

Middlesbrough Publication Local Plan

March 2025



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1. Introduction

1.1 All Local Planning Authorities have a statutory duty to prepare a Local Plan. The Middlesbrough Local Plan is a planning framework to guide decisions and to shape development in the borough until 2041. The Council has prepared this 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 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.

Middlesbrough Development Plan

1.3 The Plans that make up the Development Plan are:

- The Middlesbrough Local Plan;
- Tees Valley Joint Minerals and Waste Policies and Sites DPD (2011);
- Tees Valley Joint Minerals and Waste Core Strategy (2011); and
- any made Neighbourhood Plans.

Neighbourhood Plans

1.4 The Localism Act 2011 gave local communities the power to produce a neighbourhood plan for their area. Once 'made' (adopted) following an independent examination, and agreed by the community following a referendum, these plans form part of the statutory Development Plan.

1.5 Middlesbrough currently has two Neighbourhood Plans that have been 'made' (adopted) by the Council and there are number of others currently under preparation.

- **Marton West Neighbourhood Plan** – The Marton West Neighbourhood Plan was 'made' on 20th October 2021.
- **Stainton and Thornton Neighbourhood Plan** -The Stainton and Thornton Neighbourhood Plan was 'made' on 25th May 2022.

1.6 Once 'made', Neighbourhood Plans become part of the statutory development plan. Planning applications which fall within the neighbourhood plan area must have regard to the neighbourhood plan policies unless material considerations indicate otherwise.

1.7 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 Local Plan

Geography

- 1.8 The Local Plan covers the whole of the Middlesbrough Local Authority Area, including the area of the Town Centre and Middlehaven where the Middlesbrough Development Corporation is the local planning authority for decision making.

Plan Period

- 1.9 The Local Plan covers the period 2022 – 2041.

How the Local Plan is Set Out

- 1.10 The Local Plan takes into account national planning policy, strategic documents and evidence base documents.

- 1.11 The Local Plan is structured around a series of Chapters. These Chapters are:

- Introduction
- Strategy and Vision
- Creating Quality Places
- Economic Growth
- Housing Development
- The Natural Environment
- Physical, Social and Community Infrastructure
- Managing the Historic Environment

Policies Map

- 1.12 A separate 'Policies Map' supports the Local Plan and illustrates those policies which relate to a specific site or area. Allocations identified on the Policies Map should be read in conjunction with the relevant policy in the Plan that sets out the criteria that planning applications will need to comply with.

Strategic and Local Policies

- 1.13 The National Planning Policy Framework (NPPF) requires that plans explicitly set out which policies are strategic, i.e. those that address the strategic priorities of the area (including any relevant cross boundary issues). This Local Plan identifies these policies in Appendix 3. Strategic policies set out the overall strategy for the pattern, scale and quality of development. The Local Plan also contains detailed non-strategic, local policies that address a range of themes.
- 1.14 Neighbourhood Plans can be prepared at any time, but they must be in general conformity with the adopted Development Plan's strategic policies.

Sustainability Appraisal and Strategic Environmental Assessment

- 1.15 Sustainability Appraisal is a statutory process integrated into the preparation of all aspects of the Plan. The Sustainability Appraisal (SA) process tests how the Plan, its Spatial Strategy, allocated sites and policies achieve sustainable development. The concept of sustainable development is defined by the NPPF as 'meeting the needs of the present without comprising the ability of future generations to meet their own needs'. The process measures the potential impacts of the

Plan on a range of economic, social and environmental considerations, and includes the requirements of Strategic Environmental Assessment legislation.

- 1.16 The separately published SA Report makes clear how environmental considerations have been integrated into the Plan, the reasons for choosing the selected approach over the alternatives considered and the arrangements for monitoring the significant environmental effects of the Plan.
- 1.17 The SA has been undertaken throughout the plan-making process and has been updated as an integral part of preparing the 'Publication' (Regulation 19) Local Plan. It will assist with arrangements for monitoring and implementation of the Local Plan. Full details of the process and the assessment outcomes can be found in the Sustainability Appraisal Report of the 'Publication' Local Plan.

