LHNA (or in subsequent updates). New development will be expected to improve the overall quality of the housing offer in Middlesbrough.
- 5.27 The LHNA identifies that there is projected to be significant growth in the older population over the Plan period. Many older people will wish to remain in their existing homes for as long as possible, especially where appropriate adaptations can be made. However, the LHNA identifies that there will also be a significant need for both extra care housing and sheltered housing. The provision of a range of housing options to meet older people’s needs will be encouraged, either as stand-alone developments, such as a retirement village, or as an integral part of a wider housing mix on a site.
- 5.28 Given the trend towards an ageing population in Middlesbrough, it is important that new housing is designed to be adaptable to meet the changing needs of families over their lifetime. The provision of a proportion of new homes that are accessible and adaptable will assist people to remain in their own homes longer as they get older and/or if they have a disability.
- 5.29 The LHNA identified that there were 617 households in Middlesbrough with a limiting long term illness or disability who need to move to a more suitable home that meets building regulation requirement M4(2) ‘accessible and adaptable dwellings’. The LHNA projected that

this will increase to 4,674 households who will need accessible and adaptable dwellings as the population gets older and experiences associated health problems. It would not be viable to require all new dwellings to meet M4(2) standards and as such it will not be possible to address the full need. To help meet this need, on major developments the Council will expect 10% of dwellings to be built to M4(2) standards.

- 5.30 Within the projected 4,674 households that will need M4(2) 'accessible and adaptable' dwellings is an increase of 500 households over the Plan period that will need M4(3) 'wheelchair adaptable dwellings'. The LHNA identifies that approximately 94% of households needing wheelchair adaptable dwellings will be for persons over 75 and that many of these are likely to require specialist older persons accommodation rather than an independent dwelling. To help meet this need, on large development sites the Council will expect 2% of dwellings to be built to M4(3) standards.

Policy HO3 Housing Mix and Type

All residential development will be required to achieve the Space Standards in Policy HO7.

Residential developments of 10 or more dwellings will be expected to:

- a. provide a range of dwelling types, tenures and sizes that reflect identified housing need and demand in the local housing needs assessment or any subsequent updates;
- b. include affordable housing where required by Policy HO5; and
- c. provide at least 10% of the dwellings as bungalows.

In addition to the above, at least 10% of the total number of dwellings will be required to achieve building regulation requirement M4(2) 'accessible and adaptable dwellings'.

Residential developments of 100 or more dwellings will, in addition to the above requirements, be expected to:

- d. provide at least 2% of dwellings that achieve building regulation requirement M4(3) 'wheelchair adaptable dwellings'.

In accordance with Policy HO11, residential developments of 200 or more dwellings will, in addition to the above requirements, be expected to:

- e. make at least 1% of the dwellings available as self-build or custom build plots.

The provision of dwelling types to meet the needs of older people, such as bungalows and low rise apartments, will be encouraged as part of the housing mix on all suitable development sites. Housing specifically designed for older people and those with special housing needs, including extra care and sheltered housing, will be encouraged on suitable sites.

Housing Allocations

- 5.31 The housing allocations provide a range of sites across the borough to ensure choice and variety in the type of housing that will be developed over the Plan period.
- 5.32 The housing allocations are projected to deliver approximately 5,058 net additional dwellings within the Plan period, and 320 additional dwellings beyond the 2041. A further

1,500 dwellings are expected to be delivered on sites within the MDC area (some of which are identified in Policy ST2). The dwellings projected beyond 2041 are on larger sites that will take a number of years to be developed out. If there is sufficient market demand these dwellings could come forward earlier, within the Plan period. The inclusion of housing beyond the Plan period on larger sites is to ensure that infrastructure for the whole of the site can be properly planned for from the outset.

- 5.33 The projected number of dwellings assigned to the allocated housing sites is indicative only and is not intended as a maximum or minimum. This demonstrates that the allocations, in combination with other sources of supply, are capable of delivering sufficient dwellings to satisfy the housing requirement identified in Policy HO2. The precise dwelling capacity of the sites will be determined at the planning application stage, where the applicant will need to demonstrate that the proposed number of dwellings is appropriate through a design-led approach that has regard to the characteristics of the site and the surrounding area.

Policy HO4 Housing Allocations			
The sites in the table below are allocated for residential development. The number of dwellings identified for each site is indicative and is not intended as either a maximum or a minimum.			
Policy Reference	Site	Net additional dwelling (2023/24 to 2040/41)	Net additional dwellings (post 2041)
HO4a	Stainsby	1,300	
HO4b	Newham Hall Farm	780	320
HO4c	Grove Hill	296	
HO4d	Nunthorpe Grange	250	
HO4e	Former St David's School	139	
HO4f	Hemlington Grange	608	
HO4g	Hemlington North	35	
HO4h	Hemlington Grange South	130	
HO4i	Hemlington Grange West	170	
HO4j	Ford Close Riding Centre	45	
HO4k	Hemlington Lane	18	
HO4l	Land East of Driving Range	77	
HO4m	Coulby Farm Way	17	
HO4n	Land West of Cavendish Road	16	
HO4o	Land North of Low Lane	700	
HO4p	Holme Farm	430	
HO4q	Land at Stainsby Road	47	
	Total	5,058	320

Stainsby

- 5.34 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.

- 5.35 The site has previously been allocated in the Housing Local Plan (known as 'Brookfield'), although the site boundary has been revised to reflect the development that has already taken place. The first phase delivered a total of 416 dwellings at Acklam Woods (77), Kingsbrook Wood (126) and Stainsby Hall Farm (213). The second phase delivered a total of 299 dwellings, at Brookland Park (160) and Brookfield Woods (139).
- 5.36 The Council adopted the Stainsby Country Park and Masterplan Design Code in June 2022, which will be used to guide development proposals and in the consideration of any planning applications relating to the site. The Council intends to designate the new Stainsby Country Park as Local Green Space at the earliest opportunity, once it has been provided.

Policy HO4a 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. It will include footpaths and cycleways within green corridors integrated throughout the development linking individual neighbourhoods and the surrounding residential areas.

This new community will include the following uses:

- a. residential (1,300 dwellings);
- b. a country park, incorporating existing areas of open space that will link to new open spaces;
- c. a local centre, including a visitor centre and new sports pitches; and
- d. a primary school (to be provided when need arises).

A development of high quality will be required in accordance with the adopted Stainsby Country Park and Masterplan Design Code. Proposals for the development of the site should:

- e. create residential development in neighbourhoods of identifiable character which provide variety and diversity in layout and design;
- f. provide a mix of dwelling types and sizes, including bungalows, in accordance with Policy HO3;
- g. provide 'accessible and adaptable dwellings' and 'wheelchair accessible dwellings' in accordance with Policy HO3;
- h. provide self-build and/or custom build plots in accordance with Policy HO11;
- i. provide affordable housing in accordance with Policy HO5;
- j. provide the local centre and primary school in a central location which maximises accessibility, by non-car modes, for future residents and provide financial contributions to improve off-site secondary school provision to accommodate the educational needs of future residents;
- k. provide a Country Park along the northern and eastern part of the site;
- l. include areas of landscaping to provide screening from the A19;
- m. enhance the Local Wildlife Sites in the north of the site and provides compensatory provision for any loss of habitat required for highway access;
- n. retain mature trees where possible;
- o. incorporate other open space throughout the development;

- p. is accessed from A1130 creating a link road through the development connecting to Jack Simon Way, direct vehicular access onto which will be limited to ensure that it functions efficiently as a distributor road;
- q. provide any necessary off-site improvements to transport infrastructure to mitigate the impact of development;
- r. provide a strategic traffic free route through the development running North/South between the A1130 and Jack Simon Way;
- s. provide 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;
- t. restrict built residential development to the part of the site within Flood Zone 1 only;
- u. maximise 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
- v. maintain an access route for farm vehicles from the farmstead at Stainsby Hill Farm to the farmland south of Stainsby Grange equestrian centre.



Figure 4 - Stainsby Masterplan

Newham Hall Farm

- 5.37 The site, which is located to the south east of Coulby Newham, will be developed to create a high quality suburban extension to the existing residential area. The majority of the site was previously in agricultural use, though the area around Lingfield Farm provides open space, allotments and a play area. The Lingfield Farm area of the site will be retained and enhanced as an area of open space that will provide a focus for recreational and community use for existing and future residents.
- 5.38 Given the large scale of the site, a wide range of housing types to meet the needs of all the community will be provided within distinctive neighbourhoods. A masterplan is currently

under preparation for the site and may lead to amendments to the Policy to take account of the outcome of this exercise.

Policy HO4b Newham Hall Farm

Land is allocated for the development of approximately 1,100 dwellings.

Proposals for development of the site should:

- a. protect and enhance approximately 6 ha of open space and community facilities at Lingfield Farm, including the allotments, play area and pond, as a hub to serve the wider area;
- b. provide an appropriately scaled Local Centre located with other community facilities at Lingfield Farm;
- c. provide a primary school when the need arises and provide financial contributions to improve off-site secondary school provision to accommodate the educational needs of future residents;
- d. provide a mix of dwelling types and sizes, including bungalows, family housing, executive dwellings that complement and enhance the choice and quality of housing in the local area in accordance with Policy HO3;
- e. create residential development in neighbourhoods of identifiable character that provide variety and diversity in layout and design, land adjacent to Newham Hall should be developed for low density executive dwellings;
- f. provide 'accessible and adaptable dwellings' and 'wheelchair accessible dwellings' in accordance with Policy HO3;
- g. provide self-build and/or custom build plots in accordance with Policy HO11;
- h. provide affordable housing in accordance with Policy HO5;
- i. preserve the character and appearance of the setting of the Grade II listed structures Newham Hall, Newham Hall Lodge and Newham Hall Gate;
- j. incorporate and retain the local listed Newham Hall Farm;
- k. be accessed from a new roundabout junction onto B1365, Bonnygrove Way and Rye Hill Way and provide any necessary off-site improvements to transport infrastructure to mitigate the impact of the development;
- l. provide bus penetration, potentially including bus priority measures / bus only restrictions, to ensure it can be served by public transport and facilitate the provision of a wider south orbital route;
- m. provide pedestrian and cycleway links throughout the development, linked to existing public rights of way, to improve connectivity, including links to adjoining residential areas, community facilities and Coulby Newham District Centre;
- n. protect and enhance the woodland areas adjacent to Southwood and Fernwood, Marton West Beck and the coppice north of Newham Hall Farm and retain a green buffer zone between the housing and Marton West Beck and its tributaries;
- o. incorporate a structural tree buffer alongside the B1365, to the east and south of the access road to Newham Hall Farm of a minimum 10 metres wide and to the north east of Newham Hall;
- p. create a wildlife corridor and recreational route along the Marton West Beck valley; and
- q. maximise the use of SuDS in the drainage system and retain the ponds south of Newham Hall Farm.

Grove Hill

- 5.39 The Grove Hill housing allocation consists of two parcels of land that were formerly occupied by low demand social housing. The sites have been cleared and the initial phases of redevelopment at Bishopton Road have been completed, providing 127 modern affordable homes. The site is being developed by Thirteen to provide a range of affordable houses and bungalows. Planning permission for 296 dwellings was granted in April 2021, and work started on the site in June 2023.

Policy HO4c Grove Hill

Land is allocated for the development of approximately 296 dwellings.

Proposals for development of the site should:

- a. provide a mix of housing types and sizes, including bungalows, that complements and enhances the choice and quality of housing in the local area;
- b. provide variations in form, density and character across the site;
- c. provide outward facing frontages onto the Vale, Marton Burn Road and Keith Road;
- d. create focal points on the Vale and Keith Road, through the use of prominent buildings and/or landscaping;
- e. incorporate high quality open space and public realm;
- f. be designed to provide natural surveillance throughout the development to create a safe, crime-free environment;
- g. incorporate footpaths and cycleways that link into the wider network, including the provision of East/West cycle facilities along Keith Road;
- h. creation of a signalised junction at The Vale/Keith Road/Hollyhurst Avenue, with pedestrian and cycle facilities;
- i. contribute towards the cost of sustainable transport infrastructure improvements; and
- j. provide any necessary off-site improvements to school provision to accommodate the educational needs of future residents.

Nunthorpe Grange

- 5.40 The site, which is located to the south and east of existing residential areas of Nunthorpe, will be developed for residential use and a community hub within a high quality environmental setting that will include a park, playing fields and wildlife habitat. A medical centre was completed in 2022 providing a new doctor's surgery and other facilities. The majority of the site was previously in agricultural use along with an area of playing fields centrally located. The site benefits from views to Roseberry Topping and St Mary's Church. A wetland area towards the eastern part of the site is the source of Ormesby Beck.
- 5.41 In December 2018 informal Development Guidance for the site was adopted by the Council. A masterplan is currently under preparation for the site and may lead to changes in the Policy at Publication stage to reflect the outcomes of this exercise.

Policy HO4d Nunthorpe Grange

Land is allocated for the development of approximately 250 dwellings and a community hub.

Proposals for development of the site should:

- a. provide a mix of dwelling types and sizes including family housing, bungalows or low-rise apartments for an ageing population that complement and enhance the choice and quality of housing in the local area in accordance with Policy HO3;
- b. ensure a cohesive range of housing styles are provided across the site;
- c. provide 'accessible and adaptable dwellings' and 'wheelchair accessible dwellings' in accordance with Policy HO3;
- d. provide self-build and/or custom build plots in accordance with Policy HO11;
- e. ensure housing adjacent to open space faces onto the open space and is set back from mature trees to prevent over shadowing;
- f. provide affordable housing in accordance with Policy HO5;
- g. provide a community hub and community garden, community hall or places of worship;
- h. provide enhancement of existing medical facilities;
- i. provide a minimum of 3ha of land as a park /public open space for recreational purposes;
- j. provide landscaped site gateways from the A1043 and Stokesley Road;
- k. provide pocket parks within the development;
- l. retain the existing playing pitches on the site;
- m. create a wildlife habitat area of a minimum of 3.5 ha in the part of the site within Flood Zones 2 and 3;
- n. restrict built development of the site to Flood Zone 1 only;
- o. maximise the use of SuDS and/or de-culvert along watercourses and natural pond areas, where appropriate;
- p. incorporate vistas of Roseberry Topping and St Mary's Church from public open space;
- q. retain and protect mature trees on the site, subject to being in good health;
- r. retain and protect mature hedgerows, where possible;
- s. retain and enhance the planting buffer alongside the A1043 and the railway;
- t. provide the main vehicular access from a single access point on the A1043 designed to incorporate controlled pedestrian and cycleway crossing facilities of the A1043 – no other vehicular access points will be permitted from the A1043;
- u. provide a secondary vehicular access from Stokesley Road serving a smaller quantum of development. Access between Stokesley Road and the rest of the site shall be restricted to cycles and pedestrians only;
- v. provide vehicular access from Guisborough Road to serve a single row of dwellings only, with access between Guisborough Road and the rest of the site restricted to cycles and pedestrians only;
- w. provide a new pedestrian/cycle route within the site boundary alongside the A1043 with appropriate connections into existing infrastructure;
- x. retain and integrate existing footpaths, which should be combined with additional cycle and footpath routes. The existing public right of way running North/South alongside the adjacent playing field land should be relocated and improved to be integrated within the development with natural surveillance;
- y. provide any necessary off-site improvements to transport infrastructure to mitigate the impact of the development; and
- z. provide any necessary off-site improvements to school provision to accommodate the educational needs of future residents.

Former St David's School

- 5.42 The site 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.
- 5.43 The site is an existing housing allocation in the adopted Housing Local Plan and is the subject of a current planning application which has been approved by Planning Committee subject to the signing of a S106 Legal Agreement. The signing of the Agreement was delayed when Natural England issued advice and guidance regarding Nutrient Neutrality (NN). The consequence of this was that the Council could not issue the decision notice until NN mitigation had been provided. This has still to be done. Once the mitigation has been provided and agreed the decision notice will be issued.

Policy HO4e Former St David's School

Land is allocated for the development of approximately 139 dwellings.

Proposals for development of the site should:

- a. provide a mix of dwelling types and sizes, including bungalows and family housing, that complement and enhance the choice and quality of housing in the local area in accordance with Policy HO3;
- b. provide 'accessible and adaptable dwellings' and 'wheelchair accessible dwellings' in accordance with Policy HO3;
- c. provide affordable housing in accordance with Policy HO5;
- d. enhance the setting of the Acklam Hall Conservation Area and the historic Avenue of Trees;
- e. ensure dwellings along the eastern edge of the site face onto the Avenue of Trees;
- f. have vehicular access from St David's Way, which should be sympathetically upgraded, taking into account the adjacent Avenue of Trees, to mitigate the impact of the development;
- g. maintain and enhance existing pedestrian footpath access arrangements from Acklam Road and Hall Drive;
- h. retain the existing mature trees, subject to being in good health;
- i. be designed to take account of surface water flooding issues, whilst ensuring there is no adverse impact on existing residential properties and that opportunities for the use of SuDS are maximised;
- j. provide managed on-street parking facilities recognising the local use of the Avenue of Trees for leisure purposes;
- k. provide off-site improvements to school provision to accommodate the educational needs of future residents;
- l. provide a financial contribution towards the delivery of Mobility Corridor measures on Acklam Road; and
- m. re-provide the playing pitches on a suitable site elsewhere in the Borough.

Hemlington Grange

- 5.44 The housing allocations related to Hemlington Grange consists of four adjacent parcels of land, the main Hemlington Grange site, Hemlington North, Hemlington Grange South and Hemlington Grange West. The site is an existing mixed use allocation in the adopted Housing Local Plan.
- 5.45 The main Hemlington Grange site and Hemlington North has been granted outline planning permission for up to 1,230 dwellings. Taking account of planning permissions granted on Hemlington Grange to date it appears that fewer than 1,230 will be delivered on the main site. Hemlington Grange is within the Stainton and Thornton Neighbourhood Plan area and proposals for development of the site should have regard to the requirements of the Neighbourhood Plan.

Policy HO4f Hemlington Grange

Land is allocated for the development of approximately 608 dwellings. Proposals for development of the site should:

- a. provide a mix of dwelling types and sizes, including medium to low density three and four bedroom detached, semi-detached dwellings, and bungalows that complement and enhance the choice and quality of housing in the local area in accordance with Policy HO3;
- b. provide 'accessible and adaptable dwellings' and 'wheelchair adaptable dwellings' in accordance with Policy HO3;
- c. provide self-build and/or custom build plots in accordance with Policy HO11;
- d. provide residential development in neighbourhoods of identifiable character which provide variety and diversity in layout and design, with neighbourhoods on the southern boundary of the site developed for high value housing;
- e. be designed and laid out to take account of potential noise issues from traffic on Stainton Way;
- f. provide a linking spine road (Hemlington Grange Way) through the site that provides vehicular access from Stainton Way and the B1365 in order to enable bus penetration;
- g. provide a network of footpaths, cycleways and bridleways that link into the wider network;
- h. provide a controlled pedestrian and cycle facilities crossing on Stainton Way;
- i. provide green corridors through the development that link into the wider greenspace network;
- j. create a community park as a focal point of the development;
- k. retain hedgerows where possible;
- l. incorporate water bodies as part of SuDS to help prevent flooding downstream and to create a recreational and ecological resource;
- m. provide any necessary off-site improvements to school provision to accommodate the educational needs of future residents; and
- n. de-culvert water courses within the site where possible.

Transport Infrastructure

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

- i. widening of Stainton Way from B1365 to Dalby Way;
- ii. widening of the B1365 between Stainton Way and Newham Way;
- iii. provision of improved passenger waiting facilities at bus stops, including real time information systems; and
- iv. 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

- 5.46 The Hemlington North site, which measures 0.7 hectares, was allocated in the Housing Local Plan as part of the wider Hemlington Grange allocation. Hemlington Grange North is within the Stainton and Thornton Neighbourhood Plan area and proposals for development of the site should have regard to the requirements of the Neighbourhood Plan.

Policy HO4g Hemlington North

Land is allocated for approximately 35 dwellings. Proposals for development of the site should:

- a. provide a mix of dwelling types and sizes, which could include low rise apartments semi-detached and terraced properties;
- b. be for affordable housing only;
- c. have dwellings broadly arranged as a perimeter block, which could include a landmark building at the corner of Stainton Way and Stokesley Road;
- d. not exceed three storeys in height other than if a landmark apartment building is provided which should not exceed four and a half storeys;
- e. provide strong boundary treatment on the northern edge to mitigate potential traffic noise from Stainton Way;
- f. provide green amenity space in the centre of the site, which should incorporate SuDS;
- g. retain hedgerows and trees around the boundaries of the site, where possible;
- h. provide vehicular access from Hemlington Village Road only; and
- i. provide 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.

Hemlington Grange South

- 5.47 The site is allocated in the Housing Local Plan as part of the mixed use Hemlington Grange allocation. Hemlington Grange South is within the Stainton and Thornton Neighbourhood Plan area and proposals for development of the site should have regard to the requirements of the Neighbourhood Plan.

Policy HO4h Hemlington Grange South

Land is allocated for approximately 130 dwellings. Proposals for development of the site should:

- a. provide a distinctive neighbourhood of predominantly three and four bedroom detached and semi-detached dwellings including bungalows, of no more than two and a half storeys, that complements and enhances the choice and quality of housing in the local area in accordance with Policy HO3;
- b. provide 'accessible and adaptable dwellings' and 'wheelchair adaptable dwellings' in accordance with Policy HO3;
- c. provide affordable housing in accordance with Policy HO5;
- d. ensure dwellings adjacent to the southern boundary have their primary frontage facing outwards onto the open countryside and are of very high quality design;
- e. ensure dwellings adjacent to open space and tree belts front onto the green infrastructure and are set back from mature landscaping to prevent over shadowing;
- f. retain the linear belt of trees around the northern, eastern and southern boundaries of the site, other than to enable access;
- g. have vehicular access from the Hemlington Grange site to the north only;
- h. provide a multi-user route for pedestrians, cyclists and horse riders through the site that can connect into a wider network planned for south Middlesbrough;
- i. provide a crossing of the B1365 for the multi- user route and a pedestrian and cyclepath link from the crossing through to Coulby Farm Way;
- j. provide north to south pedestrian routes across the site that link in with routes on the wider Hemlington Grange site;
- k. provide green corridors that link into the wider green space network;
- l. provide a local area park as an integral part of the overall design and landscape strategy;
- m. provide any necessary off-site improvements to school provision to accommodate the educational needs of future residents; and
- n. incorporate SuDS devices within the landscape strategy.

Development should contribute to the transport infrastructure required as part of Policy HO4f.

Hemlington Grange West

- 5.48 The site is currently allocated in the Housing Local Plan as part of the Hemlington Grange mixed use allocation. The site provides an opportunity to provide a new Local Centre to serve the new and existing residents at Hemlington Grange. Hemlington Grange West is within the Stainton and Thornton Neighbourhood Plan area and proposals for development of the site should have regard to the requirements of the Neighbourhood Plan.

Policy HO4i Hemlington Grange West

Land is allocated for approximately 170 dwellings and a new Local Centre. Proposals for development of the site should:

- a. provide a mix of dwelling types and sizes, including bungalows, that complements and enhances the choice and quality of housing in the local area in accordance with Policy HO3;
- b. provide 'accessible and adaptable dwellings' and 'wheelchair adaptable dwellings' in accordance with Policy HO3;
- c. provide residential development in a neighbourhood of identifiable character;
- d. provide affordable housing in accordance with Policy HO5;
- e. provide an appropriately scaled Local Centre;
- f. be designed and laid out to take account of potential noise issues from traffic on Stainton Way;
- g. take vehicular access from Hemlington Grange Way, whilst incorporating access to the adjacent Holme Farm allocation for vehicles, pedestrians and cyclelists;
- h. provide footpaths that link into the wider network;
- i. ensure dwellings adjacent to open space and tree belts front onto the green infrastructure and are set back from mature landscaping to prevent over shadowing;
- j. retain hedgerows where possible;
- k. provide a green corridor that incorporates the existing SuDS pond and links into the wider greenspace network; and
- l. provide any necessary off-site improvements to school provision to accommodate the educational needs of future residents.

Development should contribute to the transport infrastructure required as part of Policy HO4f.

Ford Close Riding Centre

- 5.49 The site is currently occupied by a private riding school with associated structures, fields used for horse grazing, a dwelling and a block of mature deciduous woodland that is protected by a Tree Preservation Order. The site, which is already a housing allocation in the adopted Housing Local Plan, is to the south of an existing residential area and to the north and west of the Grey Towers Village housing development that is currently under construction. It is also in close proximity to the Middlesbrough Golf Club. The site is within the Marton West Neighbourhood Plan area and proposals for development of the site should have regard to the requirements of the Neighbourhood Plan.

Policy HO4j Ford Close Riding Centre

Land is allocated for the development of approximately 45 dwellings.

Proposals for development of the site should:

- a. provide a residential development that integrates well with the high quality housing and environment of the surrounding area;
- b. provide a mix of dwelling types, including high value houses and bungalows in accordance with Policy HO3;
- c. provide 'accessible and adaptable dwellings' in accordance with Policy HO3;
- d. provide affordable housing in accordance with Policy HO5;
- e. provide open space and retain and integrate existing mature trees and hedgerows, where possible, including the retention of the existing woodland adjacent to the watercourse to the south west of the site;
- f. provide vehicle access from Brass Castle Lane only, with no vehicle access from the northern frontage of the site other than to the existing dwelling;
- g. provide any necessary off-site improvements to transport infrastructure to mitigate the impact of the development;
- h. relocate the existing derestricted / 30 mph 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;
- i. provide pedestrian and cycleway links to improve connectivity with adjoining residential areas including crossing facilities; and
- j. provide a financial contribution for improvements to school provision to accommodate the educational needs of future residents.

Proposals should also take into account requirements of Policy MW4 of the Marton West Neighbourhood Plan.

Hemlington Lane

- 5.50 The proposed housing allocation comprises 1.2 ha of open space, approximately two thirds of which is covered by trees. The site is located within Kader Ward. The site is the subject of a current planning application, 23/0544/MAJ, for 18 dormer bungalows.

Policy HO4k Hemlington Lane

Land is allocated for the development of 18 dwellings.

Proposals for development of the site should:

- a. provide a mix of dwelling types and sizes, including bungalows, that complements and enhances the choice and quality of housing in the local area in accordance with Policy HO3;
- b. provide 'accessible and adaptable dwellings' in accordance with Policy HO3;
- c. provide affordable housing in accordance with Policy HO5;
- d. not exceed two storeys in height;

- e. be designed to take account of potential noise pollution from the A174 and Ladgate Lane;
- f. provide vehicular access from Hemlington Lane;
- g. take account of surface water flood risk in the eastern part of the site and maximise opportunities for the use of SuDS across the site;
- h. provide compensatory tree planting both on and off-site to mitigate for the loss of existing trees on the site;
- i. provide any necessary off-site improvements to school provision to accommodate the educational needs of future residents; and
- j. provide any necessary off-site improvements to transport infrastructure to mitigate the impact of development, including a new footpath along Hemlington Lane that connects to a new signalised pedestrian crossing of Ladgate Lane.

Land East of Driving Range

- 5.51 The proposed allocation comprises 3.91 ha of land within the Municipal Golf Centre in Ladgate Ward. The site consists of an area used as a practice range, bordered by trees and woodland. The practice range area of the site will be developed for housing with retention of the tree cover around the boundaries of the site.

Policy HO4I Land East of Driving Range

Land is allocated for the development of approximately 77 dwellings.

Proposals for development of the site should:

- a. provide a mix of dwelling types and sizes, including bungalows, that complements and enhances the choice and quality of housing in the local area in accordance with Policy HO3;
- b. provide 'accessible and adaptable dwellings' in accordance with Policy HO3;
- c. provide variations in form, density and character across the site;
- d. provide affordable housing in accordance with Policy HO5;
- e. not exceed two and a half storeys in height;
- f. achieve satisfactory vehicle access to Ladgate Lane;
- g. incorporate open space and retain the woodland and trees around the boundaries of the site, subject to being in good health, other than where access points are required;
- h. prepare an open space strategy to ensure that existing woodland will be retained and work undertaken to secure its long-term well being;
- i. provide enhancements to Marton West Beck;
- j. provide pedestrian and cycleway links to connect the development with the shared footpath/cycle path along Ladgate Lane;
- k. provide footpath routes through the woodland areas and around the boundaries of the site;
- l. provide any necessary off-site improvements to transport infrastructure to mitigate the impact of development;
- m. provide any necessary off-site improvements to school provision to accommodate the educational needs of future residents;

- n. provide an outward facing development with dwellings adjacent to the northern, western and southern boundaries of the site fronting onto these areas; and
- o. maximise opportunities for the use of SuDS.

Coulby Farm Way

- 5.52 The proposed allocation comprises two parcels of open space on either side of Coulby Farm Way within Coulby Newham Ward. Coulby Farm Way East covers 0.47 ha and Coulby Farm Way West covers 0.43 ha. The sites will be developed for housing.

Policy HO4m Coulby Farm Way

Land is allocated for the development of approximately 6 dwellings at Coulby Farm Way East and approximately 11 dwellings at Coulby Farm Way West.

Proposals for development of the Coulby Farm Way East site should:

- a. provide a mix of dwelling types and sizes that complements and enhances the choice and quality of housing in the local area;
- b. not exceed two storeys in height;
- c. retain the bunded area as open space;
- d. retain existing trees, subject to being in good health;
- e. provide an outward facing development, with dwellings adjacent to the boundaries of the site fronting onto the adjoining footpaths; and
- f. provide any necessary off-site improvements to school provision to accommodate the educational needs of future residents.

Proposals for development of the Coulby Farm Way West site should:

- g. provide a mix of dwelling types and sizes, including bungalows, that complements and enhances the choice and quality of housing in the local area in accordance with Policy HO3;
- h. provide 'accessible and adaptable dwellings' in accordance with Policy HO3;
- i. provide affordable housing in accordance with Policy HO5;
- j. not exceed two storeys in height;
- k. retain the existing large oak tree and the trees on the Crossfields frontage, subject to being in good health and retain the other trees on the site where possible;
- l. provide compensatory tree planting for any removed trees;
- m. provide an outward facing development with dwellings adjacent to the boundaries of the site fronting onto the adjoining footpaths; and
- n. provide any necessary off-site improvements to school provision to accommodate the educational needs of future residents.

Land West of Cavendish Road

- 5.53 The proposed allocation site comprises 0.84 ha of grassed open space within Longlands and Beechwood Ward. The site will be developed as two parcels of housing, with the central part of the site retained as open space. The site is in a location where an affordable housing contribution will not be sought on viability grounds.

Policy HO4n Land West of Cavendish Road

Land is allocated for the development of approximately 16 dwellings.

Proposals for development of the site should:

- a. provide a mix of dwelling types and sizes, including bungalows, that complements and enhances the choice and quality of housing in the local area in accordance with Policy HO3;
- b. provide 'accessible and adaptable dwellings' in accordance with Policy HO3;
- c. not exceed two storeys in height;
- d. retain and enhance an area of open space of approximately 0.2 ha in the central part of the site that links into adjacent open space to the west of the site;
- e. retain existing trees, subject to being in good health;
- f. retain and enhance pedestrian links through the site and around the boundaries of the site;
- g. provide any necessary off-site improvements to school provision to accommodate the educational needs of future residents; and
- h. provide an outward facing development, with dwellings adjacent to the boundaries of the site and/or adjacent to areas of open space fronting onto these areas.

Land North of Low Lane

- 5.54 The site is located to the west of Stainton and north of Low Lane, and includes land at Stainton Vale Farm, the Sporting Lodge and Plum Tree Farm. The majority of the site is used as farmland and horse stabling / grazing, but also includes the Sporting Lodge Inn, listed farm buildings and a small number of residential dwellings.
- 5.55 The site provides an opportunity to create a sustainable urban extension with its own distinct character within a landscaped setting. The site is within the Stainton and Thornton Neighbourhood Plan area and proposals for development of the site should have regard to the requirements of the Neighbourhood Plan.

Policy HO4o Land North of Low Lane

Land is allocated for the development of approximately 700 dwellings and the development of a new Local Centre.

Proposals for development of the site should:

- a. create residential development in neighbourhoods of identifiable character which provide variety and diversity in layout and design;
- b. provide a mix of dwelling types and sizes, including bungalows, in accordance with Policy HO3;
- c. provide 'accessible and adaptable dwellings' and 'wheelchair adaptable dwellings' in accordance with Policy HO3;
- d. provide self-build and/or custom build plots in accordance with Policy HO11;
- e. provide affordable housing in accordance with Policy HO5;

- f. establish a new local centre around the Sporting Lodge, including retail facilities to serve the new and existing residents of Stainton;
- g. ensure that the site layout preserves the character and appearance of the setting of the Grade II listed structures, Stainton Vale Farmhouse, Dove Cotes and Outhouse;
- h. ensure that none of the development is located over or immediately adjacent to the route of the Northumbrian Water trunk main and raw water main;
- i. restrict built residential development to the part of the site within Flood Zone 1;
- j. be designed to take account of surface water flooding issues, whilst ensuring there is no adverse impact on existing residential properties and that opportunities for the use of SuDS are maximised;
- k. provide a new or upgraded vehicle access from the B1380, ideally provided as a signal controlled four arm junction arrangement with Strait Lane;
- l. include an internal road layout that permits bus penetration through the site;
- m. provide any necessary off-site improvements to transport infrastructure, including safety improvements to the B1380, to mitigate the impact of the development and contribute towards the provision of a sustainable transport corridor with potential linkages to the Stainsby housing allocation;
- n. work with National Highways, and adjacent landowners, to secure use of the accommodation overbridge over the A174 to deliver a link restricted to public transport, walking and cycling, which will link Stainton and surrounding areas to Stainsby and onward to Mandale via the Stainton Way Western Extension;
- o. provide a pedestrian and cycle route alongside the B1380 within the development which links the junction of A1045/B1380 Low Lane with an improved signalised junction incorporating Toucan facilities at the junction of Stainton Way/B1380/A1044;
- p. retain the Plum Tree Pasture Local Wildlife Site and contribute to its enhancement;
- q. provide any necessary off-site improvements to school provision to accommodate the educational needs of future residents;
- r. provide pedestrian and cycleway links through the development and improved safe pedestrian and cycle linkages with the existing communities of Stainton and Thornton;
- s. improve access to the adjacent community woodland;
- t. deliver a high quality landscape setting with significant areas of new woodland planting to act as a buffer between the site and the A19, A174, and adjoining farmland and that integrates with the development to draw the surrounding countryside into the residential areas; and
- u. retain existing mature trees and hedgerows where possible.

Holme Farm

- 5.56 The proposed allocation site comprises 19.8 ha of farmland within Stainton and Thornton Ward. The site is located to the west of the existing Hemlington Grange allocation. The site will predominantly be developed for housing, along with a primary school. The site is within the Stainton and Thornton Neighbourhood Plan area and proposals for development of the site should have regard to the requirements of the Neighbourhood Plan.

Policy HO4p Holme Farm

Land is allocated for the development of approximately 430 dwellings.

Proposals for development of the site should:

- a. provide a mix of dwelling types and sizes, including bungalows, that complements and enhances the choice and quality of housing in the local area in accordance with Policy HO3;
- b. provide 'accessible and adaptable dwellings' and 'wheelchair adaptable dwellings' in accordance with Policy HO3;
- c. provide variations in form, density and character across the site;
- d. should not exceed two and a half storeys in height;
- e. provide affordable housing in accordance with Policy HO5;
- f. provide self-build and/or custom build plots in accordance with Policy HO11;
- g. provide a primary school when the need arises and provide financial contributions to improve off-site secondary school provision to accommodate the educational needs of future residents;
- h. achieve satisfactory vehicle access to Stainton Way and Hemlington Grange West;
- i. provide any necessary off-site improvements to transport infrastructure to mitigate the impact of development;
- j. incorporate a landscaped buffer zone of open space to the south of the Grade II* listed Stainton Grange and garden walls and be designed to sustain or enhance these heritage assets;
- k. incorporate a landscaped buffer zone of open space along the southern boundary of the site adjacent to Stainton Beck;
- l. provide an equipped play area;
- m. provide pedestrian and cycleway links in the form of green links throughout the development to improve connectivity, including links to the Hemlington Grange site to the east and links to the public rights of way to the east and west of the site;
- n. provide an outward facing development, with dwellings adjacent to the boundaries of the site and/or adjacent to areas of open space fronting onto these areas;
- o. retain the existing mature trees, subject to being in good health;
- p. retain and enhance the existing hedgerows other than where access points are required; and
- q. maximise opportunities for the use of SuDs.

Land at Stainsby Road

- 5.57 The proposed allocation comprises 2.1 ha of open space at the western end of Stainsby Road, within Ayresome Ward. The site is in a location where an affordable housing contribution will not be sought on viability grounds. While the site is expected to come forward for housing development, discussions have been ongoing between the Council and the Department of Education about the use of the site for a school. At this stage, given that discussions are ongoing, the site is allocated for both housing and school use.

Policy HO4q Land at Stainsby Road

Land is allocated for the development of either new housing or for a school.

All proposals for development of the site should:

- a. provide variations in form, density and character across the site;
- b. not exceed two storeys in height;
- c. be designed to take account of potential noise pollution from the A19;
- d. take account of surface water flood risk in the south west corner of the site and maximise opportunities for the use of SuDS across the site;
- e. take account of the presence of a medieval boundary ditch along the south west boundary that is recorded in the historic environment records;
- f. provide pedestrian and cycleway links to connect the development with the shared footpath/cycle path to the west of the site;
- g. provide compensatory planting to take account of the removal of on-site saplings; and
- h. provide any necessary off-site improvements to transport infrastructure to mitigate the impact of development.

In addition, proposals for housing will be expected to deliver approximately 47 dwellings and:

- i. provide a mix of dwelling types and sizes, including bungalows, that complements and enhances the choice and quality of housing in the local area in accordance with Policy HO3;
- j. provide 'accessible and adaptable dwellings' in accordance with Policy HO3;
- k. provide an outward facing development with dwellings adjacent to the western boundary of the site fronting onto the adjacent footpath / cycle path and open space;
- l. be accessed from Stainsby Road; and
- m. provide any necessary off-site improvements to school provision to accommodate the educational needs of future residents.

Affordable housing

- 5.58 The delivery of a good supply and range of high quality affordable dwellings is essential in providing choice for those in housing need and contributing to the achievement of balanced and sustainable communities.
- 5.59 Middlesbrough's Local Housing Needs Assessment identifies an affordable housing need for 4,432 households.
- 5.60 It would not be economically viable to require private sector housebuilders to provide this level of affordable housing within developments. Within the northern areas of Middlesbrough it is recognised that it is not economically viable for private sector housebuilders to provide affordable housing. A significant number of affordable homes will, however, be delivered in the north of the borough by Registered Providers, where 100% of the dwellings will be affordable.
- 5.61 With this in mind, the Council will only seek to achieve affordable housing contributions on sites of 10 dwellings or more within the more southerly wards of the borough.

Policy HO5 Affordable Housing

On residential developments of 10 or more homes, within the wards of Acklam, Coulby Newham, Hemlington, Kader, Ladgate, Marton East, Marton West, Nunthorpe, Stainton & Thornton, and Trimdon, a minimum of 15% of the homes will be required to be affordable unless the development is for the conversion or reuse of vacant buildings. The number of affordable dwellings required will be rounded up to the nearest whole dwelling number. On residential developments elsewhere the provision of affordable housing will be encouraged.

Of the affordable homes, 25% should be provided as First Homes. In addition, a minimum of 10% of the total number of homes on site shall be provided as affordable home ownership. First Homes can count towards the provision of affordable home ownership.

Exemptions to the 10% requirement for affordable home ownership will be made where the proposed development:

- a. provides solely for build to rent homes;
- b. provides specialist accommodation for a group of people with specific needs;
- c. is for custom build housing; or
- d. is exclusively for affordable housing.

In developments of 100 or more dwellings, after taking account of the above requirement for affordable home ownership, the remaining affordable housing requirement should be provided as approximately half social rent and half affordable rent.

All of the affordable housing should be provided on-site, be indistinguishable in appearance from the market housing and be grouped in clusters spread throughout the site in order to help achieve mixed and balanced communities. Off-site provision of affordable housing or a financial contribution (of the same value) to provide affordable housing will, however, be considered in the following exceptional circumstances:

- e. the developer undertakes to deliver the affordable housing on an alternative site within the borough and can demonstrate that the proposed approach contributes to the creation of mixed and balanced communities; or
- f. there is an alternative site identified by the Council upon which a financial contribution could be spent to provide affordable housing which would assist with regeneration and the creation of mixed and balanced communities.

Where an applicant does not propose to deliver the full affordable housing requirement they will need to submit a Planning Practice Guidance compliant financial viability assessment to demonstrate that the affordable requirement would make the scheme financially unviable. This assessment will be made publicly available along with all other documents supporting the planning application.

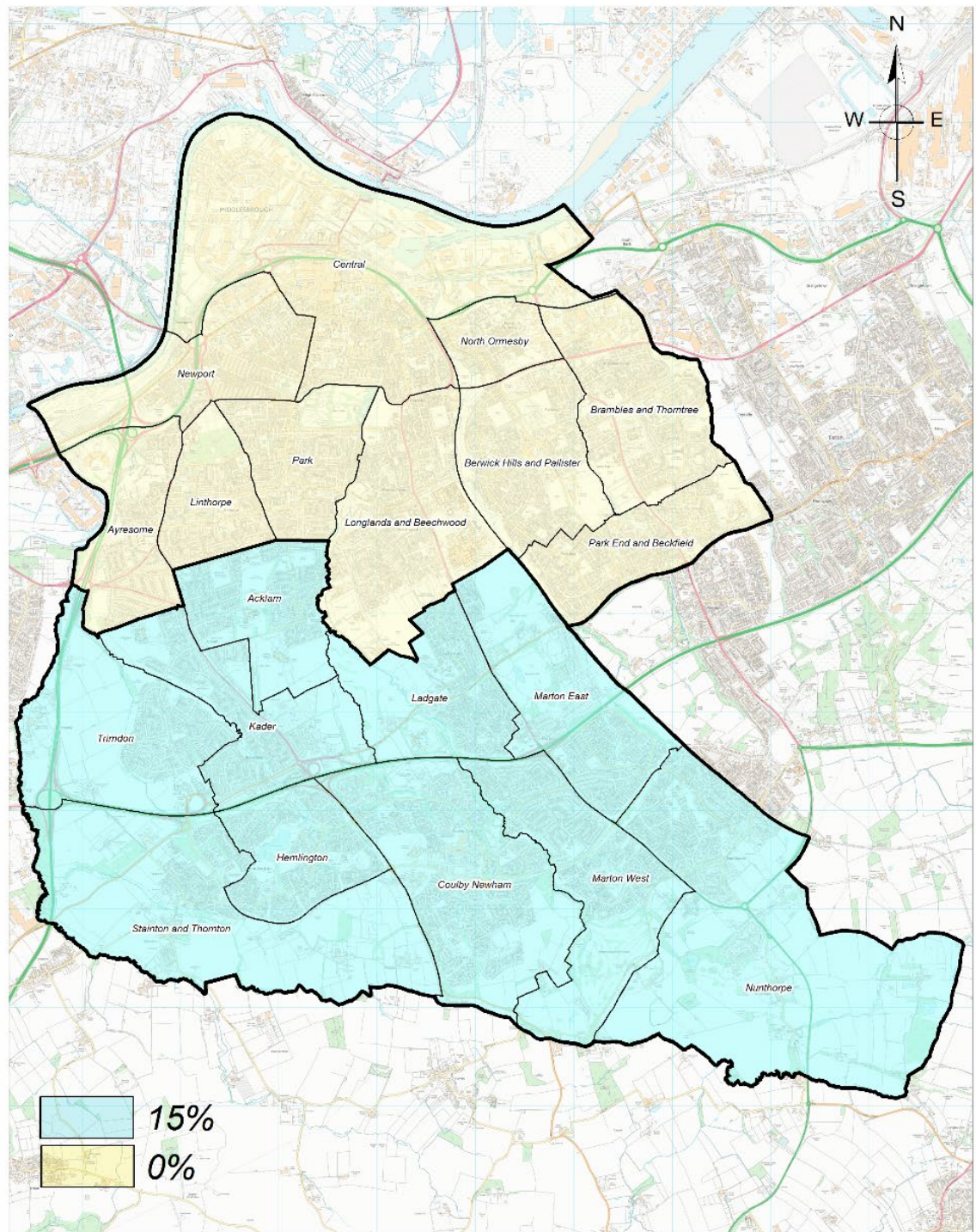


Figure 5 - Affordable Housing Requirement

Gypsy, Traveller and Travelling Showpeople

- 5.62 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.
- 5.63 Middlesbrough currently has one public site for Gypsy and Travellers at Metz Bridge, containing 20 pitches (although 3 of these are currently not in use) and one private Travelling Showpeople yard at North Ormesby, with nine plots.
- 5.64 The Middlesbrough Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) (2023) identified that there will be a need for an additional three plots to meet the future needs for Travelling Showpeople. This will be accommodated on land adjacent to the existing site.
- 5.65 The GTAA also found that there is a need for 14 additional pitches to meet the needs of Gypsies or Travellers during the plan period. This need cannot be met on the existing site and therefore will need to be met on a new site, which is identified at Land at Teessaurus Park.
- 5.66 Proposals will need to retain public access to the undeveloped part of Teessaurus Park which includes a Local Wildlife Site and to the River Tees. Proposals will also need to retain public access to the dinosaur sculptures, this could either be on site, within the undeveloped part of Teessaurus Park or by relocating the sculptures to a suitable alternative location which could include a park or open space.

Policy HO6 Gypsy, Traveller and Travelling Showpeople Accommodation

Land at Metz Bridge will be safeguarded for use as a Gypsy and Traveller site.

Additional land is allocated at Land at Teessuarus Park to meet the identified need for additional pitches by 2041. Proposals for future provision should:

- a. seek to main public access to the undeveloped part of the site including the Local Wildlife Site and the River Tees; and
- b. retain the dinosaur sculptures on site or relocate them to a suitable alternative location to enable continued public access.

Land at North Ormesby will be safeguarded as a Travelling Showpeople site. Land adjacent to the existing North Ormesby Travelling Showpeople site is allocated to meet additional need by 2041.

Where need for pitches cannot be met by existing provision, or through allocated sites, 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:

- c. have suitable and adequate highway access, provision for turning and servicing;
- d. have adequate parking provisions in accordance with adopted standards;
- e. are conveniently located for access to schools, health and other facilities, without placing undue pressure on such local infrastructure;

- f. will not have a significant detrimental effect on the amenity of occupiers of adjoining or nearby properties;
- g. are adequately screened and landscaped to maintain visual amenity, and provide sufficient privacy and security, without isolating travelling communities from settled communities;
- h. are not located in an area at risk of flooding;
- i. 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
- j. 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 and Traveller 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.

Space standards for residential uses

- 5.67 In relation to residential development, homes must be designed to meet the demands of everyday life, providing adequate space and facilities to enable residents to live comfortably and conveniently. It is therefore, important to plan for the achievement of high quality and inclusive design for all development, including individual buildings.
- 5.68 Housing developments should be of the highest quality internally, externally and in relation to their local context. All new housing should have sufficient internal and amenity space to cater for a variety of different household needs, with the aim of promoting high standards of liveability, accessibility and comfort. The standards outlined below are the nationally described space standards, and will be applied to residential proposals.

Policy HO7 Space Standards for Residential Uses

All new residential development, including change of use or conversions (see Policy HO8), will be required to ensure that the internal layout and size are suitable to serve the amenity requirements of future occupiers and will be expected to comply with the Nationally Described Space Standards (NDSS), as set out in Appendix 8.

Conversion and Sub-Division of Buildings for Residential Uses

- 5.69 The conversion and sub-division of buildings for residential use can help contribute to the provision of additional, smaller residential dwellings to meet local needs. However, in established residential areas, it can also lead to 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 of the area and whether it would result in the oversupply or unacceptable loss of particular dwelling types.

- 5.70 Whilst much of the existing dwelling stock may be 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.
- 5.71 The size of the proposed units will be considered against nationally-described space standards (see Policy HO7) 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 other), as well as horizontal alignment of similar rooms to reflect the nature of such rooms and any associated noise/impact transference.
- 5.72 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 covered and secure cycle storage.
- 5.73 Sub-dividing buildings and existing houses into smaller 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, notably affect the free flow of traffic or add to an already high demand for on street parking, as these will serve to lower the quality and experience of living within that area, and design in problems for future residents and users.
- 5.74 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.
- 5.75 Conversion of properties where there is shared communal space can often raise issues where bins, cycles and communal outdoor space are 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 level. 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.

Policy HO8 Conversion and Sub-Division of Buildings for Residential Use

The conversion and sub-division of buildings for residential use, including existing dwelling houses 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

- internal and external amenity space for existing and future residents, and by meeting the Council's space standards for residential uses (see Policy HO7);
- b. the proposed use would not lead to an unacceptable change in the character of the area;
 - 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. adequate provision for vehicle parking, cycle storage, servicing, refuse, recycling arrangements and, where appropriate, the management and maintenance of the property can be demonstrated through the submission of a management plan; and
 - f. the proposal would not give rise to conditions prejudicial to highway safety.

Conversion to multiple flats or student accommodation will not be supported where there is insufficient provision of in-curtilage parking or where there is an already significant demand for on street parking by surrounding properties, unless there is a good supply of nearby public parking provision.

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.

Houses in Multiple Occupation

- 5.76 A House in Multiple Occupation (HMO) is defined under planning legislation as a house or flat occupied by a certain number of unrelated individuals who share basic amenities and is classified by the Uses Classes Order as Class C4 (between three and six residents); and Sui Generis (more than six residents). Planning permission is not required for changes of use from Class C3 (residential) to Class C4 (HMO) unless an Article 4 Direction has been made for a particular area. Middlesbrough Council is in the process of designating an Article 4 Direction for HMO development in Middlesbrough (with the exception of the MDC area).
- 5.77 HMOs can provide accommodation for a wide range of groups including professionals, students, migrants, and people on low incomes. In Middlesbrough, there is a strong HMO market in central Middlesbrough, predominantly focused on the student sector, but also catering for other groups who need single person accommodation at low cost. More recently, concerns have been raised about the growth in HMOs in other areas, such as Linthorpe, North Ormesby and Ayresome.
- 5.78 HMOs provide a form of low-cost housing, particularly for students, younger people and people on low-incomes. They provide flexible accommodation for people with short-term housing requirements. This includes people in-between properties, people employed on short-term contracts and people who are saving to purchase a home. They also provide housing for people that simply prefer to live with large numbers of other people, such as friendship groups. Given the limited number of purpose-built private rented HMOs in the borough, the sector is likely to be reliant on conversion of existing properties.

- 5.79 Notwithstanding their importance in meeting housing needs, poor quality HMOs, or an over-concentration of them, can have significant negative impacts and have caused concern to local residents and Members. These concerns include: transient populations; anti-social behaviour; noise and nuisance; changing character of an area; living conditions and property standards; impact on parking and highways; mismanagement of waste; and poorly maintained properties and gardens. This can impact the lives of their sometimes more vulnerable occupants and their surrounding neighbourhoods. In addition, landlords are often better placed to acquire properties than local families, thus undermining the ability of larger family households to meet their needs.
- 5.80 Development for HMOs will need to demonstrate that they would not have a detrimental effect on the character and function of the locality, its local amenity or neighbouring properties. When considering whether there is an over concentration of HMO properties within the locality, the Council will consider each proposal on its individual merits, taking account of the number of existing HMOs (where possible), clustering and the character of the area. As shared accommodation tends to provide smaller living accommodation than single dwelling houses, particular attention will be given to ensure that a good standard of amenity is in place for future occupiers of the HMOs. The Council will require development proposals to retain acceptable levels of privacy and protect amenity.

Policy HO9 Houses in Multiple Occupation (HMOs)

To create inclusive, mixed and balanced communities and to protect residential amenity, development for HMOs will be expected to ensure that:

- a. the property is located where increased traffic and activity would not be detrimental to local amenity;
- b. the intensity of use would not adversely affect the character and function of the surrounding area;
- c. the proposal would not be detrimental to the amenities of neighbouring properties by causing undue noise and disturbance;
- d. adequate provision for vehicle parking, cycle storage, servicing, refuse, recycling arrangements and, where appropriate, the management and maintenance of the property can be demonstrated through the submission of a management plan;
- e. the proposal would not result in an over concentration of HMOs within the locality or lead to an unacceptable change in the character of the area; and
- f. the accommodation provides a good standard of well proportioned, useable living space and amenity for occupiers of the HMO.

The conversion to a HMO will not be supported where there is insufficient provision of in-curtilage parking and where there is an already significant demand for on street parking by surrounding properties, unless there is a good supply of nearby public parking provision.