Habitats Regulation Assessment

- 1.18 The designation, protection and restoration of European wildlife sites is embedded in the Conservation of Habitats and Species Regulations 2017, as amended, which are commonly referred to as the 'Habitats Regulations'. Importantly, the most recent amendments (the Conservation of Habitats and Species (amendment) (EU Exit) Regulations 2019) take account of the UK's departure from the EU.
- 1.19 The Local Plan should be assessed in accordance with the Habitats Regulations to consider whether the policies or proposals are likely to have a significant effect on any habitats or species protected under the regulations located in or close to Middlesbrough. The HRA Report can be viewed on the website.

Duty to Cooperate

- 1.20 In developing the Local Plan, the Council has worked collaboratively with adjoining authorities, Tees Valley Combined Authority, the Middlesbrough Development Corporation and other organisations (known as 'duty to cooperate' bodies) in responding to cross-boundary and strategic issues. This ensures the Council meets its 'Duty to Cooperate', which is a legal requirement of the plan making process. This collaboration has sought to resolve issues of a strategic nature and to ensure strategic priorities are coordinated and reflected in the Local Plan.
- 1.21 Further details on the extent of collaboration can be found within the Duty to Cooperate Statement which can be viewed on the Council's website.

2. Strategy and Vision

Spatial Portrait

- 2.1 Middlesbrough is located in the North East of England and is one of five boroughs that make up the Tees Valley sub-region. It is compact and predominantly urban in character, with a growing population. As of 2021 approximately 144,000 people lived in Middlesbrough, an increase of around 4% when compared with 2011. Whilst Middlesbrough is the most populous urban centre in the Tees Valley, it is the smallest of the five constituent local authority areas, covering approximately 21 square miles. Indeed, it is the most densely populated local authority area in the North East.
- 2.2 The River Tees forms a natural boundary to the north of Middlesbrough. To the east, the urban character of the borough extends beyond the boundary it shares with Redcar and Cleveland, with the Greater Eston area immediately boarding Middlesbrough. The urban character that defines most of the borough transitions into rural-urban fringe along the southern edge of Middlesbrough. Rural settlements such as Great Ayton and Stokesley are located a short distance away in North Yorkshire, however the expansive natural landscapes of the North York Moors National Park are the dominant feature beyond Middlesbrough's southern boundary. To the west, the borough borders the settlements of Billingham, Stockton, Thornaby and Ingleby Barwick.
- 2.3 The emergence of modern-day Middlesbrough can be traced to the early nineteenth century. The Town developed beside the River Tees to supply labour to the new 'Port Darlington' coal port. It was centred on a market square where the first town hall was built. Middlesbrough continued to develop during the industrial revolution, expanding around the iron and steel industries. The iconic Transporter Bridge was constructed during this time, providing a river crossing between Middlesbrough and Port Clarence that did not affect navigation along the Tees. The first town hall, now known as the 'Old Town Hall', and the Transporter Bridge are Grade II and II* listed respectively and the north of Middlesbrough contains many heritage assets from the early development of the Town. However, there are a range of heritage assets that can be found across the Middlesbrough, such as Acklam Hall (Grade I listed building), Albert Park (Grade II listed Historic Park and Garden) and eight conservation areas. The historic environment is a key component of Middlesbrough's identity, contributing towards residents' sense of place. Moreover, the protection and enhancement of heritage assets can help facilitate economic growth.
- 2.4 Iron and steel production, as well as other forms of heavy industry and chemical production, were the industries that traditionally supported the borough's economy and employment base. However, like many areas across the North East of England and the rest of the United Kingdom, there was a decline in these traditional industries in Middlesbrough across the late twentieth and early twenty-first centuries. Industrial decline has had a significant impact on the borough, with the loss of jobs and employment opportunities leading to high levels of unemployment. Today, the key employment sectors in Middlesbrough are health, education, retail, business administration and support services, and public administration. Nonetheless, industrial activity does remain, albeit with a focus on 'lighter' forms of industry and manufacturing. Most of this activity is located within Riverside Park, East Middlesbrough Industrial Estate and the Town's other employment sites that are clustered across the north of the borough.