Student accommodation

- 5.81 Teesside University teaches nearly 22,700 students, many of whom live within the borough. The provision of high quality student accommodation in the right location can significantly

impact on the quality of the student experience and on students' perceptions of Middlesbrough as a place to live, work and invest after graduation.

- 5.82 In recent years there has been an increase in new build student accommodation, often providing studio accommodation with en-suite bathrooms and kitchens, along with communal facilities such as a gym, cinema room and laundrette. Many of these new developments are aimed at students' increasing aspirations for a high quality living environment.
- 5.83 New student accommodation should be located within or adjacent to the Town Centre and the University Campus, where facilities and services are easily accessible by walking, cycling and public transport. New student accommodation can help regenerate the Town Centre and assist in creating a vibrant environment. Proposals for development away from the Town Centre and University Campus will need to demonstrate that the site is easily accessible to the University and to everyday facilities needed by students and how the proposal will contribute to the objective of creating sustainable communities and quality places to live.
- 5.84 Demand for student accommodation may change over the lifetime of the building. It is, therefore, important that the design and particularly the internal layout is flexible to enable easy conversion to other residential uses, in order to minimise the risk of the buildings standing vacant in future.

Policy HO10 Student Accommodation

Student accommodation within or adjacent to the University campus and the Town Centre will be permitted provided that:

- a. the development is of a scale and appearance appropriate to its surroundings;
- b. the development provides high quality living accommodation in terms of design, layout, living space and facilities;
- c. the development does not have a significant adverse impact on the amenity of the area and/or to neighbouring residents' amenity;
- d. self contained student accommodation achieves the space standard requirements of Policy HO7. It may be acceptable for specialist student accommodation to be of smaller space standard dependant of the provision of communal facilities;
- 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 layout of the accommodation is designed in such a way that it is capable of being reconfigured through internal alterations to meet general needs housing in the future if demand for student accommodation were to reduce.

Where proposals for student accommodation are not located within or adjacent to the University campus or the Town Centre as identified in Policy EC8, the applicant will need to demonstrate in addition to criteria (a) to (e) that the proposed location will be easily accessible to the University by foot, cycle and by public transport and will contribute to the creation of sustainable communities and quality places to live.

Self-Build and Custom Build Housing

- 5.85 In accordance with the Self-Build and Custom Housebuilding Act 2015, the Council keeps a register of people seeking to acquire serviced plots of land within the borough in order to build their own homes. The Council is required under the Act to give enough suitable development permissions to meet the identified demand.
- 5.86 At the current time there are two people on the register, which suggests that there is very limited demand for this type of housing. However, where plots of land have become available in recent years for self and custom build housing they have proved popular for those looking to build or commission bespoke homes. As such, there is the potential that demand may increase over the Plan period. This type of housing also has the potential to increase the mix of housing types within a development and to increase the stock of innovative and sustainable homes.
- 5.87 In order that the Council can meet its duty to give enough suitable development permissions for land for self and custom building the provision of a low level of serviced plots will be sought in larger housing developments.
- 5.88 The Council will encourage neighbourhood forums to identify suitable small sites (of less than 10 dwellings) specifically for self-build and custom build housing within their neighbourhood plans.

Policy HO11 Self-build and Custom Build Housing

On sites of 200 dwellings or more at least 1 % of the housing plots should be made available as self-build or custom build plots, subject to the Council's self-build register demonstrating demand for this level of plots.

Each plot shall have access to the public highway and be provided with services for water, electricity, gas, telecommunications, foul drainage and surface water drainage up to the plot boundary.

The plots are to be made available at market value to self-builders or custom builders for a period of not less than 12 months. If the plots are not sold within this time, the requirement to retain the plot for self-build will cease.

Sites where only flatted development, student accommodation or C2 accommodation is proposed, will be exempt from the requirement to provide self-build plots.

6. Green and Blue Infrastructure

Strategic objective

Objective E To protect and enhance our Green and Blue Infrastructure Network

Objective F To ensure that new development is properly served by, and sustainably connected to, new and improved physical, social and environmental infrastructure

Introduction

- 6.1 The Council has declared a Climate Emergency and has set an ambition for Middlesbrough to become carbon neutral by 2039. A high quality natural environment is a key contributor to sustainable development and can support a wide range of biodiversity and contributes to human health and wellbeing.
- 6.2 Green and blue infrastructure (or GBI) is a term used to describe the network of natural and semi-natural features within and between our villages, towns and cities. GBI includes parks and open space but is not limited to the open space network.
- 6.3 It is recognised that high quality green and blue 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 and blue infrastructure.
- 6.4 The Council sees the provision of high quality accessible green and blue infrastructure as an increasingly important aspect of creating places that are based on quality environments, which attract real investment and regeneration in terms of quality housing, jobs, skills and visitors.
- 6.5 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.
- 6.6 Accessibility to open space is seen as a key element to their success and the Government's Environmental Improvement Plan 2023, sets a goal that everyone should live within 15 minutes' walk of a green or blue space.
- 6.7 Middlesbrough's green and blue infrastructure consists of a variety of spaces of differing size, quality and function. These spaces range from the River Tees Corridor, 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 and blue infrastructure can bring both economic and social benefits to the town.

Local Context

- 6.8 In 2020 the Council commissioned a Green and Blue Infrastructure Strategy to help identify opportunities across the borough to protect and enhance GBI, helping to guide the investment and delivery of GBI and its associated benefits. The Strategy sets out a vision for green blue infrastructure in Middlesbrough:

‘By 2037 Middlesbrough will be the greenest town in Tees Valley, and one where regeneration is firmly led by the ‘green and blue’ rather than the ‘grey’. The green and blue infrastructure network will be anchored by the town’s rich industrial and pre-industrial heritage assets, linked together by a mosaic of green spaces at all scales, that helps people reconnect with the natural environment on their doorstep and which tackles the root of health inequalities.

Green routes will make walking and cycling the natural way to travel around the town, and will help to reclaim and green the town’s streets as a public space for gathering with neighbours, and for children to play and travel to school safely.

Middlesbrough will also lead the way regionally as a resilient urban landscape with significantly boosted tree cover, and which is reshaped to make a meaningful contribution to tackling climate change and biodiversity challenges. It will be a town where urban wildlife can thrive by creating bigger, better and more joined up habitats.

Finally, local communities and their efforts will sit at the heart of efforts to shape the network, from school children to volunteer groups and local businesses. By joining up these efforts, change will go beyond isolated projects to create an integrated, landscape-scale regeneration of Middlesbrough’s natural environment’

- 6.9 The Green and Blue Strategy Action Plan identifies 12 priority opportunities for Middlesbrough in respect of green and blue infrastructure. They are:

1. Laying the foundations for Nature Recovery Network
2. A green-blue grid for Middlehaven
3. Station gateway and Middlesbrough ‘low line’
4. Supporting a re-imagining town centre
5. The 15-minute town: enabling walking and cycling
6. Blue corridors: enhancing the beck valleys
7. Building an urban tree network
8. Edible townscape
9. Rethinking urban grassland
10. Network of multi-functional SuDS
11. Green schools
12. Low-traffic neighbourhoods

- 6.10 The Green and Blue Infrastructure Strategy Action Plan also identifies a GBI checklist for new development. This ‘GBI check list’ is designed to guide early discussions regarding both residential and employment-led development schemes in Middlesbrough. This will help to ensure that scheme design aligns with the evidence base and priorities set out in this GBI Strategy. This Checklist can be viewed in Appendix 9.

Policy GR1 Green and Blue Infrastructure

Working with partners the Council will protect and enhance the Green and Blue Infrastructure network in Middlesbrough, through improving, creating and managing multifunctional greenspaces and blue spaces that are accessible, well connected to each other and the wider network. Development should:

- a. incorporate green and blue infrastructure features within their design and to improve accessibility to the surrounding area and wider green and blue infrastructure network;
- b. protect, enhance and restore existing green and blue infrastructure features;
- c. address deficits in local green and blue infrastructure provision where appropriate;
- d. support the provision and management of priority natural habitats and species, including reconnecting habitats;
- e. contribute to nature recovery through delivering and implementing the priorities identified in the Tees Valley Local Nature Recovery Strategy, the Green and Blue Infrastructure Strategy and by achieving Biodiversity Net Gain;
- f. increase opportunities for healthy living;
- g. contribute to climate change mitigation and adaptation measures, including flood risk and watercourse management;
- h. link walking, wheeling and cycling routes, to encourage active travel where possible;
- i. have regard to the requirements of the Green and Blue Infrastructure Strategy Action Plan, including the identified priority opportunities and the GBI checklist for development; and
- j. make contributions towards the establishment, enhancement and on-going management of Green and Blue Infrastructure.

Green Wedges

- 6.11 Green Wedges form a major element of the green infrastructure network across the Tees Valley and are large tracts of mainly undeveloped land and beck valleys which penetrate towards the urban core from the outer suburbs and countryside.
- 6.12 In Middlesbrough Green Wedges fulfil one or more of the following functions and policy aims:
 - i. prevent the merging of urban areas and neighbourhoods, protecting their setting and preserving their separate identity, local character and historic character;
 - ii. provision of an accessible recreational resource, with both formal and informal opportunities, close to where people live, where public access is maximised without compromising the integrity of the Green Wedge.
- 6.13 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 often of biodiversity and ecological importance, forming an integral component of the town's network of wildlife corridors. Green Wedges are a key element in the Green and Blue Infrastructure network.

- 6.14 Green Wedges may, where appropriate, accommodate new woodland planting or open uses such as SuDS, landscaping and open spaces associated with an adjoining allocated site, provided that they do not harm the separation of urban areas.

Policy GR2 Green Wedges

The Council will protect and enhance Green Wedges. Development within Green Wedges will only be allowed where:

- a. it would not result in physical or visual coalescence of built-up areas;
- b. it would not adversely impact on local character or the separate identity of communities;
- c. it would not adversely impact on recreational opportunities;
- d. it would have a positive impact on biodiversity; and
- e. proposals are in accordance with Policy GR3.

Public Open space provision

- 6.15 Open spaces make a vital contribution to environmental quality, providing 'green and blue', as well as 'hard and soft', infrastructure assets in a 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.
- 6.16 Open space in Middlesbrough includes: parks and public gardens; natural and semi-natural space; becks and the River Tees; outdoor sports facilities; amenity space; play space for children and young people; playing-fields; allotments; community gardens; schools; churchyards and cemeteries; and civic spaces.
- 6.17 Public open space is assessed by the Council as part of its Open Space Needs Assessment (OSNA). The most recent OSNA can be viewed as part of the Local Plan evidence base, and provides an up-to-date assessment of the significant, publicly accessible open spaces identified under various land use categories or 'typologies'. It also assesses these sites for quantity, quality and strategic value of provision. In addition, the Landscape and Heritage Assessment (2016) provides evidence on the value of historic landscapes and green spaces throughout the town.
- 6.18 The Council sees that improving the quality and quantity of, and access to, all types of open space can play an important part in promoting community cohesion, providing opportunities for recreation and play, improving the health and wellbeing of the community, promoting more sustainable development, enhancing the image and vitality of areas, and has the additional environmental benefit of helping to reduce flood risk and the effects of climate change. The Local Plan Policies Map identifies areas of open space sport and recreation for protection.

Amenity open space

- 6.19 While the Local Plan Policies Map identifies larger areas of amenity open space for protection, there are other areas of incidental amenity open space that are too small in size to appear on the Policies Map, which will also be offered protection through the Local Plan. These areas of open space play a valuable role in communities, enhancing the appearance of

the local environment and improving the well-being of local residents. They can provide a setting for buildings, allow for informal leisure activities and provide small wildlife habitats.

Local Green Space

- 6.20 The NPPF has created a designation called Local Green Space (LGS), which can help safeguard green areas of particular importance to local communities. The LGS designation should only be used where the green space is:
- a. in reasonably close proximity to the community it serves;
 - b. demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
 - c. local in character and is not an extensive tract of land.
- 6.21 The Local Plan Policies Map identifies areas of Local Green Space within Middlesbrough which have previously been designated through Neighbourhood Plans. It also includes a new Local Green Space at Metz Bridge. The Council will consider designating further Local Green Spaces through Local Plan preparation and other areas may be identified through the neighbourhood planning process. The Council intends to designate the new Stainsby Country Park as Local Green Space at the earliest opportunity (once it has been provided).

Schools

- 6.22 Land within school grounds has also been included for protection as open space on the Policies Map. While this land maybe not always be accessible to the public, it plays an important role in providing playing fields and contributing to the green setting of an area.

Sports playing pitches and recreational facilities

- 6.23 The Council recognises the benefits and value of participation in sport and physical activity, as well as its contribution to individual and community quality of life. These benefits extend to both younger and older people as participation in sport and physical activity delivers:
- Opportunities for physical activity, and therefore more 'active living'.
 - Health benefits – cardio vascular, stronger bones, mobility.
 - Mental health benefits.
 - Social benefits – socialisation, communication, inter-action, regular contacts, stimulation.
- 6.24 A major influence to encourage greater participation in sport and physical activity in Middlesbrough is the provision and quality of playing pitches and recreation facilities. The NPPF states that local authorities should assess the need to provide sport and recreation facilities and establish where there are quantitative or qualitative deficits or surpluses in provision.
- 6.25 The Council's Playing Pitch Strategy (PPS) identifies the supply and current and future demand for playing pitches within the town. The PPS provides the Council with a clear evidence base and set of recommendations for future outdoor sports facility development across the town, and to assess the demands and needs of local residents. The

recommendations of the PPS have been reflected in the Local Plan including land and facilities being identified on the Policies Map for protection.

Policy GR3 Existing Open Space, Sport and Recreation Facilities

The Council will protect and enhance open space, Local Green Space, and sport and recreational facilities in order to meet community needs and support the health and wellbeing of local communities. The loss of open space, sports or recreational facilities will only be supported where:

- 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 or recreational facilities within the local area; or
- d. proposals are for the provision of new educational facilities which cannot be located elsewhere due to locational factors; and
- e. in all cases, the loss would not harm the character and appearance of the surrounding area.

Local Green Space

Local Green Space is identified on the Policies Map. A new Local Green Space is identified at Metz Bridge.

A proposal that results in the whole or partial loss of a Local Green Space or would undermine the reasons for its designation will not be supported unless there are very special circumstances, in accordance with national planning policy. Where a site is designated on grounds of recreational value, Local Green Space designation will not preclude development which is operationally required to sustain its recreational value.

Policy GR4 New Open Space, Sport and Recreation Provision

New open space should be integral and central to the design of new developments. Wherever possible, new open space should be provided within new development, alongside links to the wider Green and Blue Infrastructure network, in accordance with Policy GR1.

As part of other allocations and policies in this Local Plan, new open space, sport and recreation facilities will be provided, as follows:

- a. a new country park and playing pitches created as part of the development at Stainsby;
- b. a new park and wildlife area as part of the development at Nunthorpe Grange;
- c. new open spaces and green links as part of development at Hemlington Grange;
- d. a new wildlife corridor as part of development at Newham Hall Farm;
- e. an extension to existing woodland and new landscaping as part of development at Land North of Low Lane;
- f. landscape buffers, a play area and other open space at Holme Farm;
- g. a new open space as part of the development at Ford Close;
- h. new communal open spaces as part of the development at Grove Hill; and

- i. new playing pitches and/or facilities at Southlands Sports Hub.

Planning applications must include a plan detailing the long-term sustainable maintenance and management of any new proposed green infrastructure proposals and how they are to be delivered. Developer contributions may also be sought, as part of a package of measures that contribute to high quality design principles, in the provision or enhancement of open space associated with new development.

Biodiversity and Geodiversity

- 6.26 The term biodiversity includes all statutory and non-statutory designated sites, protected species, priority habitats and species, wildlife corridors, and habitats and species outside designated sites and not identified as a conservation priority but which are considered locally important including water-dependent, aquatic and marine habitats and species. Geodiversity relates to the variety of rocks, minerals, fossils, landforms, sediments and soils, together with the natural processes that form and alter them, which are considered nationally or locally important. Linking both biodiversity and geodiversity is the concept of natural capital. Natural capital can be defined as the world's stocks of natural assets which include geology, soil, air, water and all living things. It is from this natural capital that we all derive a wide range of benefits (or services), often called ecosystem services, which make human life possible. The importance of natural capital is that development should deliver improvements to the economic, social and environmental conditions in the area meeting the challenges of climate change and protecting and enhancing the provision of ecosystem services. In order to help deliver sustainable development, new development should ideally secure net environmental enhancement (i.e. overall gains in natural capital).

Biodiversity Net Gain

- 6.27 National planning policy states that development should deliver a net gain in biodiversity. The Environment Act 2021 sets out a mandatory requirement for development to deliver at least a 10% biodiversity net gain and approval of a biodiversity net gain plan. Biodiversity net gain means leaving the natural environment in a measurably better state than before, and is central to delivering nature's recovery and increasing stocks of natural capital. Net gain should deliver genuine additional improvements for biodiversity by creating or enhancing habitats in association with development. Such improvements should go beyond any required mitigation and/or compensation measures following the application of the mitigation hierarchy. As part of delivering net gains for nature, development proposals will be expected to protect, provide and extend green and blue infrastructure in accordance with Policy GR1 Green and Blue Infrastructure. Biodiversity net gain can be achieved on-site, off-site or through a combination of on-site and off-site measures, or, as a last resort, through the purchase of statutory biodiversity credits. Development proposals can, for example, provide a net gain in biodiversity on-site through the enhancement of the existing features of the site, the creation of additional habitats or the linking of existing habitats to reduce fragmentation in the local ecological network.

Local Nature Recovery Strategy

- 6.28 Local Nature Recovery Strategies (LNRS) were introduced in the Environment Act 2021 to:
- support efforts to recover nature across England;

- help planning authorities incorporate nature recovery objectives;
 - support the delivery of Biodiversity Net Gain; and
 - help deliver the governments national environment targets.
- 6.29 Within the Tees Valley, the Tees Valley Combined Authority (TVCA) are the Responsible Authority for the preparation and publication of a LNRS for the Tees Valley. They will work with other organisations and partners in the area to agree priorities for nature recovery in the region including Middlesbrough Council.

Middlesbrough Context

- 6.30 In Middlesbrough the natural environment includes a wide variety of biodiversity assets including Special Protect Areas, Sites of Special Scientific Interest, Local Wildlife Sites, Local Nature Reserves, Beck Valleys and the River Tees. 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.

International/European sites

- 6.31 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. Within 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.
- 6.32 Previous Habitat Regulation Assessments have 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

- 6.33 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 are currently two SSSIs in Middlesbrough: Langbaugh Ridge, that abuts the boundary with North Yorkshire; and Teesmouth and Cleveland Coast. The Council will attach significant importance to protecting and where possible enhancing these sites.

Local Sites

- 6.34 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 Sites will be kept up to date on the online Policies Map.

Local Nature Reserves

- 6.35 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.
- 6.36 The Council has commissioned the Tees Valley Wildlife Trust to carry out a Local Wildlife Sites 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.

Policy GR5 Biodiversity and Geodiversity

The Council will seek to protect and enhance the borough's biodiversity and geological resources. Support will be given to schemes that enhance nature conservation and management, preserve the character of the natural environment and maximise opportunities for biodiversity and geological conservation, international, national and local priority species and habitats will be protected, preserved and their restoration, re-creation and recovery promoted.

Biodiversity, geodiversity and natural capital 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.

a. 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:

- i. 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.
- ii. 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.

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.

Development schemes that fall within the scope of nutrient neutrality will be required to accord with the provisions of Policy GR6.

b. 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:

- i. 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;
- ii. no reasonable alternatives are available; and
- iii. mitigation, or where necessary compensation, is provided for the impact.

c. 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:

- i. the benefits clearly outweigh any adverse impact on the site;
- ii. no reasonable alternatives are available; and
- iii. 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 de-culvert watercourses will be encouraged.

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.

Nutrient Neutrality and water quality

- 6.37 The need for development to be 'nutrient neutral' (this term includes both nitrogen and phosphates) so as not to exacerbate the problem of nutrient enrichment in sensitive habitats is an important issue in Middlesbrough and the wider area around the Tees. On 16th March 2022, Natural England published statutory advice for certain local planning authorities, including Middlesbrough Council, setting out a requirement for new developments to achieve Nutrient Neutrality. All planning authorities within the Tees River Catchment are affected by this advice, due to excess levels of nitrogen being recorded in the River Tees.

- 6.38 The Conservation of Habitats and Species Regulations 2017 (as amended) are the UK's transposition of European Union Directive 92/43/EEC on the 'Conservation of natural habitats and of wild fauna and flora' (the Habitats Directive). The Habitats Directive states:
- '[Whereas] an appropriate assessment must be made of any plan or programme likely to have a significant effect on the conservation objectives of a site which has been designated or is designated in future'.*
- 6.39 The Teesmouth and Cleveland Coast Special Protection Area and Ramsar Site (hereafter referred to as the SPA) is a designated European habitat site, meaning it is offered the highest level of protection under the legislation. The Council, in its role as the Competent Authority, has a statutory duty to ensure that new development proposals accord with this legislation. It must not, therefore, allow development proposals to proceed if they are likely to have a significant effect on the SPA.
- 6.40 The statutory advice issued by Natural England means that certain developments, which could lead to an increase in the level of nitrogen in the River Tees, cannot proceed without achieving Nutrient Neutrality. The term 'Nutrient Neutrality' is used to describe an approach whereby the level of nutrients discharged from a site after a development takes place is the same, or lower, than before. In Middlesbrough's case, it currently used to refer to the level of nitrogen discharging from a site and ending up in the River Tees.
- 6.41 The Local Plan sets out the Council's approach to dealing with Nutrient Neutrality, including identifying agricultural land that will be used to offset housing development, particularly proposals on Council-owned land. This approach will be kept under review as the provisions of the Regeneration and Levelling Up Act 2023 come into effect, particular those relating to the duties of water authorities regarding nutrient discharge.

Policy GR6 Nutrient Neutrality Water Quality Effects

Proposals for developments that will result in additional overnight accommodation, or would otherwise increase the discharge of nitrates into the River Tees, will be required to achieve Nutrient Neutrality.

Planning permission will only be granted where the integrity of nationally protected sites is not adversely affected by new development. When assessing planning applications, the impacts of increased nutrients from the development will be considered. Permission will only be granted where effects can either be excluded or, if that is not possible, appropriately mitigated. When making planning decisions which may affect these sites, the requirements of the Habitat Regulations must be met in accordance with Policy GR5.

Any mitigation for Nutrient Neutrality must be provided 'in perpetuity', and can be achieved through:

- a. the purchase of credits from the Natural England Mitigation Scheme; or
- b. the provision of alternative mitigation, either on or off site, that could include:
 - i. changing the use of land so that it results in a lower nitrogen load (e.g. removing land from agricultural use); or
 - ii. the development of infrastructure that removes nitrates before they enter the River Tees (e.g. constructed wetlands).

Council-owned land is identified on the Policies Map to help achieve nutrient neutrality. The Council will operate a credit scheme to manage the value of credits achieved on this land. The scheme will prioritise the provision of mitigation for housing being brought forward on Council-owned land.

Development proposals for mitigation schemes such as constructed wetlands will be supported where they are located in appropriate areas in relation to the development they are to serve and the nature of the mitigation would not have adverse impacts on the character, function and appearance of the area in which they are to be located. Such mitigation should also, where appropriate, deliver wider green infrastructure objectives including the creation and enhancement of corridors.

The provisions of the Regeneration and Levelling Up Act 2023 include a duty for water authorities in nutrient neutrality areas to upgrade their waste treatment works by 2030. This will help ensure nitrogen is removed before it is discharged into affected rivers. Once these upgrades are in operation, it is expected that the requirements of the habitats regulations, in respect of Nutrient Neutrality, will be satisfied.

Climate Change, Flood Risk and Water Management

- 6.42 Addressing climate change is of importance for sustainable development and a key priority of the NPPF. The NPPF states that plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. The NPPF also states that development should avoid increasing vulnerability to a range of impacts arising from climate change including flood risk, coastal change, water supply and changes to biodiversity and landscape.
- 6.43 We, therefore, need to encourage the prudent use of non-renewable resources, contribute to reducing emissions and stabilising climate change (mitigation) and take into account the unavoidable consequences (adaptation). However, addressing climate change is multi-faceted and cannot be addressed through a single policy or plan. Reducing carbon emissions and adapting to the effects of climate change therefore underpins every aspect of planning, helping to support regeneration and improve the health and quality of life of everyone in Middlesbrough. Climate change mitigation and adaptation must therefore be integrated throughout the Plan.
- 6.44 Middlesbrough is aiming for Carbon Neutral by 2039. The Plan can make a major contribution to mitigating and adapting to climate change by shaping new and existing developments in ways that reduce carbon emissions and positively build community resilience to problems such as extreme heat or flood risk. It can do this by ensuring that new development is located to reduce the need to travel and support the fullest possible use of sustainable transport. It should be designed in a way that limits carbon dioxide emissions, uses decentralised and renewable or low carbon energy and minimises vulnerability to future climate impacts.
- 6.45 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.

- 6.46 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.
- 6.47 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). As a predominantly urban area, Middlesbrough is dominated by impermeable surfaces as part of its townscape. As such, SuDS can be a valuable way to address the risk of surface water flooding by adapting non-permeable surfaces to better 'hold' water in the urban landscape. The Council is seeking natural SuDS solutions, for example the creation of ponds, wetlands, rills and swales. SuDS should be seen as part of that 'multi-functional' green infrastructure network, delivering multiple amenity, landscape and biodiversity benefits. Underground attenuation tanks should be a last resort only where natural methods are not feasible for technical reasons.
- 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 local and national standards, and arrangements for the long-term maintenance and management of any proposed SuDS should be identified within a submitted drainage plan. The Tees Valley Authorities Local Standards for Sustainable Drainage (2017) provides an important set of locally tailored guidelines and planting regimes which should form the starting point for designing SuDS into new development or retrofitting. 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 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.
- 6.50 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.
- 6.51 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.
- 6.52 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 GR7 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:

- 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).
- d. All development proposals will be expected to be designed to mitigate and adapt to climate change, taking account of flood risk by:
 - i. ensuring opportunities to contribute to the mitigation of flooding elsewhere are taken;
 - ii. prioritising the use of natural sustainable drainage systems (SuDs);
 - iii. ensuring the full separation of foul and surface water flows; and
 - iv. ensuring development is in accordance with the Middlesbrough Strategic Flood Risk Assessment.
- e. 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:
 - i. proposals of 1 hectare in size or greater in Flood Zone 1; or
 - ii. proposals for new development (including minor development and change of use) in Flood Zones 3 or Flood Zone 2; or
 - iii. proposals for new development in areas susceptible to surface water flooding; or
 - iv. proposals situated in an area currently benefiting from defences; or
 - v. proposals situated within 20m of a bank top of a main river; or
 - vi. proposals over a culverted watercourse or where development will be required to control or influence the flow of any watercourse; or
 - vii. where the proposed development may be subject to other sources of flooding.
- f. Surface water runoff not collected for use must be discharged to one or more of the following, listed in order of priority:
 - i. discharge into the ground (infiltration); or where not reasonably practicable
 - ii. discharge to a surface water body; or where not reasonably practicable
 - iii. discharge to a surface water sewer, highway drain, or another drainage system; or where not reasonably practicable;
 - iv. 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 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 1,000m² or more.

Renewable and low carbon energy

- 6.53 The NPPF states that to help increase the use and supply of renewable and low carbon energy and heat, plans should provide a positive strategy for energy from these sources, that maximises the potential for suitable development, and their future re-powering and life extension, while ensuring that adverse impacts are addressed appropriately (including cumulative landscape and visual impacts).
- 6.54 Implementing renewable and low carbon energy is an important part of the response to the challenges of both climate change and security of energy supply. Renewable and low carbon energy sources are low or zero emission alternatives to fossil fuels as a source of energy. Renewable and low carbon decentralised energy is an important component of meeting carbon reduction targets. The purpose of the policy is to encourage the provision of renewable and low carbon energy through the planning system, but also to recognise the role of planning in setting the framework to allow assessment of potential impacts and to influence decision-making based on assessment. The development of most standalone renewable energy installations will require careful consideration due to their potential visual and landscape impacts, especially in areas of high landscape value. The size, location and design of renewable energy schemes should be informed by a Landscape Character Assessment, alongside other key environmental issues.

Policy GR8 Renewable and Low Carbon Energy

The development of renewable and low carbon energy will be supported, subject to satisfactory resolution of all site specific constraints as follows:

- a. renewable and low-carbon energy development should be located and designed to avoid unacceptable significant adverse impacts on landscape, wildlife, heritage assets and amenity;
- b. appropriate steps should be taken to mitigate any unacceptable significant adverse impacts, such as noise nuisance, flood risk, shadow flicker, interference with telecommunications, air traffic operations, radar and air navigational installations through careful consideration of location, scale, design and other measures; and
- c. any adverse cumulative impacts of proposals.

7. Physical, Social and Environmental Infrastructure

Strategic Objective

Objective F To ensure that new development is properly served by, and sustainably connected to, new and improved physical, social and environmental infrastructure

Objective H To achieve healthy and safe communities

Introduction

- 7.1 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.

Strategic context

- 7.2 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.
- 7.3 The Tees Valley Combined Authority has produced a Strategic Transport Plan for the Tees Valley. The Strategy sets out a vision for Transport in the Tees Valley 'To provide a high quality, quick, affordable, reliable, low carbon and safe transport network for people and freight to move within, to and from Tees Valley'. Among the priorities for Middlesbrough are:
- delivery of the Middlesbrough Station Masterplan improvements;
 - improved east-west road connectivity along the A66 corridor from the A1(M) to the international gateway at Teesport; and
 - additional A19 crossing of the River Tees.

Policy IN1 Strategic Infrastructure Provision

The Council will work 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. This will be achieved through:

- a. 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;
- b. the provision of appropriate infrastructure at the right time to support development including transport, education, and broadband;
- c. working with partners to ensure the successful creation of an integrated network of green and blue infrastructure and safeguarding existing green and blue infrastructure assets from development, and using opportunities created through development to seek to enhance, and extend the green and blue infrastructure network;
- d. mitigating the impacts of climate change; and
- e. in developing proposals, that appropriate mitigation measures are fully considered.

Infrastructure should be provided at the appropriate time in accordance with the IDP. Usually this will be prior to the development becoming operational or being occupied. Larger developments may need to be phased to ensure that this requirement can be met.

The Council will seek to secure developer contributions in order to fund necessary infrastructure in accordance with Policy CR4.

Integrated Transport Strategy

- 7.4 The development of the transport strategy will assist in focusing investment in the transport network to achieve economic growth aspirations. The strategy seeks to avoid the consideration of individual forms of travel, but rather the movement of people including identifying how different modes of travel can be integrated together to provide a seamless transport network. 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 nor desirable 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; where 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.
- 7.5 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. This approach can specifically be seen in the creation of Mobility Corridors along main arterial routes which will be used as part of the Council's strategy to manage the demand on the network, improve the quality of life in residential areas and promote mode shift.

- 7.6 Mobility Corridors will provide an equitable package of measures which seek to balance the competing demands placed upon the corridor whilst seeking to promote mode shift through Active Travel in line with the Council's policies.
- 7.7 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 and vehicular impacts can lead to poor quality outcomes including but not limited to constraining the continued growth of the local economy and improvement of the area.



Figure 6 - Hierarchy of Highway Users

- 7.8 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.
- 7.9 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

- 7.10 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. Other benefits include the animation of streets through increased footfall further supporting investment, economic growth and reducing crime/the fear of crime.

Public transport/bus

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

Rail

- 7.12 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

- 7.13 An efficient, environmentally friendly and safe highway network is crucial to the delivery of the Local Plan and to the future prosperity of the Town. 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 21st century. The key requirements are:
- Improved Traffic Flow: Tackling congestion at key locations through targeted interventions;
 - Improved Network Reliability: Increasing the resilience of the network and minimising the day-to-day variation in journey times, to the benefit of freight and public transport
 - 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 highway network, to secure the safe movement of all highway users.

Policy IN2 Integrated Transport Strategy

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 urban environment.

A 21st 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 urban areas;
- with Teesside Airport; and
- with Teesport and the adjacent Teesworks major inward investment site.

The Integrated Transport Strategy will:

- consider the movement of people as opposed to individual modes of travel;

- create a fully integrated, seamless transport network;
- ensure that movement around Middlesbrough is safe and accessible for all;
- reduce the dependence and dominance of the private car by providing a range of viable, attractive non-car options in high quality environments to enable the travelling public to make informed decisions;
- 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 deliver these objectives.

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. delivering walkable neighbourhoods with community support which reduce or remove through traffic, enhance the built environment and ensure day to day services are safely and easily accessible by active travel modes;
- iii. ensuring development proposals provide high quality access and integration into strategic routes together with appropriate storage facilities; and
- iv. providing high quality active travel facilities at key destinations and Bus 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 and supporting Town Centre Bus Strategy to facilitate new and extended routes;
- 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;
- iii. the provision of Bus Superstops serving Local Centres and destinations including Middlesbrough Railway Station, Middlehaven, Teesside University, James Cook University Hospital and Coulby Newham District Centre along the strategic corridors; and
- iv. the creation of a South Middlesbrough multi modal mini bus station at the Coulby Newham District Centre.

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 active travel access and public realm around 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. ensuring rail stations within Middlesbrough and routes to them are accessible by all modes of travel to ensure they become an integral hub for multi modal transport.

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, A174, and other key arterial routes on the local road network;
- ii. completion of the Stainton Way Westward Extension (SWWE) linking the B1380 and A1130 through the Stainsby development;
- iii. junction improvements along the Stainton Way corridor;
- iv. Cargo Fleet Lane localised capacity improvement and bus priority works; and
- v. a package of targeted junction improvements which support and promote sustainable travel whilst maintaining vehicular capacity on key routes.

e. parking

Using parking as a demand management tool to support sustainable travel objectives by;

- i. ensuring that parking levels take into account different factors including the location, car ownership, staffing or visitor numbers, periods of demand and peak accumulation when calculating parking levels;
- ii. restricting the provision of further Town Centre parking unless there is a clear and demonstrable need;
- iii. working with adjacent uses to deliver shared parking facilities;
- iv. considering differing needs of end users in terms of car parking and car parking demand;
- v. supporting the expansion in the amount and quality of electric vehicle charging and parking provision;
- vi. ensure that all other sustainable travel options have been taken up before establishing parking levels; and
- vii. carefully designing schemes and layouts to provide adequate levels of parking avoiding displacement of unmanaged car parking to the detriment of highway safety, free flow of traffic, damage to infrastructure and quality of the built environment.

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 development

- 7.14 Proposals should seek to take a vision and validate approach to transport planning. This essentially means looking into the future (vision) to see what places we want to see and using to robust assessments (validate) how we can achieve this. It is more rounded assessment that traditional approaches and should take into account:
- places designed around people;
 - reducing carbon footprints;
 - implications of the digital world; and
 - generating/ensuring prosperity.
- 7.15 New development should be designed to ensure people, in particular older people and those with disabilities, can move freely, efficiently and safely. New development should be designed to appropriate national standards included in the Manual for Streets, Manual for Streets 2, and other best practice including LTN 1/20 and Active Travel England guidance, to ensure highway layouts are designed to naturally restrain vehicles speeds.
- 7.16 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 new development should ensure that it integrates with pedestrian and cycle infrastructure and is well served by public transport.

Policy IN3 Transport Requirements for New Development

Development proposals will be expected to mitigate against the additional demand placed upon all modes of travel. Development proposals should take a vision and validate approach, seeking to reduce private car use whilst maximising sustainable travel modes. 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 fully 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 covered and enclosed cycle parking. Where apartments are proposed, cycle storage should be provided within the building footprint; and
- f. ensure new development is well served by reliable, high frequency public transport.

Community Facilities

- 7.17 Community facilities play an important role in sustaining communities through the creation of healthy, vibrant and inclusive places within Middlesbrough. They often serve as the hub of local communities, providing a place to meet, socialise or exercise and are key in promoting the health and well-being of people who live and work in the district. The timely provision and upgrading of facilities is required to ensure Middlesbrough's future growth is sustainable.
- 7.18 Community facilities can include community centres, places of worship, arts and cultural facilities as well as other local services such as health care facilities, community hubs and libraries and schools. Some local facilities may be commercial operations such as shops, post offices, children's nurseries or public houses but they are valuable to the local community, are often essential to maintaining quality of life and reducing the need to travel.

New community facilities

- 7.19 National planning policy states that the Council should plan positively for the provision of community facilities (such as meeting places, sports venues and places of worship) and guard against the unnecessary loss of valued facilities and services. A key planning issue is how to meet the need for additional community facilities such as school places and health care facilities arising from planned housing growth and population change. The Council will continue to work with key partners to identify the improvements to existing provision that will be necessary to support the planned level of housing growth in Middlesbrough. The need for new and improved community facilities will be identified in the Infrastructure Delivery Plan. Contributions will be sought from developers for the provision of new facilities that are necessary to meet the needs arising from proposed developments.

Protection of existing community facilities

- 7.20 A number of community facilities have either been lost or are under threat of redevelopment. The loss of such facilities can have serious consequences, particularly where there is no alternative provision nearby. Proposals for the redevelopment or reuse of premises that would lead to the loss of a community facility will only be allowed where one or more of the conditions identified in the policy can be met. Claims that a community facility is no longer viable will need to be supported by the financial records of the business, normally for the previous three years, and evidence that reasonable attempts have been made to actively market the property at existing use value for a minimum of 12 consecutive months prior to the application being made. The effectiveness of such marketing will be as much about how and where the property is advertised as it is about how long it is advertised

for. An independent professional valuation will be required where it is considered that the facility has been marketed at an unsuitable price. Applicants will need to provide evidence of the enquiries resulting from advertising, resulting offers and why they were dismissed. In determining applications, the Council will also have regard to the availability of comparable facilities that are accessible to the community in question, and whether the facility or service can be retained in suitable form elsewhere. Diversification of existing facilities to improve viability, for example by locating a shop or post office in the local pub to provide a dual service to the community, will be supported where this can prevent the loss of a facility.

- 7.21 There may also be circumstances where the loss of a community facility is part of a wider proposal to rationalise or improve the provision of public services. The Council will normally support proposals that involve the disposal of surplus land or buildings where it is demonstrated to be essential to fund a new or enhanced community facility elsewhere within the local area.

Policy IN4 Community Facilities

Existing facilities

A proposal that would result in the loss of premises or land currently or last in community use will not be supported unless it can be demonstrated that:

- a. prior to the commencement of development a satisfactory replacement facility will be provided in a suitably accessible location for the catchment area or the community served;
- b. the existing use is no longer financially or operationally viable and there is no reasonable prospect of securing a viable satisfactory alternative community use;
- c. the continued use of the site for community purposes would conflict with other planning policies; or
- d. the loss of the community facility is integral to a strategic proposal to improve community services within the locality.

New facilities

A proposal that provides for a new community facilities will be supported provided:

- i. there is a demonstrable local need for the facility;
- ii. the proposed facility is accessible to the community it is intended to serve; and
- iii. the development would not detract from the character or impact on the amenity of the local area.

Education

- 7.22 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.

- 7.23 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 for which Middlesbrough is planning may lead to additional school places being required. 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 within three housing allocations that should be retained for the development of new schools. Alternative development on this reserved land may be acceptable should it be demonstrated that new schools are not required.
- 7.24 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 IN5 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:

- a. Be 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. Be located and designed to minimise the impact of associated traffic and car parking on surrounding areas;
- c. be designed to provide high quality facilities suitable for the intended number and age of students;
- d. be 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 should be reserved for primary school provision within the housing allocations at:

- i. Stainsby;
- ii. Newham Hall Farm; and
- iii. Holme Farm.

If, at the time the housing is developed, it can be demonstrated that the new schools are not required, the Council will consider appropriate alternative uses for the reserved land.

The housing allocation at Stainsby Road is identified as a potential location for a new school, should it be needed following further discussions with the Department for Education.

Land is also identified for a secondary school within the Middlehaven area.

Developer contributions may be sought for new education provision in accordance with Policy CR4.

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

- 7.25 A healthy environment, fostered by robust urban design, access to quality green and blue spaces, and a sustainable transport system, can promote and encourage healthy lifestyles. Planning plays a crucial role in shaping these key health determinants, and thus can be a crucial lever in addressing health inequalities. A key role for the Local Plan, therefore, is to facilitate development that supports and encourages active, healthy lifestyles through addressing our local health and wellbeing goals.
- 7.26 In Middlesbrough, there are significant differences in the health and wellbeing, healthy life expectancy, and life expectancy, between the most and least deprived wards. For instance, life expectancy is 12.6 years lower for men and 12.0 years lower for women in the most deprived areas of Middlesbrough than in the least deprived areas. Evidence shows that inequalities in health and wellbeing are influenced by environmental as well as social and economic factors. In order to help address these issues, it is essential that community needs are supported through appropriate physical, social, and green and blue 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.
- 7.27 Health and wellbeing is, therefore, an important issue in Middlesbrough. In order to combat issues like obesity, and non-communicable diseases such as type 2 diabetes, cancer, respiratory problems, heart disease, and other conditions, the (developing) South Tees Joint Strategic Needs Assessment (JSNA) establishes the local goals for addressing the various health and wellbeing challenges facing our different communities. The Council will support development proposals that directly addresses these local health goals through the urban design process. The Council will also 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 North East and North Cumbria Integrated Care Board delivering their Strategic Plan.
- 7.28 In addition, the Council will look at a range of measures when assessing planning applications in order to both promote health and wellbeing and attempt to reduce health inequalities, such as: access to sustainable high quality green and blue environments, healthy neighbourhood design (for instance, walkability), healthy housing (for instance, increasing the provision of affordable and diverse housing), access to healthcare services and

other social infrastructure, access to a healthy food environment (including opportunities for urban agriculture), healthy sustainable transport (including opportunities for active travel), crime reduction and community safety and addressing climate change and biodiversity, which have implications for the immediate and long-term health.

- 7.29 Health and wellbeing are cross cutting themes and Policy IN6 should be read alongside other policies in this Plan that seek to address the wider determinants of health.

Policy IN6 Health and Wellbeing

The Council will support development in Middlesbrough that provides opportunities for healthy lifestyles, contributes to the creation of healthier communities and helps reduce health inequalities. The potential health gains from development proposals, will be maximised and any negative impacts mitigated. In order to achieve this the Council will:

- a. work with partners including the NHS to reduce health inequalities;
- b. protect existing facilities where possible, and support the provision of new or improved health facilities;
- c. encourage proposals which utilise opportunities for the multi-use and co-location of health facilities with other services and facilities, co-ordinate local care and provide convenience for the community;
- d. ensure new developments:
 - i. are located in well-connected locations to enable active travel;
 - ii. create well designed and safe places with a strong sense of place;
 - iii. support the delivery of essential community services;
 - iv. protect and enhance open space, leisure and recreation facilities;
 - v. support measures to promote walking and cycling;
 - vi. include the provision of multifunctional green and blue infrastructure where appropriate; and
 - vii. avoid contributing to climate change, and provide mitigation against the effects of climate change.
- e. discourage uses that have a negative health impact; and
- f. ensure that all new development that may cause pollution including water, air, noise or light, will be required to incorporate measures to prevent and reduce pollution so as not to cause unacceptable impacts before and after completion on land and buildings, and the character and appearance of the surrounding area.

All major development proposals should be supported by a Health Impact Assessment to demonstrate that full consideration has been given to health and wellbeing, taking into account wider local/regional primary care and other health strategies.

Communications infrastructure

- 7.30 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.

- 7.31 Recent events, including the rise of home working and internet shopping, have shown that telecommunications networks and high speed broadband technology is essential for now and the future. The Council, therefore, sees access to high quality communications and broadband as a vital component of infrastructure and key to growing a sustainable local economy, jobs, education, agile working, along with having a central role in community cohesion and engagement.
- 7.32 The world of telecommunications and connectivity is a changing environment with new technological advances occurring all the time (such as 5G). 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 residential and commercial developments.
- 7.33 Whilst acknowledging how vital high quality and reliable communication infrastructure is, it is also important to ensure that equipment and installations, together with any necessary enabling works, minimise their impact on their surroundings and do not result in unacceptable harm to visual amenity or environmentally sensitive features or locations. Such infrastructure should also be positioned in a manner which prevents an adverse impact on highway safety and maintains the free flow of pedestrians, cyclists and motorists.

Policy IN7 Digital and Communications Infrastructure

The Council will support the development and expansion of advanced, high quality communications infrastructure networks, including telecommunications and high speed broadband, to support economic growth and more accessible, inclusive communities, and which addresses coverage gaps within the borough.

Proposals for telecommunications and digital infrastructure will be supported where:

- a. the siting, height, design and appearance of the equipment will not cause harm to the character or appearance of an area or building on which it is located, including the significance and setting of heritage assets, and will not be visually intrusive in the street scene or create unacceptable clutter;
- b. existing carriageways, footpaths and cycleways are retained for the free flow of users, including during periods of maintenance, and that equipment is sited so that it does not unduly affect visibility of pedestrians, cyclists and motorists;
- c. equipment is positioned to avoid negative impact on highway safety;
- d. the equipment has been designed to keep the size of the installation to the technical minimum and sited, so far as practicable, to minimise the impact on the environment;
- e. opportunities are taken to locate equipment so that it benefits from a backdrop of landscaping, buildings or other similar features within the street scene;
- f. screening, including through landscaping, of equipment housing and other visually intrusive development associated with the proposal is provided;
- g. all reasonable alternative sites which fulfil the functional requirements of the equipment have been assessed;
- h. providers are able to demonstrate as part of the submission that they have considered using existing facilities or sharing with the equipment of other operators;

- i. no existing facilities are available and applicants have considered the need to include additional structural capacity to take account of growing demands for network development, including that of other operators;
- j. it does not cause significant or irreparable interference with other electrical equipment, air traffic services or other instrumentation operated in the national interest; and,
- k. the applicant has certified that the development will operate within the ICNIRP Guidelines for public exposure.

New residential and commercial development should be served by a high speed broadband connection. This will need to be directly accessed from the nearest exchange and threaded through resistant ducting to enable easy access to the cable for future repair, replacement and upgrading. Where it can be demonstrated that this is not appropriate, practical or economically viable, developers will be encouraged to provide appropriate infrastructure to enable future installation.

Above ground telecoms equipment should be removed once it is no longer in operation.

Cemetery provision

- 7.34 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
- Two within Thorntree.

- 7.35 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 and Thorntree Cemeteries, and new burial space on land east of St. Mary's at Nunthorpe has therefore been identified.

Policy IN8 Burial Grounds

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:

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

8. Managing the Historic Environment

Strategic Objective

Objective G To recognise and value our historical and culturally important assets

Introduction

- 8.1 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.
- 8.2 The speed of Middlesbrough's development from the early 19th 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 20th century.
- 8.3 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.
- 8.4 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.

- 8.5 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).
- 8.6 Some of Middlesbrough's historic environment is designated as Listed Buildings, Scheduled Monuments, Conservation Areas and one Registered Parks and Garden. Some are identified (but classed as non-designated) because of local significance, such as those buildings and sites found on Middlesbrough's Local List.

Table C: Middlesbrough's Heritage Assets

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

- 8.7 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, Robert Moore, Gustav Martens and John Ross.

Strategic Context

- 8.8 The Council has 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, to regeneration projects and in a development management context, to guide planning and other applications.

Heritage At Risk

- 8.9 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.

Policy HI1 Strategic Historic Environment

Strategic

Middlesbrough's historic environment is recognised as making a positive contribution to the borough's identity and potential for economic growth and regeneration. The Council will sustain and enhance the historic character of Middlesbrough, which includes historic areas, buildings, features, archaeological assets and their settings. Where development affecting designated or non-designated heritage assets or their settings is proposed, it must be of high quality, respecting its context and demonstrating a strong sense of place.

Heritage At Risk

Development of Heritage Assets whose preservation is 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.

Listed Buildings

- 8.10 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 agricultural/former agricultural Listed Buildings.
- 8.11 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.
- 8.12 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.

Scheduled Monuments

- 8.13 Scheduled Monuments are designated nationally to protect the most significant archaeological heritage assets. They are often structures without modern uses, meaning they are particularly vulnerable to damage and from harmful development in their setting. Middlesbrough's three Scheduled Monuments are medieval remains, providing evidence of early life in the area prior to the industrial revolution and the birth of the town.

Conservation Areas

- 8.14 A Conservation Area is 'an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance'. Conservation Areas are designated (chosen) by the Council. Development within, and adjacent to, Conservation Areas is managed through decisions made on planning applications.
- 8.15 Middlesbrough Council has designated eight Conservation Areas, where there are concentrations of high quality, traditional and historic buildings, features and spaces, to sustain and enhance their significance. Some are in Middlesbrough's urban areas; some suburbs and a couple are rural villages. Conservation Area Character Appraisals and Management Plans are in place for all of Middlesbrough's Conservation Areas, the most recent was adopted in 2013.
- 8.16 In September 2019, Middlesbrough's Historic Quarter Conservation Area was successful in being awarded a High Street Heritage Action Zone, part of the Future High Streets Fund. It runs for four years from April 2020 and provides funding to deliver high street regeneration and community involvement as well as prioritising Historic England's resources in the area. The scheme is split into three main areas: building grants, public realm works and community engagement. This should build on positive private investment in the area, enhancing the historic area and its businesses and result in the removal of the Conservation Area from the At Risk Register.

Registered Parks and Gardens

- 8.17 Albert Park is Middlesbrough's only Registered Park and Garden. It is 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.

Policy HI2 Designated Heritage Assets

a. Listed Buildings

Works to Middlesbrough's Listed buildings should sustain or enhance their significance, including any contribution made by their setting. Works that have been identified as harmful will only be permitted where this is clearly justified and outweighed by the public benefits of the proposal. Substantial harm to a Grade II Listed Building should be exceptional, while development that has been identified as substantially harmful to the significance of a Grade I and/or Grade II* Listed Building and/or its setting should be wholly exceptional.

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

- i. sustain or enhance its significance;
- ii. protect existing historic hard and soft landscaping features including trees, hedges, walls, fences and surfaces;
- iii. make use of high quality, natural materials;
- iv. protect historic plot boundaries and layouts; and
- v. 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.

b. Scheduled Monuments

Development that is identified as harmful to the significance of a Scheduled Monument should require clear and convincing justification. Development that would result in substantial harm to or loss of a Scheduled Monument should be wholly exceptional.

c. 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:

- i. respects architectural and historic character by design in accordance with the positioning, grouping, density, massing, height, form, scale, grain and detailing of development, including the use of natural materials;
- ii. 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;
- iii. respects historic plot boundaries and layouts;
- iv. makes use of high quality, natural or traditionally hand-made materials; and
- v. 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 and should require clear and convincing justification.

Demolition in Conservation Areas will not be permitted unless:

- vi. the building or structure makes a negative contribution to the significance of the Conservation Area; or
- vii. 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.

d. Historic Parks and Gardens

Development within Albert Park will be permitted providing it:

- i. cannot be accommodated elsewhere, due to it being an integral feature of the park; or
- ii. 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 or towards the park.

Where proposals may impact a Heritage Asset, a Heritage Impact Assessment (HIA) must be submitted assessing the significance of any heritage assets affected, including any contribution made by their setting.

Non-Designated Heritage Assets

- 8.18 New non-designated Heritage Assets that contribute positively to Middlesbrough's historic environment may be identified during policy- and guidance-making and during pre-application or planning application stages, providing they meet criteria used to draw up Middlesbrough's Local List.

Local List

- 8.19 There are also a number of non-designated heritage assets within the borough, which although not designated, make a positive contribution to Middlesbrough's 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.
- 8.20 Middlesbrough's Local List was adopted in 2011. The Local List contains non-designated Heritage Assets, buildings and site that have local significance. It identifies 91 buildings, structures, parks, gardens, and open spaces, in need of recognition and protection to manage change to and around them, because Middlesbrough is a relatively young settlement. The list can be viewed here <https://www.middlesbrough.gov.uk/planning-and-development/conservation/middlesbrough-local-list/>

Archaeological Sites

- 8.21 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 H13 Non-Designated Heritage Assets

Local List

The Council has identified locally listed non-designated heritage assets for their contribution to the area, which should be considered when determining planning applications. Their importance to Middlesbrough and to the community will be considered, and account will be taken of the desirability to sustain and enhance their significance, including development in their settings. Development proposals should respect, support, and where possible, positively contribute to the significance of these heritage assets.

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

Other buildings and features of design and architectural interest not included above may also be considered non-designated heritage assets and therefore will also be subject to these requirements. Where a development would result in harm to a non-designated asset, a balanced judgement will be made, having regard to the scale of any harm or loss and the significance of the asset. A HIA will be necessary to inform the decision.