- 2.5 The recent development of Teesside Advanced Manufacturing Park (TeesAMP) and Boho Zone has created modern, high-quality space for businesses in the north of Middlesbrough, aiding the growth of the advanced manufacturing and digital and creative sectors respectively. Along with professional services, these sectors have been identified as those most likely to drive future economic growth in Middlesbrough. Although the education sector has a significant impact on the Town's economy and employment in its own right, the sector also holds a vital role in developing the skills and knowledge that can support employment and economic growth in the borough.
- 2.6 Across Middlesbrough there are 41 primary, 8 secondary and 6 special educational needs and disability (SEND) schools. In terms of further and higher education provision, Middlesbrough College and campuses of the Northern School of Art and Teesside University are all located in the borough. Middlesbrough College is the largest college in Teesside and had a record number of full-time students (5,138) enrol on courses in 2024. Its campus is situated in Middlehaven, beside Middlesbrough Dock. In 2021 the Northern School of Art's Middlesbrough campus was relocated to a new purpose-built facility that lies within the Town Centre. Teesside University's campus borders the south edge of the Town Centre. In recent years the University has undertaken a significant programme of investment in the campus. This has included a refurbishment of the library and the building of 'Bios', a life sciences facility with leading-edge laboratories.
- 2.7 The borough is served by a network of town, district and local centres. Middlesbrough Town Centre is the primary shopping area, located to the north of the Town. Like many town centres across the United Kingdom, Middlesbrough Town Centre has been significantly impacted by the changing landscape of the retail sector. The closure of stores, including larger department style stores, has had a negative effect on the Town centre in recent years, resulting in a substantial number of vacant units. With the increased development of other types of use, town centres have begun to shift away from being areas that are strongly characterised by high concentrations of retail use. In Middlesbrough, the diversification of the Town Centre has included the redevelopment of units for leisure and health uses, such as Level X in Captain Cook Square and the relocated Live Well Centre in the Cleveland Centre.
- 2.8 Most of the Town Centre is within the Middlesbrough Development Corporation (MDC) area. The MDC area also includes Middlehaven, situated to the north of the Town Centre. Middlehaven was the location of Middlesbrough's original town centre, but during the twentieth century it was subject to multiple waves of demolition and regeneration. Middlesbrough Football Club's ground, the Riverside Stadium, is situated in Middlehaven, as well as more recent developments such as Middlesbrough College and the Boho Zone. However, there are large areas of vacant brownfield land within Middlehaven that present a development opportunity. As is set out in their masterplan document 'Supercharging development in Middlesbrough', the aim of the MDC is to accelerate the regeneration of the area.
- 2.9 The A66 and A174 are the major east-west corridors of the strategic road network in Middlesbrough, running across the north and south of the borough respectively. The A19 is the key north-south corridor of the strategic road network and runs along the western edge of the Town. A notable feature of this corridor is the Tees Viaduct, a crossing over the River Tees that provides a northward link into Stockton-on-Tees and beyond. In addition, the A1032 and A172 are roads that provide key north-south connectivity within the borough.