Archaeological Sites

Development that has been identified as harmful to the significance of non-designated sites of equivalent significance to designated sites (including development within their setting), will only be permitted in exceptional circumstances and require clear and convincing justification.

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, Middlesbrough's Historic Environment Record (HER), held by the Council, should be used to inform this.

9. Appendices

Appendix 1 Monitoring Framework

Appendix 2 Site Allocations Location Plans

Appendix 3 Strategic/Non-strategic Policies

Appendix 4 Superseded Policies

Appendix 5 Key Diagram

Appendix 6 Housing Trajectory

Appendix 7 Neighbourhood Plan Housing Allocations

Appendix 8 Nationally Described Space standards

Appendix 9 Green Blue Infrastructure Checklist

Appendix 10 Glossary

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 2– Vision and Strategy				
Strategic Objective				
Objective A To deliver new high quality, well designed and energy efficient development that meets the needs and aspirations of current and future residents				
Objective H To achieve healthy and safe communities				
Policy	Indicator	Target	Existing Baseline	Source
ST2	Number of dwellings completed (MDC area)	1500	-	Completion certificates
ST2	Number of new jobs created (MDC area)	4,000	-	MDC data

Chapter 3 – Creating Quality Places**Strategic Objective**

Objective A To deliver new high quality, well designed and energy efficient development that meets the needs and aspirations of current and future residents

Objective H To achieve healthy and safe communities

Policy	Indicator	Target	Existing Baseline	Source
CR2	Loss of protected open space	Avoid	-	Planning applications and completion certificates
CR2	Development on previously developed land	Maximise	-	Completion certificates
CR2	Development on land listed on the brownfield register	Maximise	See brownfield register	Completion certificates
CR2; CR3	Percentage of major development applications accompanied by a Design and Access Statement	100%	-	Planning applications
CR4	Total development contributions received	-	-	Council data
CR5	Development outside of development limits	Minimise	-	Completion certificates
CR6	Tall and large buildings applications to be accompanied by a detailed urban design assessment	100%		Planning applications

Chapter 4 – Economic Growth**Strategic Objective**

Objective B To revitalise Middlesbrough Town Centre through diversifying our retail and leisure offer, and attracting new urban dwellers, supported by a strong network of district and local centres

Objective C To strengthen our local economy by supporting existing business and attracting new employers

Policy	Indicator	Target	Existing Baseline	Source
EC1, ST1	Economic activity	Increase rate	-	ONS
EC1, ST1	Employee jobs	Increase	-	ONS Business Register and Employment Survey
EC1	Unemployment rate	Decrease	-	ONS
EC1	Earnings by place of residence	Increase	-	ONS Annual Survey of hours and earnings
EC1	Earnings by place of work	Increase	-	ONS Annual Survey of hours and earnings
EC1, ST1	Employment Type	Increase proportion of manufacturing sector; creative media and digital sector; and health and education sector.	-	ONS
EC2	Amount of floorspace developed for employment use within; Riverside Park; East Middlesbrough Industrial Estate; Lawson Industrial Estate; Cannon Park; Cargo Fleet; Letitia; Newport South Business Park, Whitestone Business Park & Warelands Way	Maintain and increase	-	Completion certificates
EC4	Business floor space completed (Middlehaven)	Increase	-	Completion Certificates
EC4; EC5	Education floorspace completed (Middlehaven and University Campus)	Increase	-	Completion Certificates

EC4	Leisure floorspace completed (Middlehaven)	Increase	-	Completion Certificates
EC4	Impact upon SPAs and Ramsar Sites	Appropriate Assessment required	-	Planning applications
EC8	Annual Footfall	Increase	-	Council data
EC8; EC10	Floorspace permitted for retail use	Maintain or increase	-	Completion certificates
EC7; EC8	Amount of completed retail, office and leisure development in town centres	Maintain and enhance the vitality and viability of the town centre	-	Completion certificates
EC7; EC8	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
EC8	Total number of units and number of vacant units in the town centre. Total amount of floorspace and vacant floorspace within the town centre.	Reduce the number of vacant units	-	Annual survey
EC8; EC9	Amount of completed high density commercial accommodation within and around Town Centre (m2)	Increase	-	Completion Certificates
EC15	Total number of units and number of vacant units in the district centres	Maintain or enhance vitality and viability	-	Annual Survey
EC15	Total amount of floorspace and vacant floorspace within the district centres	Maintain and enhance the vitality and viability of the town centre	-	Annual survey

EC16	Proportion of Hot food takeaway uses in the Town Centre and Linthorpe Road South Secondary Shopping Area	Should not exceed 6%	-	Annual survey
EC16	Proportion of Hot food takeaway uses in the district and local centres	Should not exceed 10%	-	Annual Survey
EC17	Gross floorspace of small-scale retail and food uses within employment areas	Should not exceed 200m2 per unit	-	Completion certificates

Chapter 5 - Housing Development

Strategic Objectives

Objective D To deliver new high quality, well-designed and energy efficient development that's meets the need and aspirations of our current and future residents, to build high quality homes that help strengthen our communities

Objective H To achieve healthy and safe communities

Policy	Indicator	Target	Existing Baseline	Source
HO1; H02, ST1	Net additional dwellings provided	400	-	Completion certificates
H02	Outstanding planning permissions on allocations	Delivery of housing allocation	-	Planning decision notices
H02; H04	Completions on allocated sites	Delivery of housing allocation	-	Planning Completions
H01; H04; H05	Number and type of affordable dwellings provided	To deliver affordable housing and meet identified needs.	-	Planning completions
H06	Net additional pitches (Gypsy, Traveller and Travelling Showpeople)	14	20pitches	Council data

H07; H08	Space standards for residential use	100%	-	Planning application
H09	HMO developments	100%		Planning application
H010	Student accommodation on and off campus	100%		Planning application; Completion Certificates
H011	Self-build demand / availability	maximise	2022/2023 – 2no. registered to Part 1.	Self-build register; Planning applications; Completion certificates

Chapter 6 - Green and Blue Infrastructure				
Strategic Objective				
Objective E To protect and enhance our green and blue infrastructure				
Objective F To ensure that new development is properly served by new and improved physical, social and environmental infrastructure				
Policy	Indicator	Target	Existing Baseline	Source
GR1	Quality score of open spaces	Increase	See OSNA	Open Space Needs Assessment
GR1	Value score of open spaces	Increase	See OSNA	Open Space Needs Assessment
GR1, GR4	Green infrastructure created (m2)	Maximise	-	Planning completions
GR2	Development on green wedge (Green wedge lost m2)	0%	-	Planning applications.
GR3; GR4	Open Space lost to development	Minimise	-	Planning applications/Planning completions
GR4	Amount of country park created as part of Stainsby development (ha)	-	-	Planning completions
GR4	New playing pitches provided	Meet demand	-	Planning completions
GR4	Public open spaces created (m2) as part of new development	-	-	Completion certificates

GR6	Number persons per dwelling (for the purpose of calculating mitigation)	0.6 persons per dwelling	0.27 persons per dwelling	Council Data
GR7	Number of proposals approved in areas at risk of flooding contrary to Environment Agency	0	-	Planning applications/completion certificates

Chapter 7- Physical, Social and Environmental Infrastructure				
Strategic Objective				
Objective F To ensure that new development is properly served by, and sustainably connected to new and improved physical, social and environmental infrastructure				
Objective H To achieve healthy and safe communities				
Policy	Indicator	Target	Existing Baseline	Source
IN2	Annual passenger journeys on local bus services	Increase	-	Department for Transport statistics
IN2	Annual rail journeys	-	-	ORR Statistics
IN2	Estimates of Station usage	-	-	ORR Statistics
IN3	Electric vehicle charging points provided as part of developments	Increase	-	Completion Certificates
IN2	Cycle parking facilities provided	Increase	-	Completion Certificates
IN5	Primary school facilities provided	Provide as necessary	-	Completion certificates
IN6	Additional health facilities provided	Support provision	-	Completion certificates
IN6	% of major developments and proposals	All developments and proposals.	-	Planning applications

	accompanied by a HIA			
IN8	New burial space created	Created at Acklam, Thorntree and St Mary's Church Nunthorpe.	-	Council data

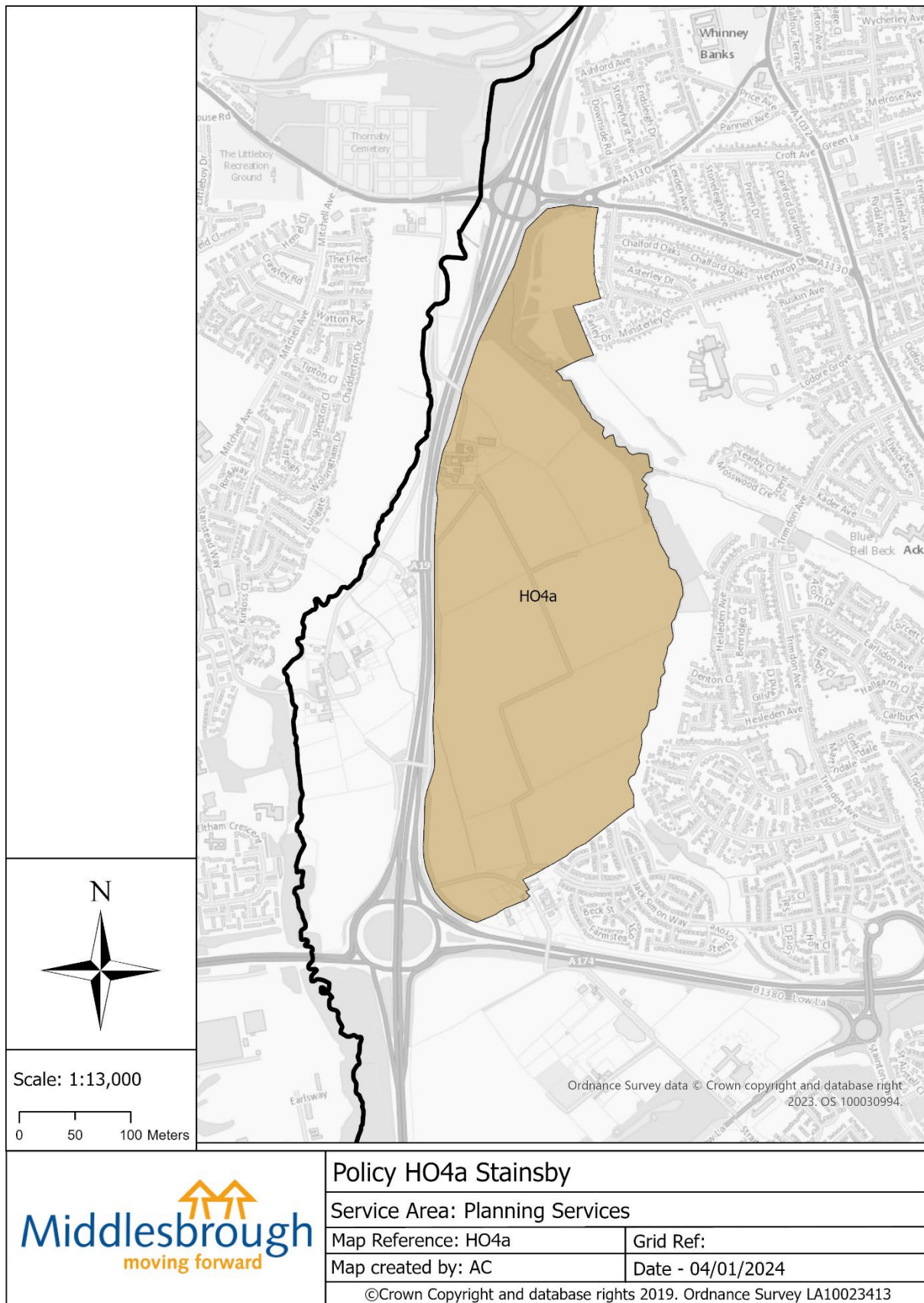
Chapter 8 - Managing the Historic Environment

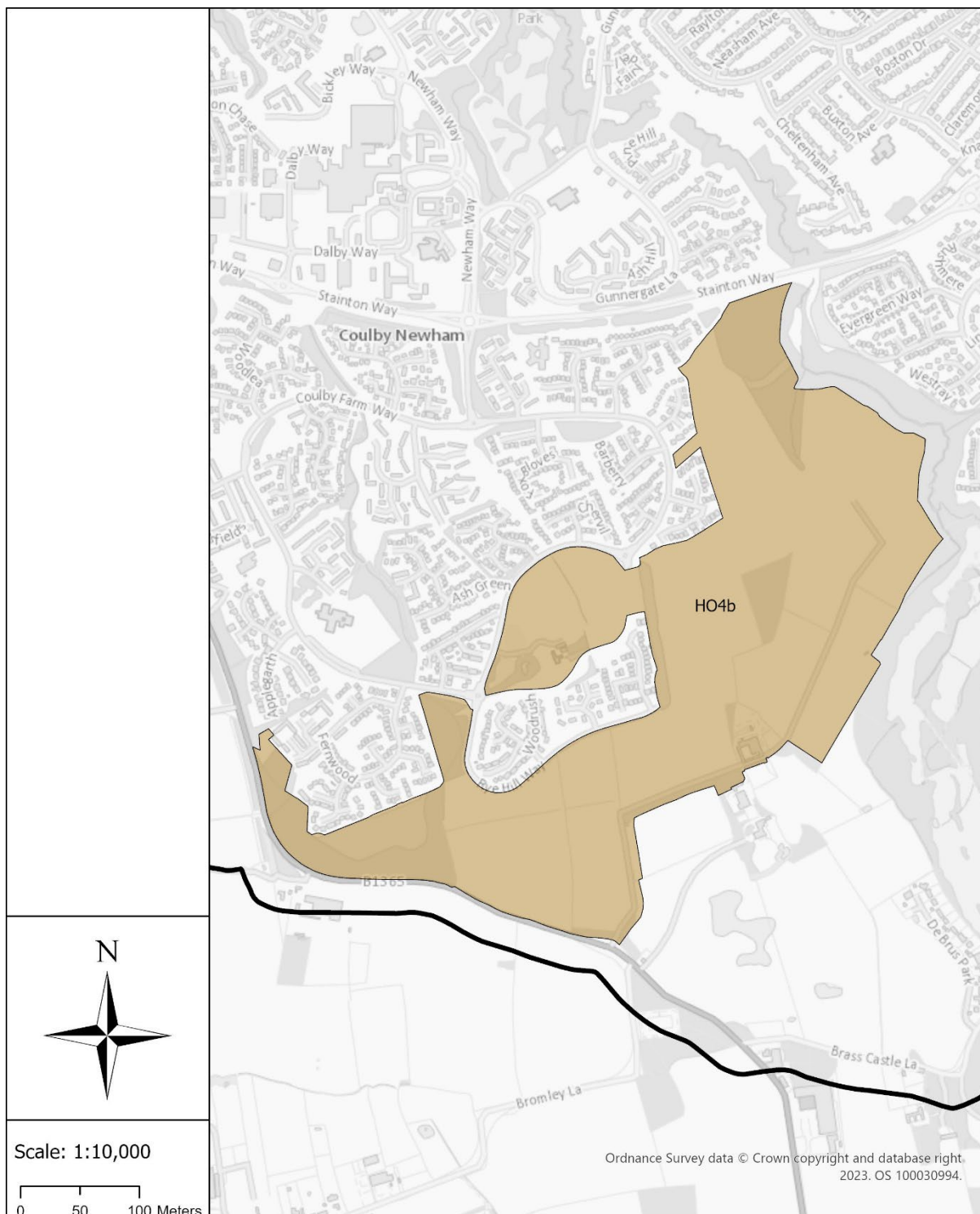
Strategic Objective

Objective G To recognise and value our historic and culturally important assets.

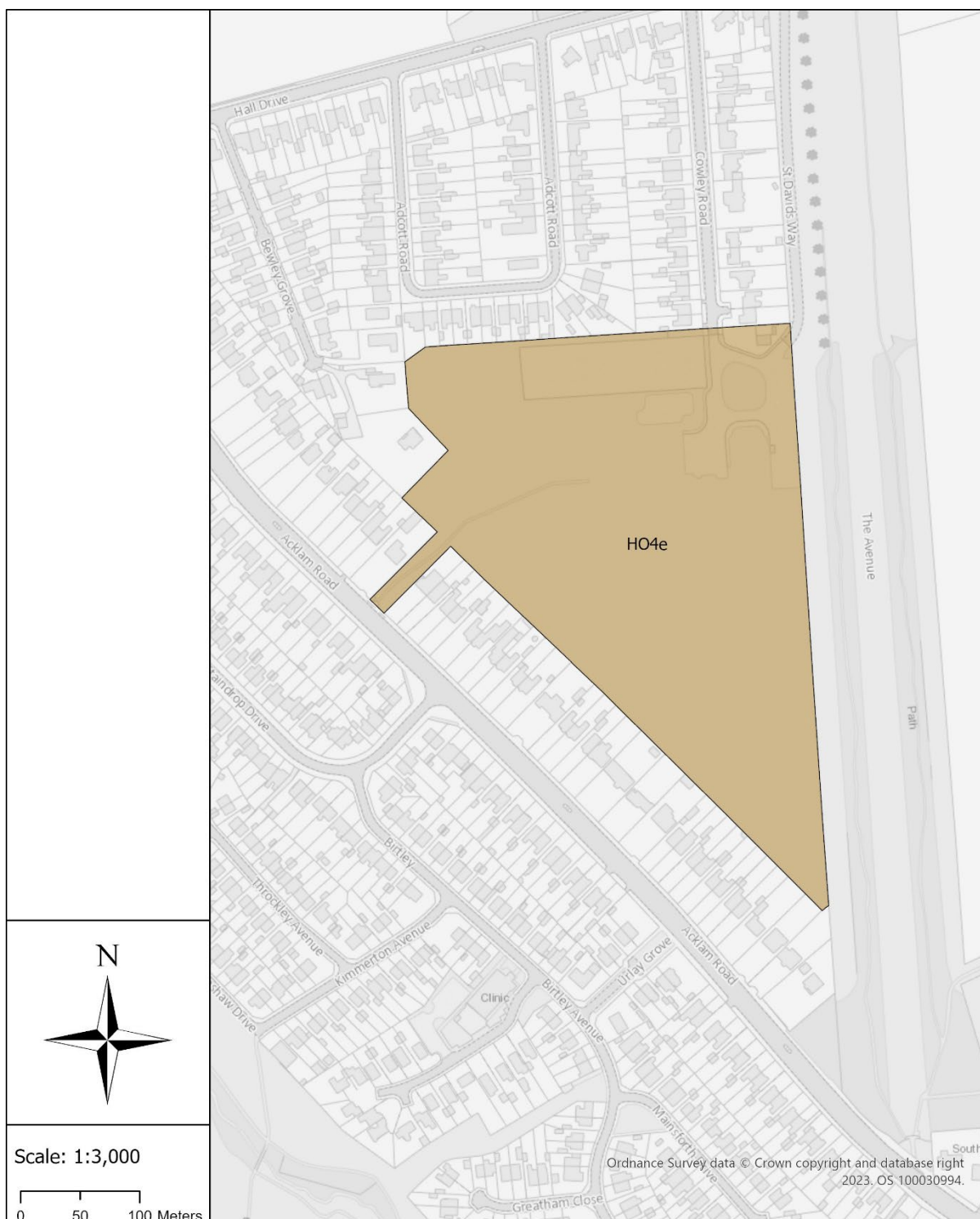
Policy	Indicator	Target	Existing Baseline	Source
HI1	Number of heritage assets classified as 'at risk' on Heritage at Risk Register	0	-	Historic England
HI1, HI2	Number of designated heritage assets lost	0	-	Historic England
HI2	New Conservation areas designated	Where necessary	-	Council data