- 2.10 Middlesbrough Bus Station is located in the Town Centre and is a key transport hub that provides access to range of local bus services, as well as long distance coaches that travel to various destinations nationally. To the north, less than 10 minutes' walk away, is Middlesbrough Railway Station. The station provides a range of direct services to locations across the Town, Tees Valley, and the wider North East region and beyond. It is currently undergoing a significant programme of redevelopment. Following the completion of works to extend existing platforms, a daily weekday service directly between Middlesbrough Railway Station and London Kings Cross was introduced in 2021.
- 2.11 While Middlesbrough Railway Station is the primary railway station in the Town, there is also a railway station at James Cook University Hospital. The hospital provides 37 speciality services across a single site and the 24-hour emergency department is home to a regional major trauma centre. Marton, Gypsy Lane and Nunthorpe Railway Stations also form a key part of Middlesbrough's public transport network. The stations immediately boarder the eastern boundary of Middlesbrough and are highly accessible to residents that live in the surrounding area.
- 2.12 Most of Middlesbrough's housing is situated to the south of the Town Centre, spread across the remainder of the borough. Housing stock towards the north of the Town is predominantly made up of older terraced dwellings. Areas further away from the Town Centre, towards the south of Middlesbrough, are more commonly characterised by suburban detached and semi-detached homes.
- 2.13 In recent years housing delivery has been strong. Between 2012/13 and 2022/23 the average number of net additional dwellings per annum in Middlesbrough was 519. Residential developments within the south of the borough have helped widen the choice of housing available, particularly higher value family housing. Following a period of decline between 1960 and 2000, the Town's population has grown over the past twenty years. The provision of new housing has contributed towards this, particularly in the retention of economically active sections of the community who may have otherwise moved out of the borough to find house types that met their needs and aspirations.
- 2.14 Over the past twenty years, house price trends in the borough have mirrored those of the wider North East region and are broadly reflective of national trends. However, across this period the average price of a house in Middlesbrough has been substantially below the regional average, and significantly below the national average. As of September 2024, the average house price in Middlesbrough was approximately £142,000, compared with £171,000 across the North East and £294,000 across Great Britain. This is also reflected within the rental market. The average monthly rent in Middlesbrough was approximately £629 in October 2024, compared with £694 across the North East and £1,307 across Great Britain.
- 2.15 Although prices in the borough are relatively low, there is a significant demand for affordable housing. This is driven by various factors, including household income. Data from 2021 shows that the average gross disposable household income in Middlesbrough (£16,222) is substantially below the UK average (£20,425). Moreover, data from the 2019 English indices of deprivation shows that, out of all local authority districts, Middlesbrough had the highest proportion of population living in income deprived households and the third highest proportion of working age adults in employment deprivation.

Strategic Context

- 2.16 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.
- 2.17 The Local Plan, therefore, responds 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

- 2.18 The Council Plan sets out the overarching business plan for the medium-term, covering the period 2024 to 2027. It was approved by Full Council on the 8th March 2024.
- 2.19 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;
 - **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.
- 2.20 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.

The North East Marine Plan

- 2.21 The 2009 Marine and Coastal Access Act introduced a marine planning system with requirements to produce plans to enable sustainable development of marine areas, similar to land-use plans. Middlesbrough overlaps with the area covered by the North East Marine Plan (2021) which sets the policies for the sustainable development of the marine environment.
- 2.22 The Marine Plan and Local Plan areas of jurisdiction overlap in the intertidal zone, between mean high-water springs and mean low water springs including the tidal extent of rivers and, as such, any applications for development within this area would need to refer to both.
- 2.23 Proposals for development that can affect the marine plan area and tidal rivers must consider North East Marine Policies alongside the Middlesbrough Local Plan. To assist applicants, the Council and the Marine Management Organisation (MMO) will seek to coordinate advice given to applicants.

Other Policies, Strategies, Plans and Studies

- 2.24 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), South Tees Joint Strategic Needs Assessment, Middlesbrough Integrated Transport Strategy (2024-2038), and the Middlesbrough Development Corporation Masterplan (Supercharging development in Middlesbrough 2023).

Evidence Base

- 2.25 A number of evidence documents have been prepared to support the Local Plan. The full evidence base to support the Local Plan can be viewed on the Council's website: www.middlesbrough.gov.uk/planning

Local Plan Vision

- 2.26 Our Local Plan Vision describes the future we are seeking to create for Middlesbrough by 2041. It provides a clear vision for Middlesbrough's future and is both ambitious yet achievable, to help us deliver sustainable growth, support sustainable development, address the challenge of climate change, protect the environment, respect Middlesbrough's historic environment, whilst supporting local communities and businesses.
- 2.27 The Local Plan Vision has been influenced by many factors including the issues and needs of Middlesbrough, evidence we have gathered, and what our local communities, stakeholders and businesses have told us.