Appendix 2. Site Allocations Location Plans









Policy HO4e Former St. David's

Service Area: Planning Services

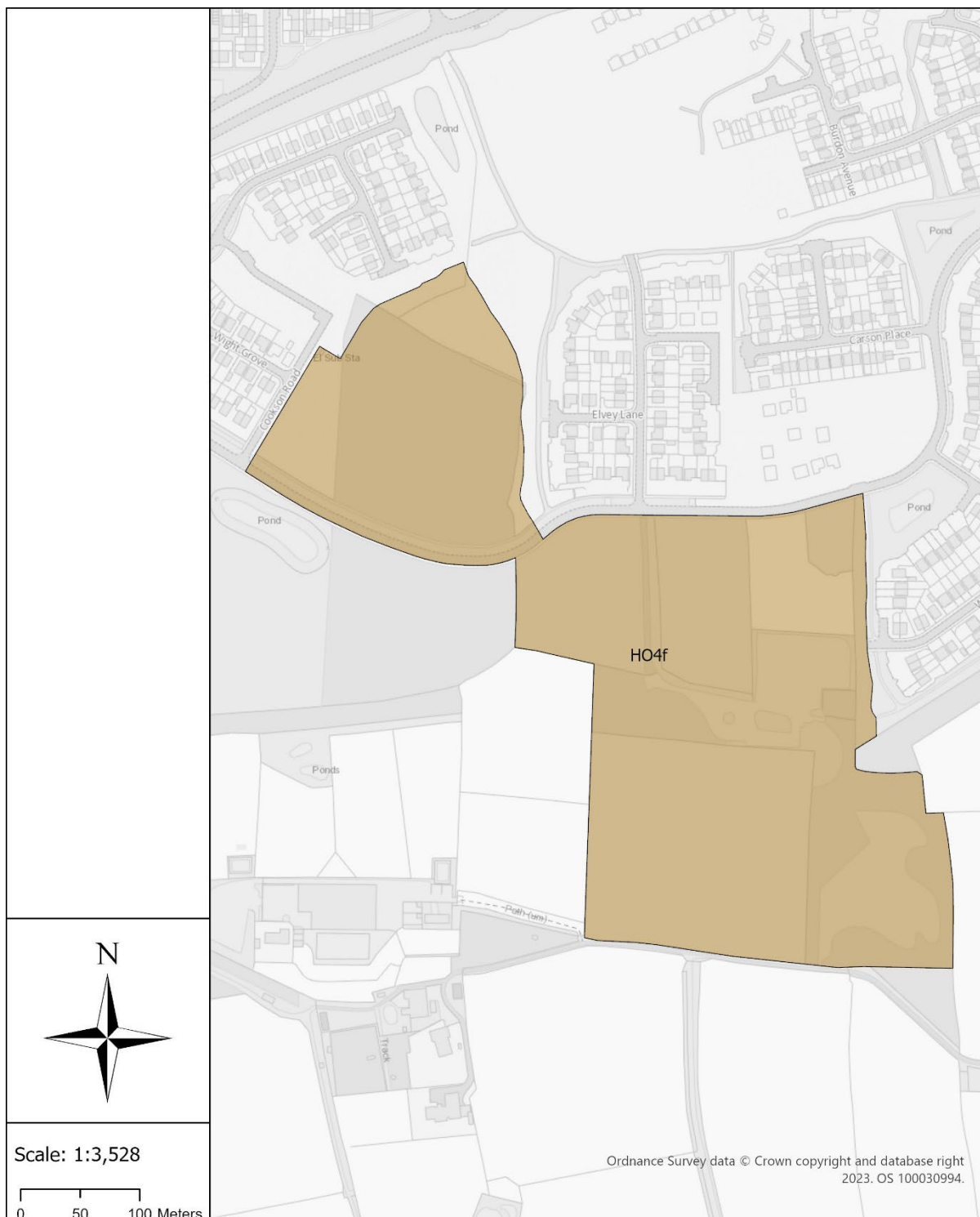
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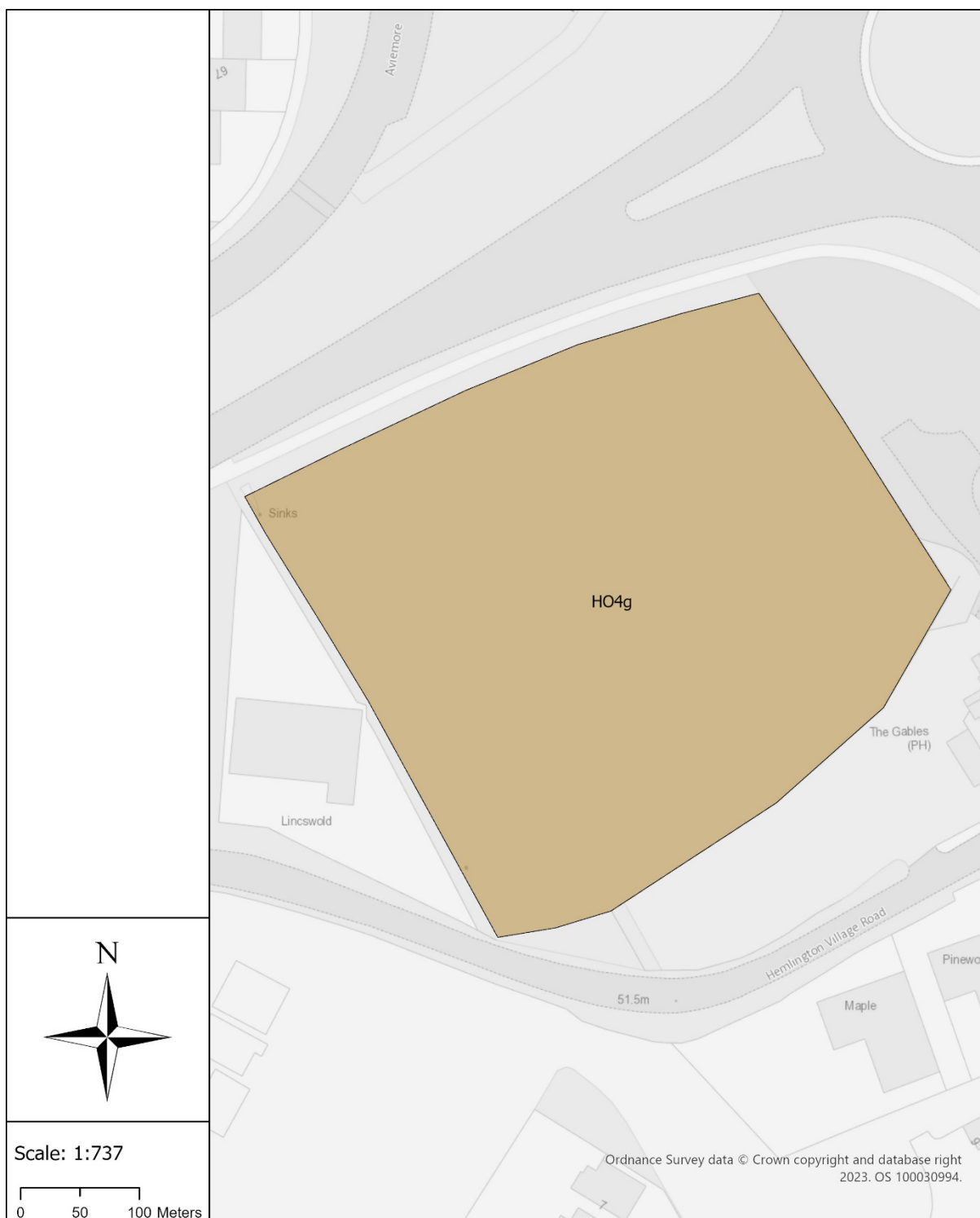
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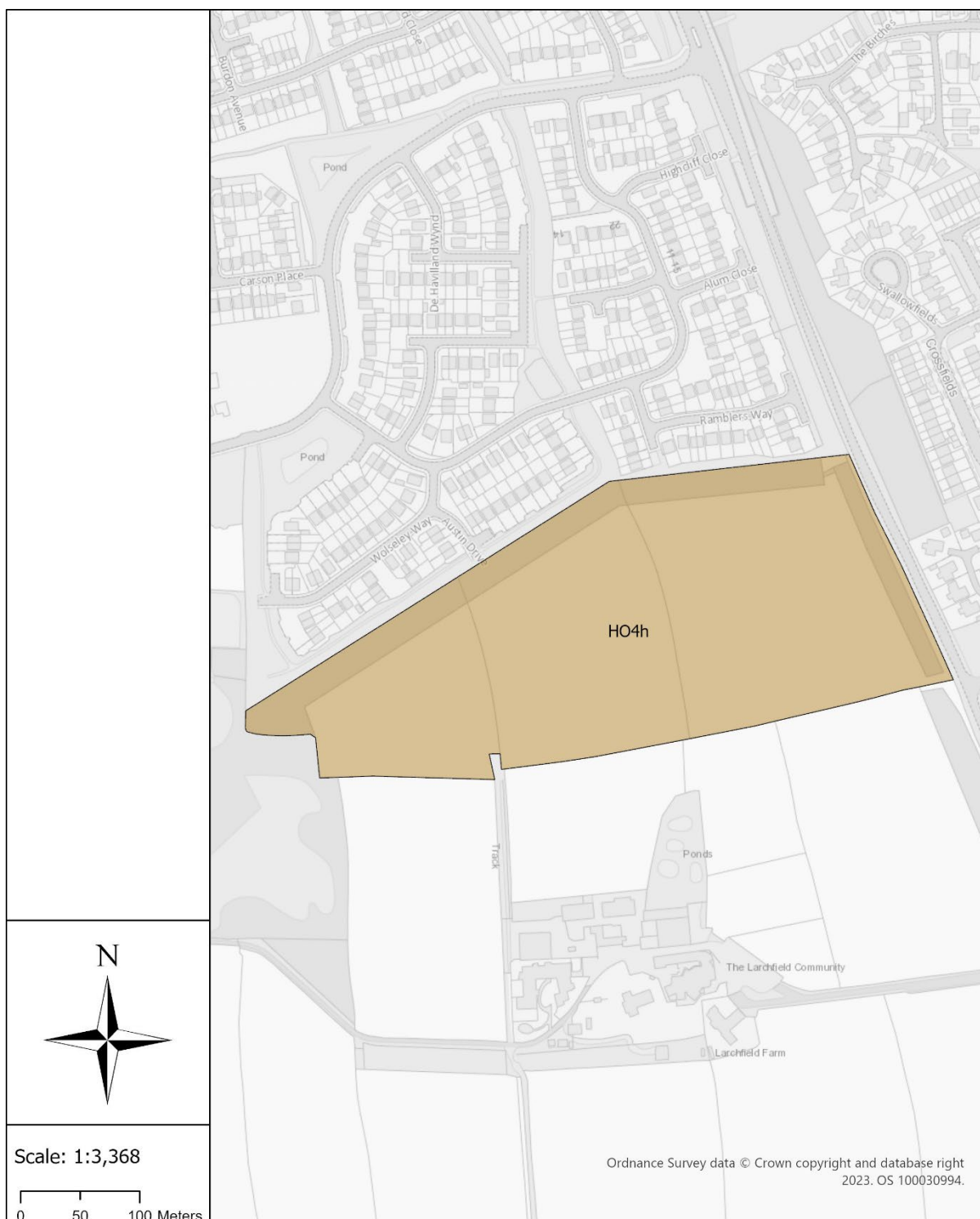
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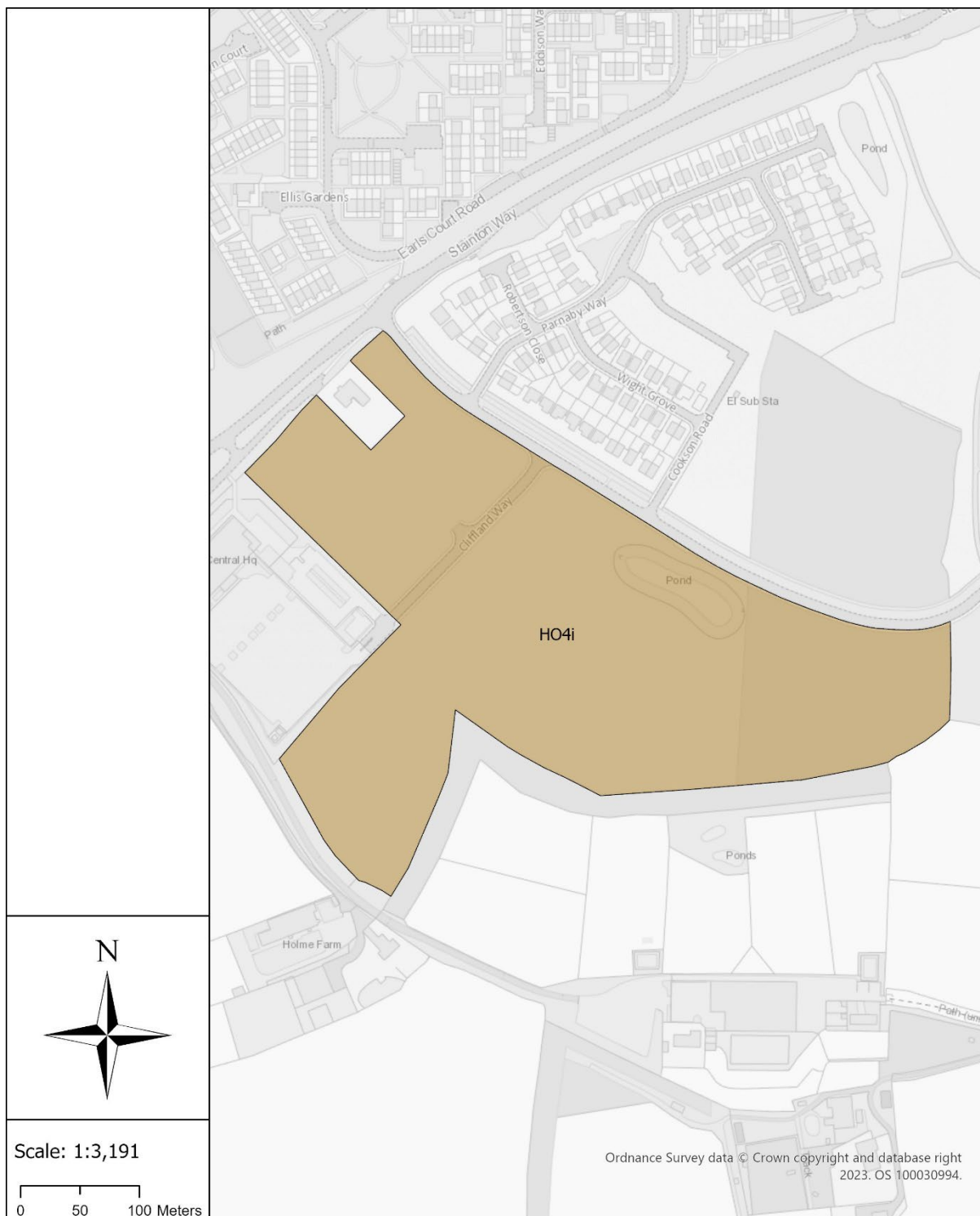
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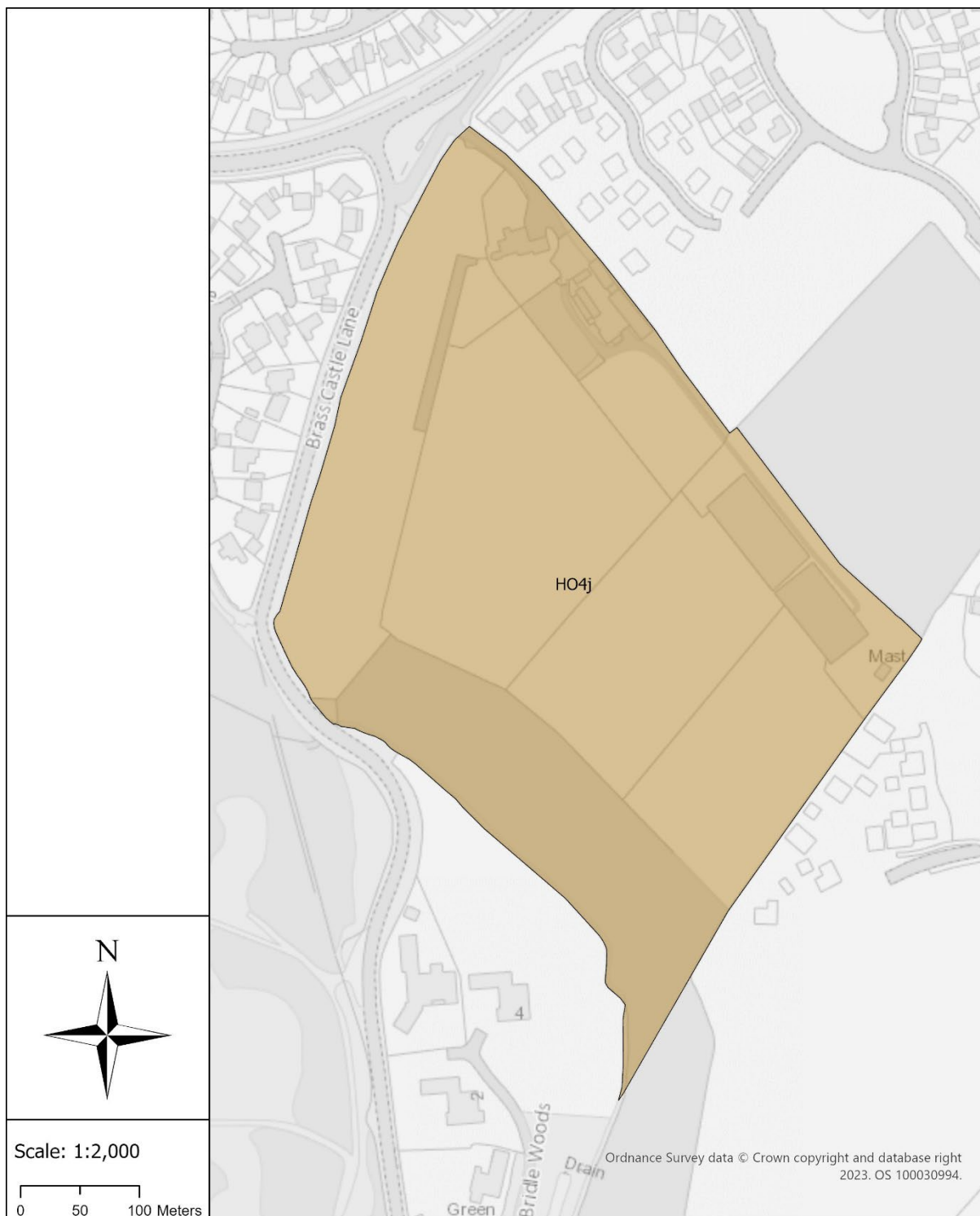
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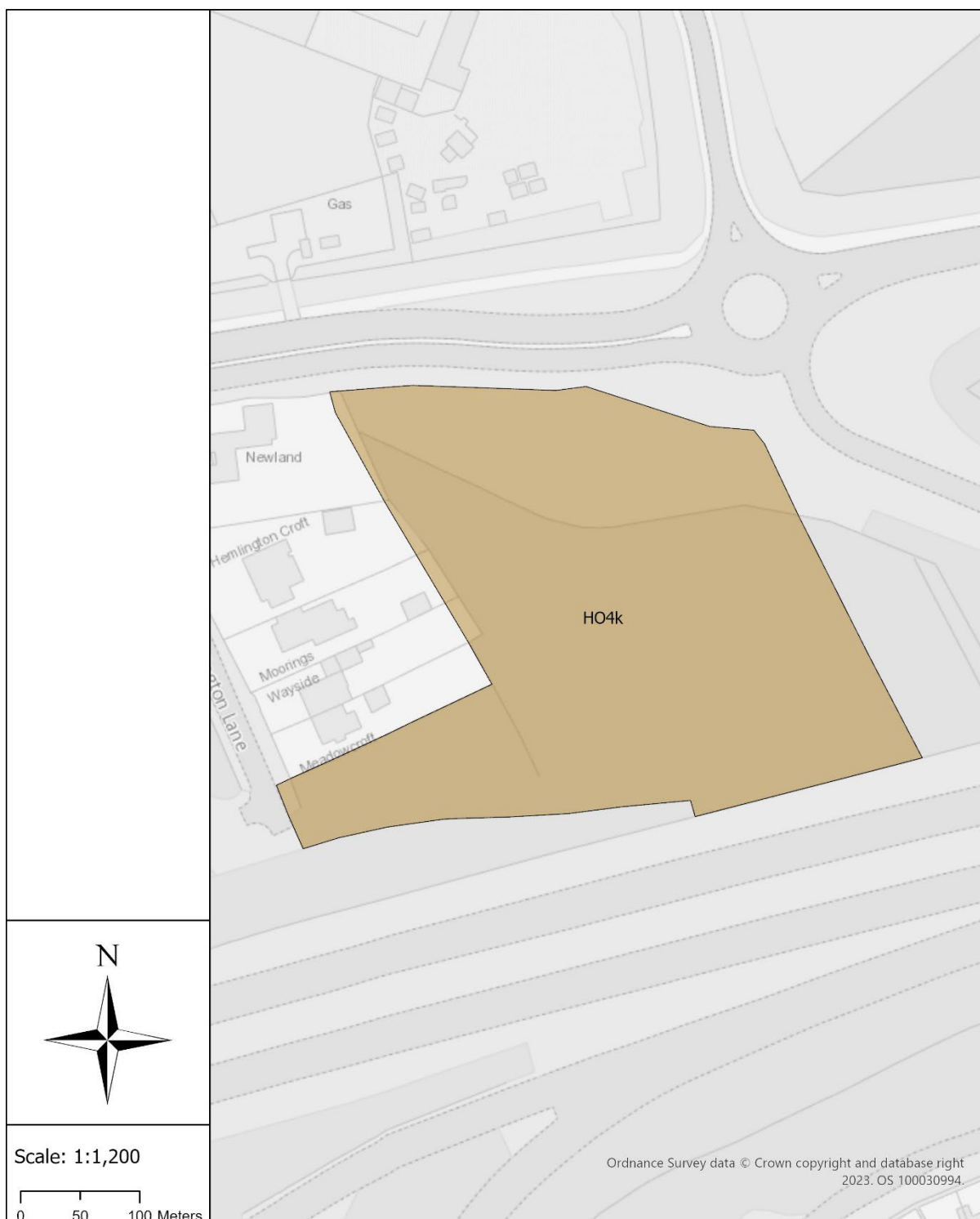












Policy HO4k Hemlington Lane

Service Area: Planning Services

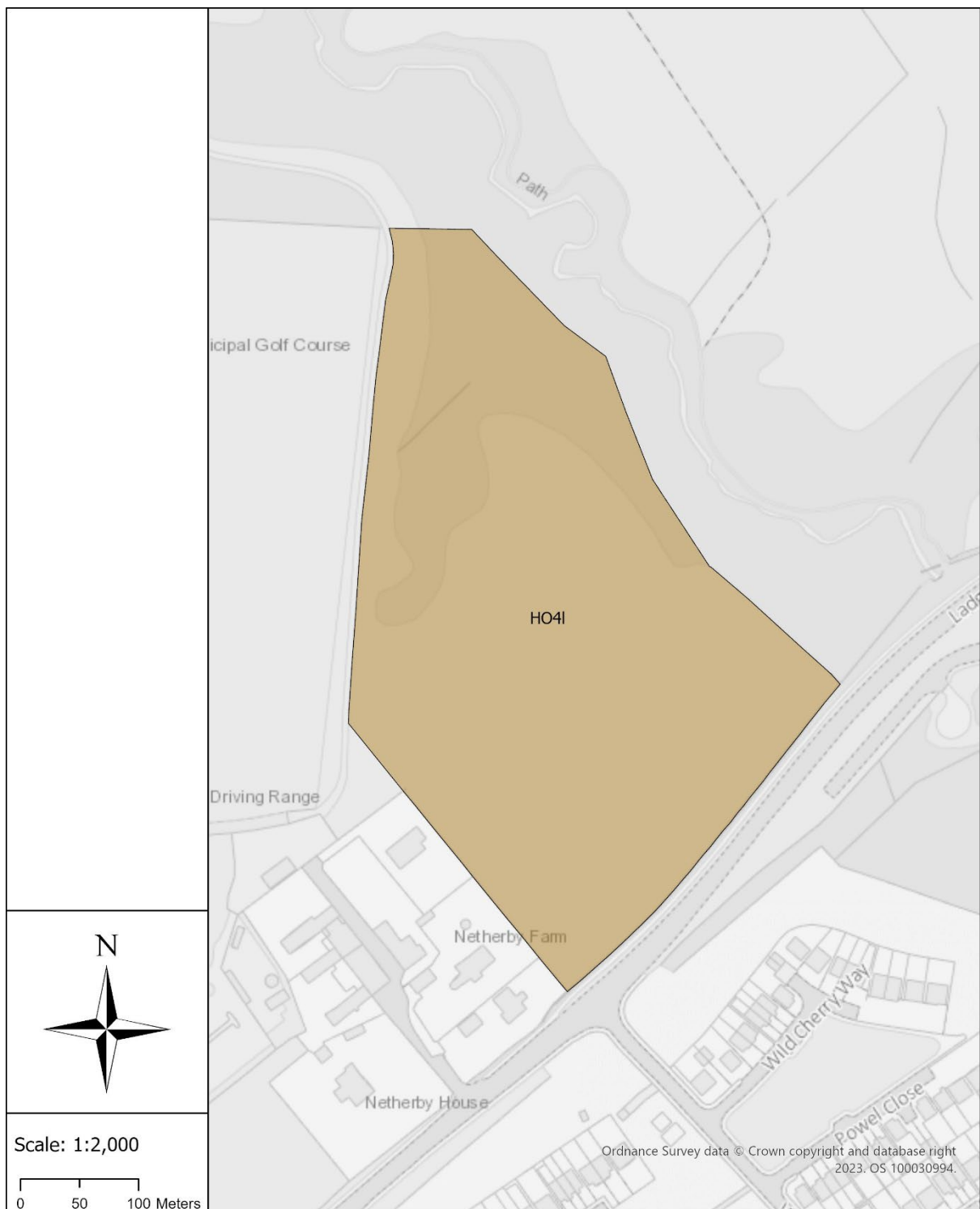
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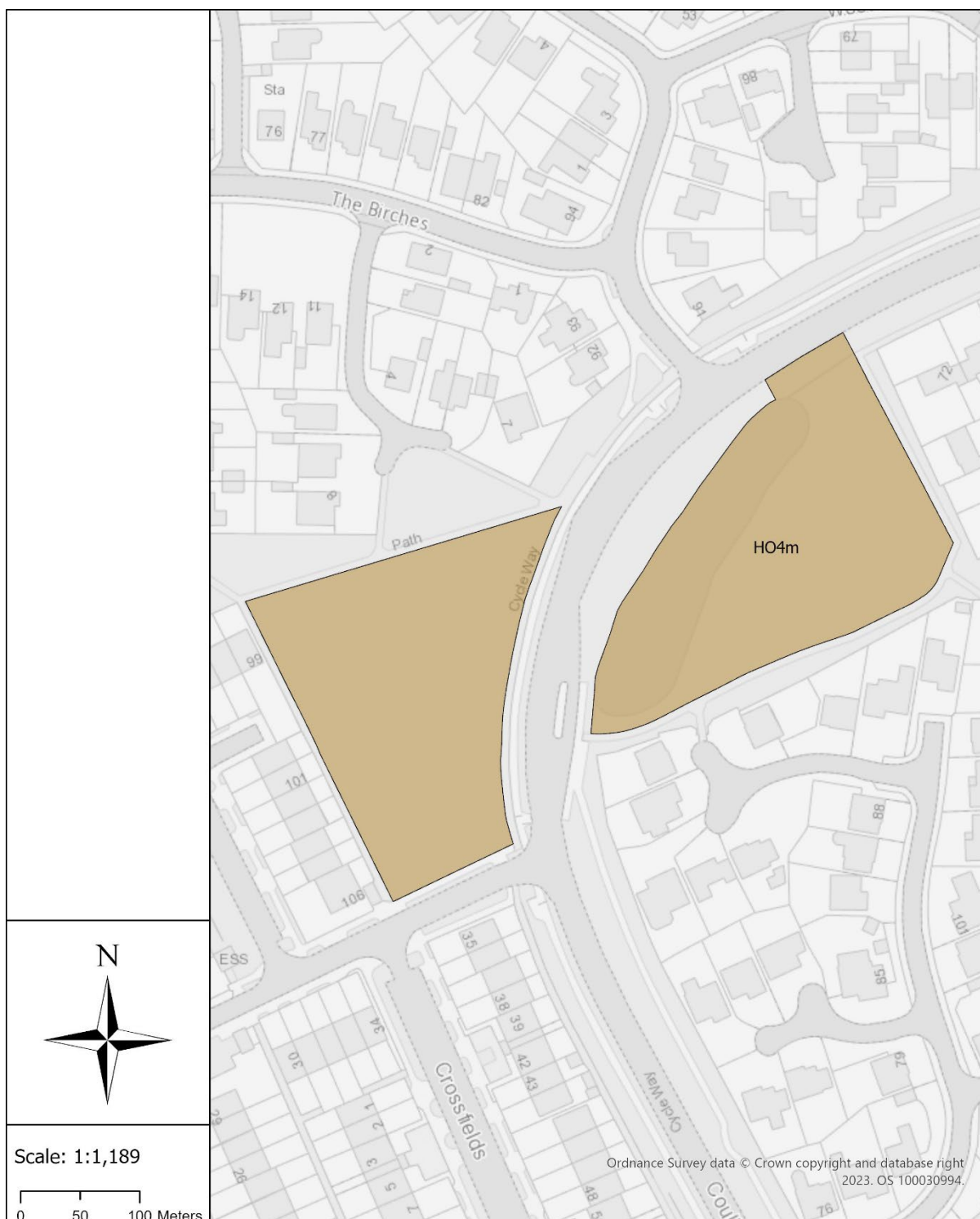
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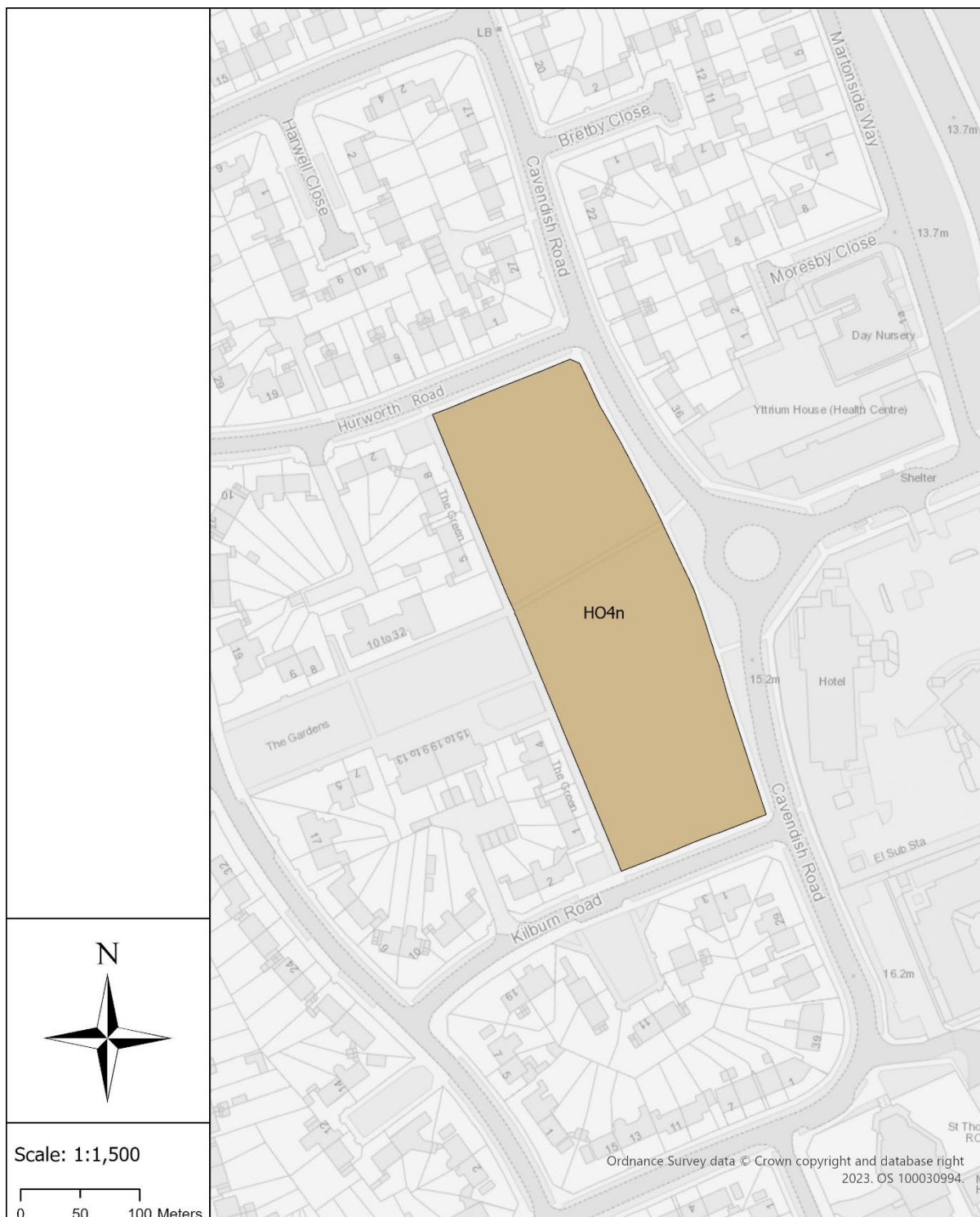
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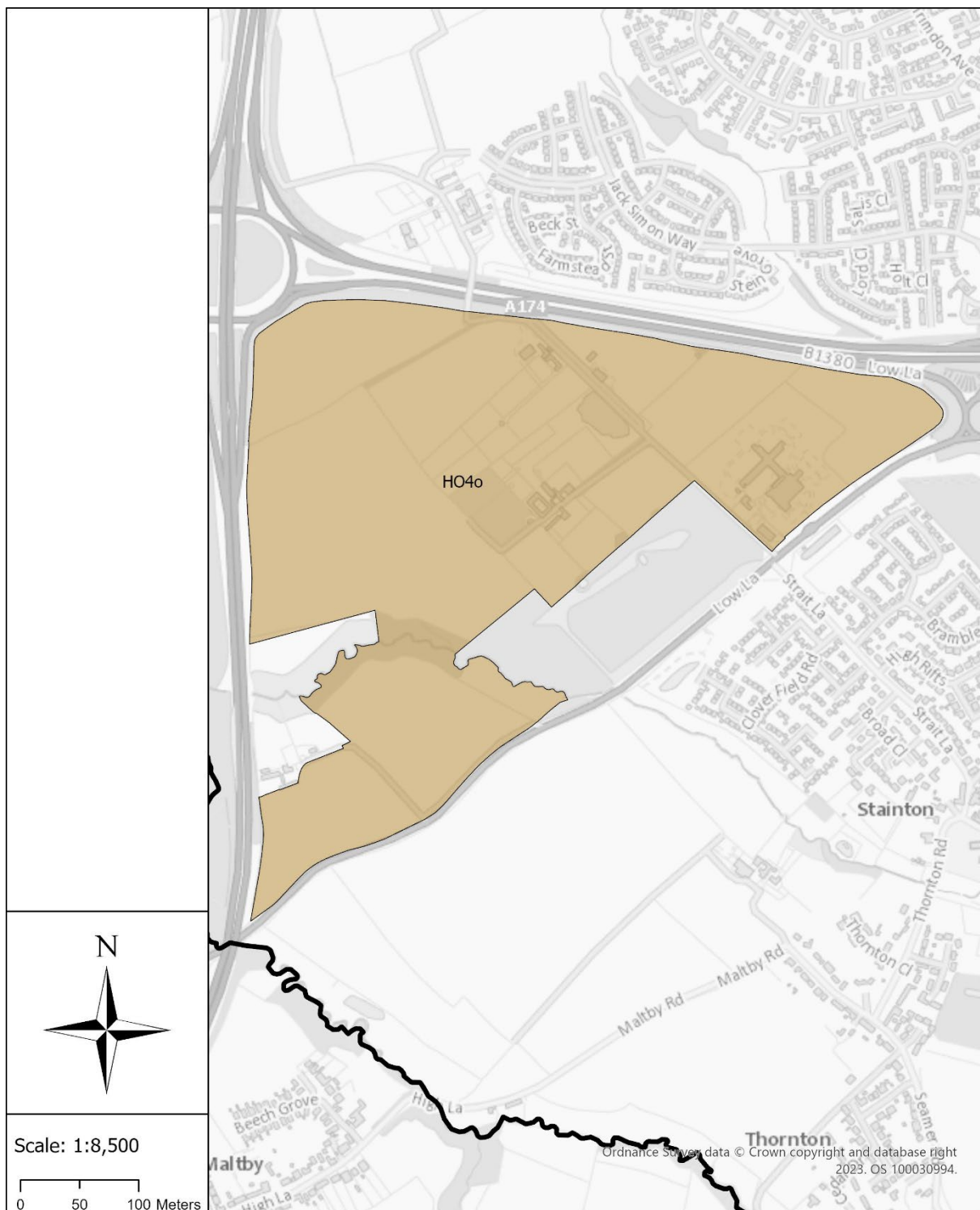
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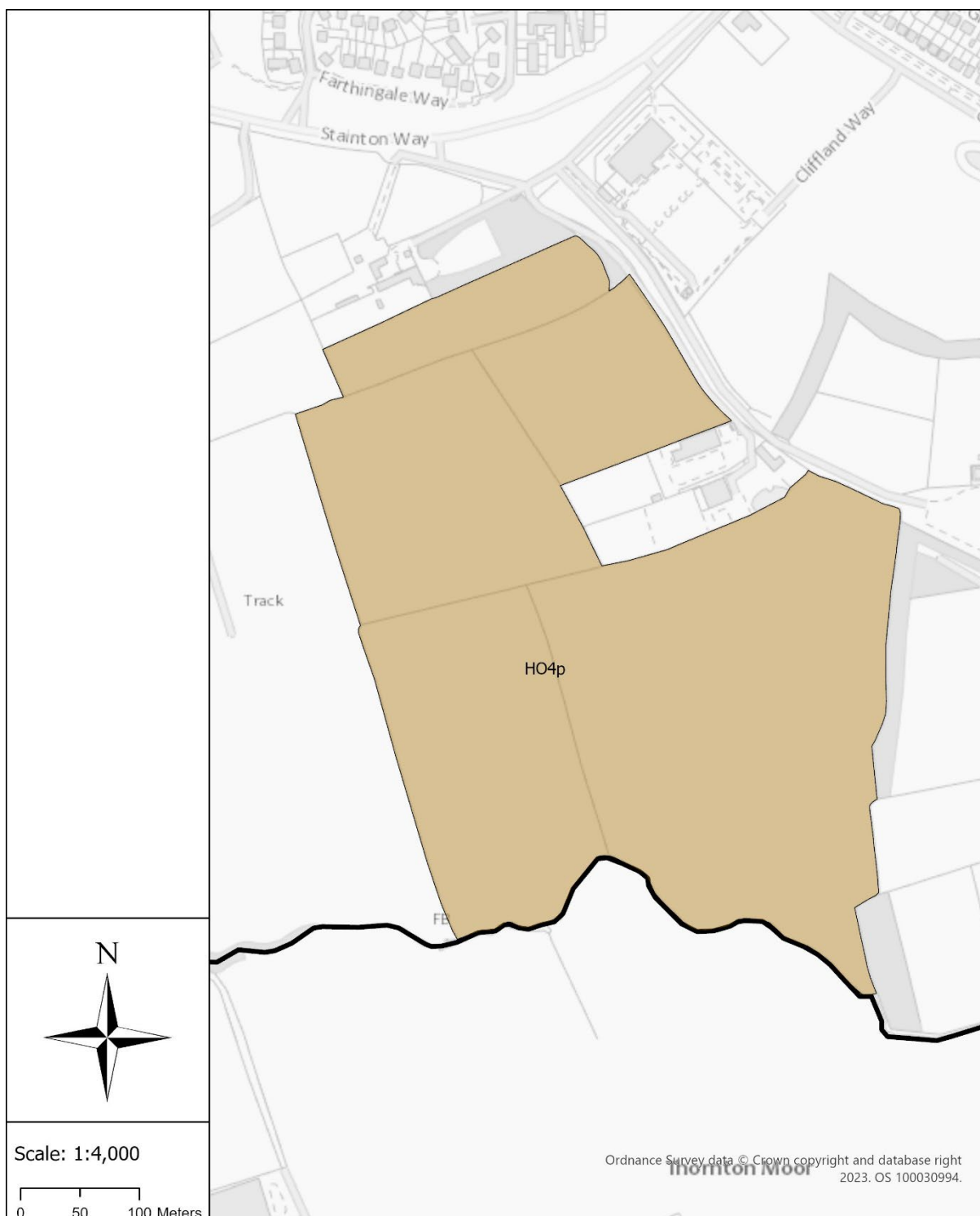
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Policy HO4p Holme Farm

Service Area: Planning Services

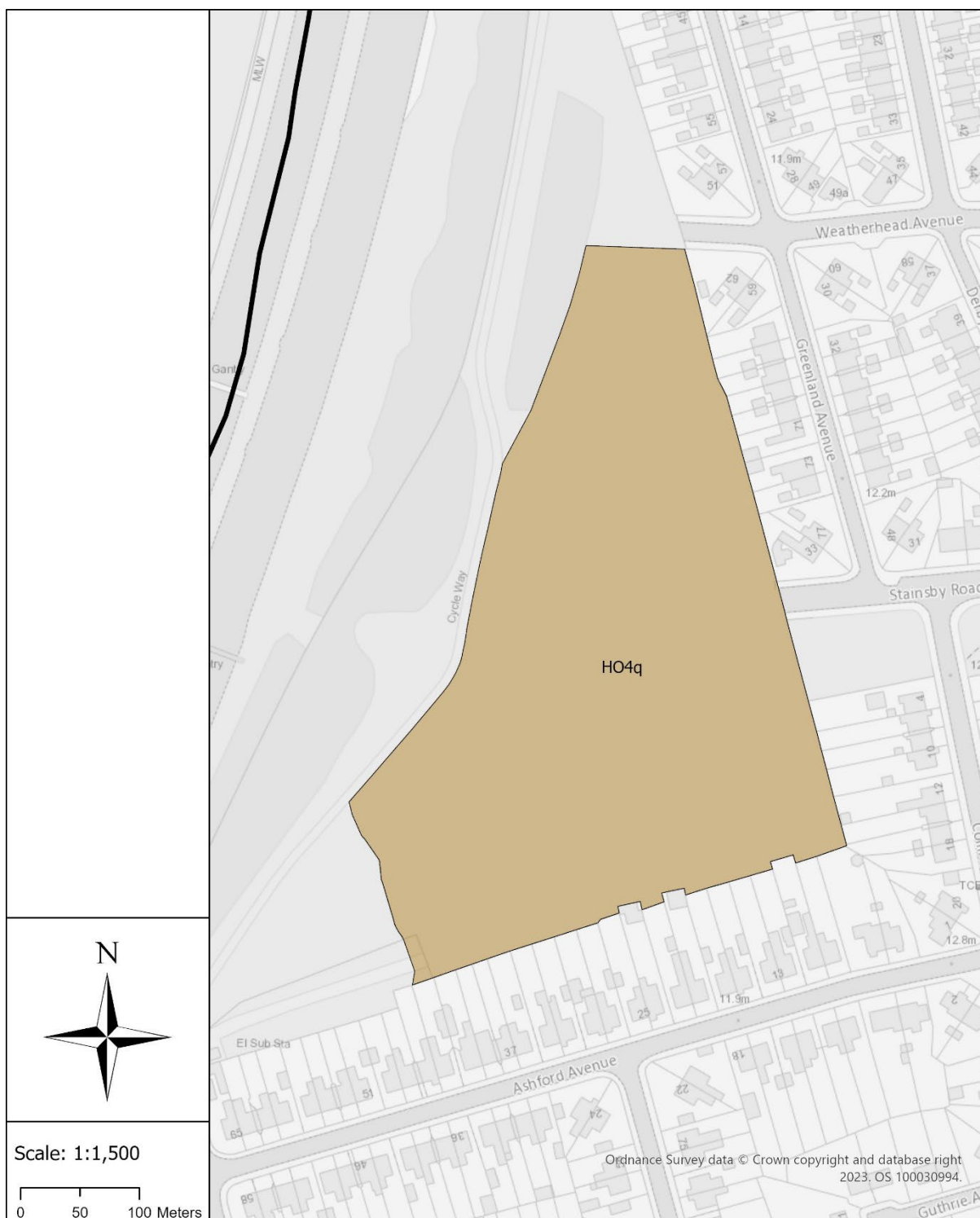
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Policy HO4q Stainsby Road

Service Area: Planning Services

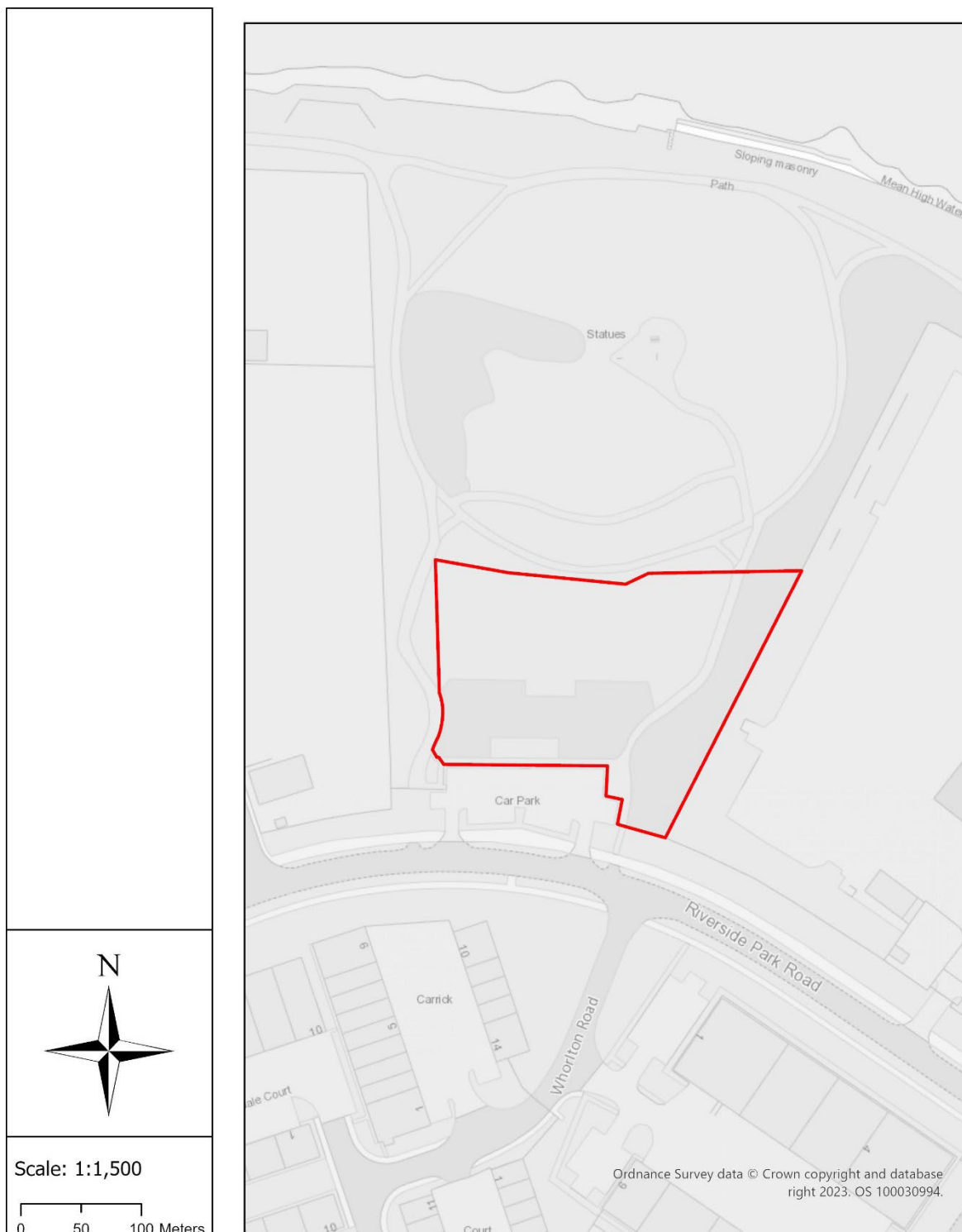
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Appendix 3. Strategic Policies

Chapter	Policy	Strategic/Non-strategic
Strategy and Vision	ST1 Development Strategy	Strategic
	ST2 Middlesbrough Development Corporation Area	Strategic
Creating Quality Places	CR1 Creating Quality Places	Strategic
	CR2 General Development Principles	Strategic
	CR3 Sustainable and High Quality Design	Strategic
	CR4 Developer Contributions	Non-strategic
	CR5 Development Limits	Non-strategic
	CR6 Tall and Large Buildings	Non-strategic
	CR7 Shopfront Design	Non-strategic
	CR8 Advertisements and Signage	Non-strategic
Economic Growth	EC1 Economic Strategy	Strategic
	EC2 Employment Locations	Strategic
	EC3 Alternative Use of Employment Land and Buildings	Non-strategic
	EC4 Middlehaven	Non-strategic
	EC5 University Campus	Non-strategic
	EC6 Culture	Strategic
	EC7 Town, District and Local Centres	Strategic
	EC8 Middlesbrough Town Centre	Strategic
	EC9 Civic, Commercial and Cultural Heart	Non-strategic
	EC10 Retail Quarter	Non-strategic
	EC11 Leisure Quarter	Non-strategic
	EC12 Independent Quarter	Non-strategic
	EC13 Railway Station and Historic Quarter	Non-strategic
	EC14 Linthorpe Road South Secondary Shopping Area	Non-strategic
	EC15 District and Local Centres	Non-strategic
	EC16 Hot Food Takeaways	Non-strategic
	EC17 Retail Development on Industrial Estates and Business Parks	Non-strategic
Housing Development	HO1 Housing Strategy	Strategic
	HO2 Housing Requirement	Strategic
	HO3 Housing Mix and Type	Strategic
	HO4 Housing Allocations	Strategic
	HO4a Stainsby	Strategic
	HO4b Newham Hall Farm	Strategic
	HO4c Grove Hill	Strategic
	HO4d Nunthorpe Grange	Strategic
	HO4e Former St David's School Site	Non-strategic
	HO4f Hemlington Grange	Strategic

	HO4g Hemlington North	Strategic
	HO4h Hemlington Grange South	Strategic
	HO4i Hemlington Grange West	Strategic
	HO4j Ford Close	Non-strategic
	HO4k Hemlington Lane	Non-strategic
	HO4l Land East of Municipal Golf Centre Driving Range	Non-strategic
	HO4m Coulby Farm Way	Non-strategic
	HO4n Land West of Cavendish Road	Non-strategic
	HO4o Land North of Low Lane, Stainton	Strategic
	HO4p Holme Farm	Strategic
	HO4q Land at Stainsby Road	Non-strategic
	HO5 Affordable Housing	Strategic
	HO6 Gypsy, Traveller and Travelling Showpeople	Non-strategic
	HO7 Space Standards for Residential Uses	Non-strategic
	HO8 Conversion and Sub-Division of Buildings for Residential Uses	Non-strategic
	HO9 Houses in Multiple Occupation (HMOs)	Non-strategic
	HO10 Student Accommodation	Non-strategic
	HO11 Self-build and Custom Build Housing	Non-strategic
Green and Blue Infrastructure	GR1 Green and Blue Infrastructure	Strategic
	GR2 Green Wedges	Non-strategic
	GR3 Existing Open Space, Sport and Recreation Facilities	Non-strategic
	GR4 New Open Space, Sport and Recreation Provision	Non-strategic
	GR5 Biodiversity and Geodiversity	Non-strategic
	GR6 Nutrient Neutrality Water Quality Effects	Non-strategic
	GR7 Climate Change and Flood Risk	Strategic
	GR8 Renewable and Low Carbon Energy	Non-strategic
Physical, Social and Environmental Infrastructure	IN1 Strategic Infrastructure Provision	Strategic
	IN2 Integrated Transport Strategy	Strategic
	IN3 Transport Requirements for New Development	Non-strategic
	IN4 Community Facilities	Non-strategic
	IN5 Education Provision	Strategic
	IN6 Health and Wellbeing	Strategic
	IN7 Digital and Communications Infrastructure	Non-strategic
	IN8 Burial Grounds	Non-strategic
Managing the Historic Environment	HI1 Strategic Historic Environment	Strategic

	HI2 Designated Historic Assets	Strategic
	HI3 Non-Designated Historic Assets	Non-strategic

Appendix 4. Superseded Policies

Saved Middlesbrough Local Plan Policy (1999)	Local Plan Policy
E2 Green Wedges	GR2 Green Wedges
E3 Development Adjoining Green Wedges	GR2 Green Wedges
E4 Greenlink Network	GR1 Green and Blue Infrastructure GR3 Existing Open Space, Sport and Recreation Facilities
E5 Teesdale Way	Deleted
E7 Primary Open Space	GR3 Existing Open Space, Sport and Recreation Facilities
E8 New Primary Open Space	GR4 New Open Space, Sport and Recreation Provision
E10 Secondary Open Space	GR3 Existing Open Space, Sport and Recreation Facilities
E13 Outdoor Sports, Proposals	Deleted
E20 Limit to Urban Development	CR5 Development Limits
E21 Special Landscape Areas	Deleted
E22 New Housing In Countryside	CR5 Development Limits
E23 Conversion of Rural Buildings	CR5 Development Limits
E24 Conversion of Rural Buildings for Residential Purpose	CR5 Development Limits
E25 Stables and Similar Structures	Deleted
E28 Recreational Uses in the Countryside	Deleted
COM4 Cemetery, Acklam	IN8 Burial Grounds
U2 Telecommunications	IN7 Digital and Communications Infrastructure

Core Strategy Policy (2008)	Local Plan Policy
CS4 Sustainable Development	CR2 General Development Principles
CS5 Design	CR3 Sustainable and High Quality Design
CS6 Developer Contributions	CR4 Development Contributions
CS7 Economic Strategy	EC1 Economic Strategy
CS8 Existing Employment Provision	EC2 Employment Locations
CS10 Replacement dwellings	HO1 Housing Strategy
CS13 A Strategy for the Town, District, Local and Neighbourhood Centres	EC7 Town, District and Local Centres
CS14 Leisure Development	EC7 Town, District and Local Centres EC11 Leisure Quarter
CS15 Casinos	Deleted
CS16 Education	IN5 Education Provision
CS18 Demand Management	IN2 Integrated Transport Strategy
CS19 Road Safety	IN3 Transport Requirements for New 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	EC2 Employment Locations
REG13 Riverside Park	EC2 Employment Locations
REG14 Riverside Park – Southwest Ironmasters	EC2 Employment Locations
REG15 Riverside Park – Enterprise Centre	Deleted
REG16 East Middlesbrough Business Action Zone	EC2 Employment Locations
REG17 Green Blue Heart	Deleted
REG20 Principal Use Sectors	EC8 Middlesbrough Town Centre
REG21 Primary Shopping Frontage	EC8 Middlesbrough Town Centre EC10 Retail Quarter
REG22 Cannon Park Development Criteria	Deleted
REG23 Middlehaven Sector	EC4 Middlehaven
REG24 The Southern Sector	EC5 University Campus EC8 Middlesbrough Town Centre
REG25 Centre Square East	EC9 Civic, Commercial and Cultural Heart
REG26 Gurney Street Triangle	Deleted
REG27 Middlesbrough Leisure Park – Development Site	Deleted
REG28 District Centres	EC15 District and Local Centres
REG29 Local Centres	EC15 District and Local Centres
REG30 Neighbourhood Centre	EC15 District and Local Centres
REG31 Prissick Base	GR3 Existing Open Space, Sport and Recreation Facilities
REG32 St Luke’s Hospital	Deleted
REG33 Cargo Fleet Medical Centre	Deleted
REG34 East Middlesbrough Transport Corridor	Deleted
REG36 Zetland Car Park	Deleted
REG37 Bus Network ‘Super Core’ and ‘Core’ Routes	IN2 Integrated Transport Strategy

Housing Local Plan Policy (2014)	Local Plan Policy
H1 Spatial Strategy	ST1 Development Strategy HO1 Housing Strategy HO2 Housing Requirement EC1 Economic Strategy
H2 Greater Middlehaven	EG4 Middlehaven
H3 Inner Middlesbrough (Gresham, Acklam Green, Grove Hill)	HO4c Grove Hill ST2 Middlesbrough Development Corporation
H4 Prissick	Delete
H5 Brookfield	HO4a Stainsby
H6 Ladgate Lane	Delete
H7 Hemlington Grange	HO4f Hemington Grange HO4g Hemlington North HO4h Hemlington Grange South HO4i Hemlington Grange West
H8 Coulby Newham	HO4b Newham Hall Farm
H9 Stainton	Deleted

H10 Nunthorpe	HO4d Nunthorpe Grange
H11 Housing Strategy	HO1 Housing Strategy
H12 Affordable Housing	HO5 Affordable Housing
H13 Provision for Gypsies and Travellers and Travelling Showpeople	HO6 Gypsy, Traveller and Travelling Showpeople Accommodation
CS17 Transport Strategy	IN2 Integrated Transport Strategy
CS20 Green Infrastructure	GR1 Green and Blue Infrastructure
H14 Greater Middlehaven – Mix of Uses and Phasing	EC4 Middlehaven
H15 Greater Middlehaven – Development and Design Principles	EC4 Middlehaven
H16 Greater Middlehaven – Transport Infrastructure	EC4 Middlehaven
H17 – Gresham/Jewel Street Area	ST2 Middlesbrough Development Corporation
H18 Acklam Green	Deleted
H19 Grove Hill	HO4c Grove Hill
H20 Prissick	Deleted
H21 Brookfield	HO4a Stainsby
H22 Land South of Ladgate Lane (Cleveland Police Authority Headquarters Site)	Deleted
H23 Hemlington Grange	HO4f Hemlington Grange HO4g Hemlington North HO4h Hemlington Grange South HO4i Hemlington Grange West
H24 Hemlington Grange – Employment Use	Deleted
H25 Hemlington Grange – Transport Infrastructure	HO4f Hemlington Grange
H26 Coulby Newham	HO4b Newham Hall Farm
H27 Stainton	Deleted
H28 Land at Grey Towers Farm	Deleted
H29 Land at Nunthorpe, South of Guisborough Road	HO4d Nunthorpe Grange
H30 Land at Ford Close Riding School	HO4j Ford Close Riding Centre
H31 Housing Allocations	HO4 Housing Allocations
H32 Clairville	Deleted
H33 Acklam Iron & Steelworks Club	Deleted
H34 St David's (Former RC School Site)	HO4e Former St David's School
H35 Beechwood	Deleted
H36 Low Gill	Deleted
H37 Gypsy and Travelling Showpeople	HO6 Gypsy, Traveller and Travelling Showpeople Accommodation

Legend

- Town Boundary

Housing Allocations

Employment Sites

Primary Open Space

River Tees / Dock
- MDC Boundary

Town Centre Boundary

Major Roads

Main Roads

Rail Line

Stainton Way West Extension
- Rail Station

Bus Station

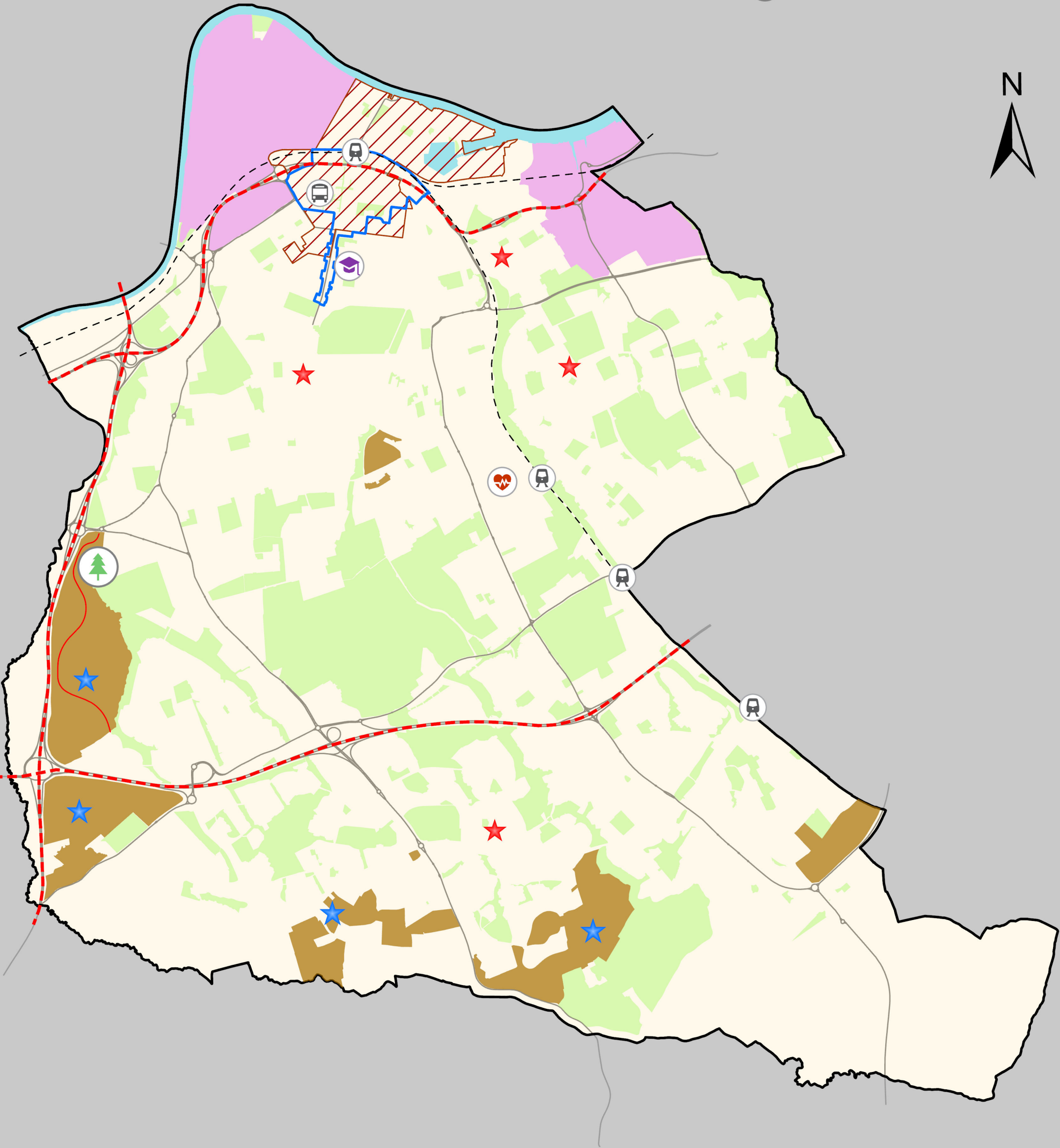
Teesside University

James Cook Hospital

Proposed Local Centre

District Centre

Stainsby Country Park



Appendix 6. Housing Trajectory

Completions and sites with planning permission at 01.04.23

Site Name	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40	2040/41	Total 2022/23 to 2040/41	Post 2041
Completed sites	96	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Newbridge Court	-	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24	-
Acklam Gardens	37	32	32	32	32	8	-	-	-	-	-	-	-	-	-	-	-	-	-	136	-
College Gardens	37	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	-
Former Milford & Portland House and Jupiter Court	-	-	50	50	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	105	-
15-25 Albert Road	-	-	-	-	-	10	-	-	-	-	-	-	-	-	-	-	-	-	-	10	-
4-6 Park Road North	-	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	-
Church House	-	-	-	86	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	86	-
304 Linthorpe Road & 5 Albert Terrace	-	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	-
Jayden House (2-4 Granville Road)	-	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	-
Middlehaven - BoHo Village	22	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	-
107 - 109 Linthorpe Road	-	-	-	-	-	-	10	-	-	-	-	-	-	-	-	-	-	-	-	10	-
124 - 130 Linthorpe Road	-	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	-
Harrison House	-	-	-	-	-	-	95	-	-	-	-	-	-	-	-	-	-	-	-	95	-
242 Marton Road	-	-	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	-
Ladgate Woods	66	33	33	33	33	33	33	33	-	-	-	-	-	-	-	-	-	-	-	231	-
115 Burlam Road	-	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	-
Land at Grove Hill	-	11	66	76	72	71	-	-	-	-	-	-	-	-	-	-	-	-	-	296	-
Bracken Grange	114	39	39	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	86	-
Rowan Park	-	31	31	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	-
Union Village Phase 1	-	50	50	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	145	-
Grey Towers Village	60	33	33	33	33	33	1	-	-	-	-	-	-	-	-	-	-	-	-	166	-
Nunthorpe Hall Farm buildings	-	-	-	-	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	-
91-97 St Barnabas Road	-	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	-
Dorman House	-	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	-
406 Linthorpe Road (Albert Park Hotel)	-	-	-	-	-	-	22	-	-	-	-	-	-	-	-	-	-	-	-	22	-
Hemlington Grange	137	109	52	32	32	32	32	32	32	32	32	32	32	32	32	32	31	-	-	608	-
Stainsby	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	-
Sites under 5 dwellings with planning permission (23% lapse rate used)	-	22	22	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	-
Total	600	550	414	417	236	187	193	65	32	32	32	32	32	32	32	32	31	0	0	2949	0

Existing allocations without planning permission at 01.04.23

[illegible]

Net demolitions

[illegible]

New allocations

Site Name	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40	2040/41	Total 2022/23 to 2040/41	Post 2041
Land at Stainsby Road	-	-	-	-	-	-	30	17	-	-	-	-	-	-	-	-	-	-	-	47	-
Coulby Farm Way East	-	-	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	-
Coulby Farm Way West	-	-	-	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	-
Hemlington Lane	-	-	-	-	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	-
Land East of Driving Range	-	-	-	-	-	30	30	17	-	-	-	-	-	-	-	-	-	-	-	77	-
Land West of Cavendish Road	-	-	-	-	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	-
Land North of Low Lane	-	-	-	-	40	60	60	60	60	60	60	60	60	60	60	60	-	-	-	700	-
Hemlington Grange West	-	-	-	-	-	30	35	35	35	35	-	-	-	-	-	-	-	-	-	170	-
Holme Farm	-	-	-	-	-	-	35	35	35	35	35	35	35	35	35	35	35	35	10	430	-
Total	0	0	0	17	74	120	190	164	130	130	95	95	95	95	95	95	35	35	10	1475	-

Small sites windfall allowance

[illegible]

Middlesbrough Mayoral Development Corporation*

Site Name	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40	2040/41	Total 2022/23 to 2040/41	Post 2041
Station Street	-	-	-	-	-	-	140	-	-	-	-	-	-	-	-	-	-	-	-	140	-
Unidentified sites to meet 1500 MDC delivery strategy	-	-	-	-	-	-	60	60	60	60	60	60	60	60	60	23	-	-	-	563	-
Total	0	0	0	0	0	0	200	60	60	60	60	60	60	60	60	23	0	0	0	703	-

* Excludes 145 dwellings at Union Village Phase I and 86 dwellings at Church House included in 'Sites with Planning Permission', and 500 dwellings at Middlehaven and 66 dwellings at Union Village Phase II included in 'Existing Allocations'

Housing Delivery - Overall Total

Site Name	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40	2040/41	Total 2022/23 to 2040/41	Post 2041
All Sites	600	550	414	231	470	557	978	579	491	438	408	408	408	408	408	371	287	256	226	8488	320

Appendix 7 Housing Sites Within Each Neighbourhood Area

Gresham Neighbourhood Plan Area	Completions 2022/2023	Projected dwellings 2023/24 to 2040/41	Total for plan period	Post 2041
Union Village Phase 1		145	145	
Union Village Phase 2		66	66	
114-118 Parliament Road	6		6	
Total	6	211	217	

Marton West Neighbourhood Plan Area	Completions 2022/2023	Projected dwellings 2023/24 to 2040/41	Total for plan period	Post 2041
Ford Close Riding School		45	45	
Grey Towers Village	25	52	77	
Total	25	97	122	

Stainton & Thornton Neighbourhood Plan Area	Completions 2022/2023	Projected dwellings 2023/24 to 2040/41	Total for plan period	Post 2041
Land north of Low Lane		700	700	
Hemlington North		35	35	
Hemlington Grange TW	137	608	745	
Hemlington Grange South		130	130	
Hemlington Grange West		170	170	
Holme Farm		430	430	
Total	137	2073	2210	

Nunthorpe Neighbourhood plan Area*	Completions 2022/2023	Projected dwellings 2023/24 to 2040/41	Total for plan period	Post 2041
Grey Towers Village	35	114	149	
Nunthorpe Grange		250	250	
Nunthorpe Hall Farm Buildings		12	12	
Total	35	376	411	

*Figures relate to the part of the NP area in Middlesbrough only

Coulby Newham Neighbourhood Plan Area	Completions 2022/2023	Projected dwellings 2023/24 to 2040/41	Total for plan period	Post 2041
Newham Hall Farm		780	780	320
Coulby Farm Way		17	17	
Total		797	797	320

Marton East Neighbourhood Plan Area	Completions 2022/2023	Projected dwellings 2023/24 to 2040/41	Total for plan period	Post 2041
Bracken Grange	114	86	200	
Rowan Park		72	72	
Total	114	158	272	

Appendix 8. Nationally Described Space Standards

Table 1 - Minimum gross internal floor areas and storage (m²)

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 0.5m² 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 bathroom 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 standard have been met.

3. Where a 1b1p has a shower room instead of a bathroom, the floor area may be reduced from 39m² to 37m², as shown bracketed.

4. Furnished layouts are not required to demonstrate compliance.

Appendix 9. Green and Blue Infrastructure Checklist

1 | Strengthening the nature recovery network

Has the development taken into account its position as part of the habitat network mapped as part of Priority Opportunity 1 of this Strategy? And does the design include features which respond to filling 'gaps' in this network?

2 | Links to the walking and cycling network

Is the development designed to make walking and cycling the 'mode of choice' in line with national policy? Do routes through the development provide easy access to green corridors? Does the development illustrate full integration of Sport England's 'Active Design' principles?

3 | Biodiversity 'micro features'

Are 'hedgehog highways', swift boxes, bat boxes and similar features provided at new development unless there is a well justified reason not to?

4 | SuDs

Where SuDs are required, are they designed To: serve as attractive recreational features? Respond to the wider landscape? Provide additional habitats for wildlife? Is educational material provided to users? Do they meet the Tees Valley Authorities Local Standards for Sustainable Drainage (2017)?

5 | Amenity grass land

Have all opportunities been considered to create wildflower planting or other areas of richer habitats within areas of amenity grassland provided, rather than mono-functional landscaping?

6 | Natural surveillance

Are green spaces overlooked by adjacent properties and busy public spaces?

7 | Growing space

Has community growing space been provided at residential sites unless there is a well justified reason that this is not possible?

8 | School Routes

Do routes through the development link into local walking and cycling paths to local primary schools serving the development? Will residents be discouraged from using the private car for the school run?

9 | Safe streets

Have all opportunities been taken to incorporate filtered roads 'home ones and 'low traffic neighbourhoods in line withustrans guidance Have GBI features (such as parklets, street trees, seating and rain gardens) been integrated into the layout?

10 | Play

Are play spaces designed to be multifunctional GBI assets and to allow for self-led independent play, based on best practice? And are play areas available within walking distance?

11 | Long term stewardship

Are adequate procedures and funding in place for GBI features to be managed sustainably over the next 20-30 years?

Appendix 10: Glossary

Phrase	Definition
Active Travel	Methods of travel that involve physical activity, such as walking, wheeling, or cycling.
Adoption	The approval, after independent examination, of the final version of a Local Plan by a local authority for future planning policy and decision making.
Affordable Housing	Homes, including affordable rented, social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market.
Allocations	Areas that are identified for a specific use on the Local Plan Policies Map, such as housing or employment allocations.
Amenity	The quality or character of an area and the elements that contribute towards its overall enjoyment.
Appropriate Assessment	An appropriate assessment, also known as a Habitat Regulations Assessment (HRA), is a formal assessment of a plan or project that determines its potential effect on protected features of a habitats site, i.e. any site included within the definition of regulation 8 of the Conservation of Habitats and Species Regulations 2017 (as amended).
Archaeological Interest	There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point.
Article 4 Direction	A direction which withdraws some or all permitted development rights granted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).
Authority Monitoring Report (AMR)	An annual report that assesses the progress of the Local Development Scheme and the extent to which policies in Local Development Documents are being successfully implemented. It is also known as an 'Annual Monitoring Report'.
Biodiversity	The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals, and the natural systems that support them.
Biodiversity Net Gain	An approach to development that ensures biodiversity is left in a measurably better state than before.
Brownfield Register	A register of previously developed land that the Local Planning Authority consider to be appropriate for residential development.

Phrase	Definition
Build to Rent	Purpose built housing that is typically 100% rented out. Schemes will usually offer longer tenancy agreements of three years or more, and will typically be professionally managed stock in single ownership and management control.
Climate Change Adaption	Adjustments made to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities.
Climate Change Mitigation	Action to reduce the impact of human activity on the climate system, primarily through the reduction of greenhouse gas emissions.
Community Infrastructure Levy (CIL)	A charge which can be levied by local planning authorities on new development in their area.
Comparison Goods	Retail items that are not bought on a frequent basis, for example televisions and white goods (fridges, dishwashers etc.).
Compulsory Purchase Order (CPO)	A legal mechanism that can be used by local authorities and other 'acquiring authorities' to acquire land or buildings without the consent of the owner. The use of CPOs can support the delivery of development, regeneration, and infrastructure projects that are in the public interest.
Conservation Area	An area of special historic and/or architectural interest which is designated by the Local Planning Authority as being important to conserve and enhance. Special planning controls apply within these areas, including the curtailment of some permitted development rights.
Deliverable	To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years.
Design and Access Statement	A report that explains how a development proposal incorporates good design principles and demonstrates that it can be adequately accessed by prospective users.
Design Code	A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area.
Developer Contributions	A collective term that is mainly used to refer to the Community Infrastructure Levy (CIL) and Planning Obligations (commonly referred to as 'Section 106' or 'S106' obligations). These are tools that can be used to secure financial and/or non-financial contributions towards the provision of infrastructure that supports development and mitigates its impact.

Phrase	Definition
Development Plan	A document that sets out the Local Planning Authority's policies and proposals for the development and use of land and buildings in their area. This includes adopted Local Plans and neighbourhood plans, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.
Development Plan Documents (DPDs)	The key statutory documents prepared by a local planning authority that set out its vision, strategy and policies for the area. DPDs must include the Local Plan and an adopted Policies Map. All DPDs are subject to public consultation and independent examination.
Duty to Cooperate	A duty that requires local authorities and other public bodies to work together and engage constructively, actively and on an ongoing basis on planning issues in the preparation of Local Plans.
Edge of Centre	For retail purposes, a location that is well connected to, and up to 300 metres from, the primary shopping area. For all other main town centre uses, a location within 300 metres of the town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.
Evidence Base	The information and data collated by local authorities to support the policy approach set out in the Local Plan.
Examination	The process by which an independent Planning Inspector considers whether a Development Plan Document is 'sound' before it can be adopted.
Exception test	An assessment that examines a developments vulnerability to flooding and any sustainability benefits that it would provide to the community. The National Planning Policy Framework and associated Planning Practice Guidance sets out instances when an exception test is required and what needs to be demonstrated in order to pass it.
Executive Dwellings	High quality detached accommodation typically of 4+ bedrooms, set in their own grounds in the region of 7 dwellings per hectare. They are suited to the needs and aspirations of higher income households and are likely to be in Council Tax bands of F, G or H.
Frontage	<p>The boundary of a building that faces onto the street.</p> <p>An 'active' or 'live' frontage refers to ground floors of buildings that have windows and doors facing onto the street. By forming views into and out of buildings, such frontages create a connection between the life inside a building and the street it faces. As well as generating interest and activity, they can also provide natural surveillance.</p>

Phrase	Definition
Flood Risk Assessment	An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be considered. While they can be undertaken to assess the risk of flooding of a particular development site, they can be prepared at a range of scales.
Geodiversity	The variety of rocks, minerals, fossils, landforms, sediments and soils.
Green and Blue Infrastructure (GBI)	A network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.
Green Wedge	Large tracts of mainly undeveloped land that form a major element of the green infrastructure network. They prevent the merging of urban areas and neighbourhoods and/or provide an accessible recreational resource.
Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA)	An assessment that identifies the current and future accommodation needs of gypsy, traveller and travelling showpeople.
Habitat Regulations Assessment (HRA)	See 'Appropriate Assessment'.
Health Impact Assessment (HIA)	An assessment of the potential effects a proposed development may have on the health and wellbeing of a population and the distribution of those effects within the population.
Heritage Asset (including Designated Heritage Asset)	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. They include designated heritage assets and assets identified by the Local Planning Authority (including local listing).
Heritage Asset At Risk Register	A local and national register that identifies the Heritage assets which are at risk across the Borough.
Heritage Impact Assessment (HIA)	A report detailing the significance of any heritage assets (including any contribution made by their setting) that would be affected by a development and how the proposal has been designed to account for any potential impact it may have upon them.
Historic Environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

Phrase	Definition
Historic Environment Record (HER)	Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.
House in Multiple Occupation (HMO)	Defined under Part 7 of the Housing Act 2004. In summary, a house or flat occupied by at least three tenants, forming more than one household, who share toilet, bathroom or kitchen facilities with other tenants.
Infrastructure	Fundamental facilities and systems that are required for an area to function, including education, transport, health, flood defences and open space.
Irreplaceable Habitat	Habitats which would be technically very difficult (or take a very significant time) to restore, recreate or replace once destroyed, taking into account their age, uniqueness, species diversity or rarity. They include ancient woodland, ancient and veteran trees, blanket bog, limestone pavement, sand dunes, salt marsh and lowland fen.
Key Diagram	A map showing the main features and proposals in the local authority area.
Local Development Scheme (LDS)	The local authority's scheduled programme for the preparation of Local Development Documents.
Local Enterprise Partnership (LEP)	A body established for the purpose of creating or improving the conditions for economic growth in an area.
Local Green Space (LGS)	A land designation that can be given to green areas of particular importance to local communities. In order to be designated, green spaces must fulfil a number of criteria that are specified in the National Planning Policy Framework.
Local Housing Need	The number of homes identified as being needed through the application of the standard method set out in national planning guidance (or, in the context of preparing strategic policies only, this may be calculated using a justified alternative approach as provided for in paragraph 61 of this Framework).
Local Nature Recovery Strategy (LNRS)	A system of spatial strategies for nature and environmental improvement required by law under the Environment Act 2021 (as amended).
Local Plan	A plan for the future development of a local area, drawn up by the Local Planning Authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. A local plan can consist of either strategic or non-strategic policies, or a combination of the two.

Phrase	Definition
Main Town Centre Uses	Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
Major Development	For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m ² or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended).
Masterplan	A comprehensive plan or framework setting out the general vision and principles of a development, the infrastructure required to deliver it, and the key timescales and phasing of its delivery.
Material Considerations	Any factor relevant to the determination of a planning application.
Middlesbrough Development Corporation (MDC)	A development corporation established by the Tees Valley Mayor, covering an area of the Town Centre, the Historic Quarter, and Middlehaven. MDC are the Local Planning Authority for planning decision making for this area and hold powers over various planning matters including planning enforcement and the determination of planning applications.
Monitoring Framework	A system used to assess the performance and effectiveness of policies within the Local Plan. It assists in the identification of any policies, or suite of policies, that are not delivering on their intended outcomes
National Planning Policy Framework (NPPF)	A document that sets out the Government's planning policies and how they should be applied. It replaced many of the previous Planning Policy Statements.
Natural Capital	The world's stocks of natural assets which include geology, soil, air, water and all living things. Collectively we derive a wide range of benefits from these assets, such as clean water and air, medicine and food.
Nature Recovery Network	An expanding, increasingly connected, network of wildlife rich habitats supporting species recovery, alongside wider benefits such as carbon capture, water quality improvements, natural flood risk management and recreation. It includes the existing network of protected sites and other wildlife rich habitats as well as and landscape or catchment scale recovery areas where there is coordinated action for species and habitats.

Phrase	Definition
Neighbourhood Plan	A plan prepared by a Parish Council or a Neighbourhood Forum for a particular neighbourhood or area. When adopted a neighbourhood plan forms part of the development plan.
Nutrient Neutrality	An approach to development whereby the level of nutrients (including both nitrogen and phosphates) discharged from a site is the same, or lower, than before.
Open Space	All open space of public value, including land and areas of water (such as rivers, canals, lakes and reservoirs), that offers important opportunities for sport and recreation and can act as a visual amenity.
Planning Condition	A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.
Planning Obligation	A legally enforceable obligation entered under section 106 of the Town and Country planning Act 1990 to mitigate the impacts of a development proposal. Sometimes these are referred to as a 'Section 106 agreement'.
Planning Practice Guidance (PPG)	PPG gives further context to the National Planning Policy Framework, providing detailed guidance on a range of topics to support its implementation.
Policies Map	An Ordnance Survey based map of the Local Planning Authority's area that geographically illustrates the policies in the adopted development plan.
Previously developed land	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.
Primary Shopping Area (PSA)	A defined area where retail development is concentrated.
Priority Habitats and Species	Species and Habitats of Principal Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

Phrase	Definition
Ramsar Site	A wetland of international importance, designated under the 1971 Ramsar Convention.
Regeneration	The economic, social and environmental renewal and improvement of an area.
Renewable and Low Carbon Energy	Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).
Secured by Design (SBD)	A police initiative to improve the security of buildings and their surroundings to provide safe places to live, work, shop and visit.
Self-build and custom build housing	Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition is contained in section 1(A1) and (A2) of the Self-build and Custom Housebuilding Act 2015 (as amended).
Sequential approach	A planning principle that seeks to identify, allocate or develop certain types or locations of land before others.
Sequential test	An assessment undertaken to ensure development takes place in appropriate locations. As per the requirements set out in the National Planning Policy Framework, they are used to guide main town centre uses towards town centre locations first. They are also used to guide development towards sites that have the lowest risk of flooding.
Setting of a Heritage Asset	The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
Significance (for heritage)	The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.
Site of Special Scientific Interest (SSSI)	A site designated by Natural England under the Wildlife and Countryside Act 1981 as being an area of special interest by reason of any of its flora, fauna, geological or physiographical features.

Phrase	Definition
Special Areas of Conservation	Areas defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as important conservation sites.
Special Protection Areas (SPAs)	Areas classified under regulation 15 of the Conservation of Habitats and Species Regulations 2017 which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds.
Strategic Environment Assessment (SEA)	A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.
Strategic Flood Risk Assessment	A study carried out by one or more local planning authorities to assess the risk of flooding in their area, from all sources, both now and in the future, and taking into account the expected impacts of climate change. It also assesses the impact that land use changes and development will have on flood risk.
Statement of Community Involvement (SCI)	The Statement of Community Involvement sets out the processes to be used by the local authority in involving the community in the preparation, alteration, and continuing review of all local development documents (LDDs) and in development control decisions. In respect of every LDD, the local planning authority is required to publish a statement showing how it complied with the SCI.
Supplementary Planning Documents (SPDs)	Documents which add further detail to the policies in the development plan. They can be used to provide further guidance on particular issues, such as design, or the development of specific sites. They are a material consideration in planning decisions, but are not part of the development plan.
Sustainability Appraisal	The process of assessing the economic, environmental, and social effects of a proposed plan. This process implements the requirements of the Strategic Environmental Assessment (SEA) Directive.
Sustainable Development	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. The National Planning Policy Framework states that 'the purpose of the planning system is to contribute to the achievement of sustainable development' and that 'Achieving sustainable development means that the planning system has three overarching objectives [economic, social, and environmental], which are interdependent and need to be pursued in mutually supportive ways'.

Phrase	Definition
Sustainable Drainage Systems (SuDS)	Water management systems that are designed to control the flood and pollution risks resulting from surface water runoff and contribute towards the 'multi-functional' green infrastructure network, delivering multiple amenity, landscape and biodiversity benefits.
Sustainable Transport Modes	Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport.
Tees Valley	The combined area that covers the local authority districts of Darlington, Hartlepool, Middlesbrough, Redcar and Cleveland, and Stockton-on-Tees.
Tees Valley Combined Authority (TVCA)	The combined authority for the Tees Valley area.
Town Centre (including District Centres and Local Centres)	Area defined on the local authority's policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in the development plan, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.
Transport Assessment	A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and measures that will be needed to deal with the anticipated impacts of the development.
Travel Plan	A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through various actions and is articulated in a document that is regularly reviewed.
Use Classes	Categories that define what land and buildings can be used for. The Town and Country Planning (Use Classes) Order 1987 (as amended) specifies all of the different use classes.
Viability Assessment	A process that assesses the financial viability of a site by considering whether the value generated by a development is more than the cost of developing it.
Wildlife Corridor	Areas of habitat connecting wildlife populations.

Phrase	Definition
Windfall Sites	Sites which have not been specifically identified as available in the Local Plan process. They are normally previously developed sites that have unexpectedly become available.