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.

Employment and unemployment rates will be closer to the national average and deprivation and poverty rates significantly reduced. The economy of Middlesbrough will be growing and new businesses can flourish and residents can access good quality jobs.

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

The Council will continue to work with partners to regenerate our older, urban areas around Middlehaven and Gresham, which will become vibrant, vital places where people want to live, work and play.

The Town Centre will have 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 will become a focus for cultural activity and be a regional

centre of excellence for cultural events; this activity has been key to the regeneration of the Town.

Communities will be financially secure, and their needs will be met for a good standard of living. Residents will have access to a range of educational and training facilities, including a choice of schools and nurseries, community and healthcare facilities, shops and services, as well as employment and recreational activities. 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.

A range of high quality housing will be developed throughout Middlesbrough. Middlesbrough's housing offer will continue to support the Town's economic growth. Our young people will have the opportunity to access housing that meets their needs and aspirations. Our families will have a choice of areas in which to raise their children. Our older and more vulnerable residents will be able to live in homes that are better suited to their needs.

Residents will be healthy and well. They will be able to easily make healthy lifestyle choices and have access to good quality, safe and well-designed open spaces and networks which encourage physical activity. We will have lowered childhood obesity levels and reduced health inequalities across the borough. Residents of all ages will have a better quality of physical health and experience better mental wellbeing.

The natural environment of Middlesbrough will continue to be protected and enhanced, increasing biodiversity and geodiversity. 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 will not only have helped improved connectivity but will also improve access to greenspace, contributing to mitigating climate change impacts, helping to create healthy places and contributing to healthier lifestyles of the population, and supporting greater biodiversity. Middlesbrough will be a more resilient town, including mitigating and adapting to the effects of climate change.

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

Strategic Objectives

2.28 To achieve our Local Plan Vision, we have established a series of Strategic Objectives. The Strategic Objectives have been determined based on the Local Plan Vision, the existing evidence base and knowledge of the local area.

2.29 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 is resilient to the effects of climate change and 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 Natural Environment
- **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 conserve and where appropriate enhance our historic environment and cultural heritage
- **Objective H** To achieve healthy and safe communities

Development Strategy

- 2.30 The NPPF makes it clear that the purpose of the planning system and local plans is to contribute to the achievement of sustainable development. In accordance with this, the Plan (when read as a whole) seeks to deliver sustainable development. The policies set out in the Plan guide how the presumption in favour of sustainable development will be applied in Middlesbrough.
- 2.31 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.
- 2.32 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.
- 2.33 The 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, protect and enhance the built and natural environments, and create cohesive and inclusive communities, place-making will be put at the heart of planning in Middlesbrough. A positive approach that reflects the presumption in favour of sustainable development will be applied when considering development proposals.

Development proposals should seek 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 and wherever possible, to result in an enhancement;
- 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 throughout 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 development is directed away from areas of increased flood risk;
- f. 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 and increased benefits to wildlife and/or biodiversity;
- g. deliver appropriate infrastructure in a co-ordinated, timely and integrated way to support economic growth and development;

- h. direct development to the urban area where it can maximise the opportunities to deliver sustainable development;
- i. sustain and enhance our historic environment;
- j. adapt to and minimise the likely impacts of climate change on both the residents of Middlesbrough and wildlife/biodiversity; and
- k. promote healthy and safe communities with facilities to meet daily needs and improve health and wellbeing for our residents.

Spatial Strategy

2.34 The Local Plan Vision for Middlesbrough up to 2041, will be achieved through implementation of our Spatial Strategy. The Spatial Strategy set out in Policy ST2, identifies the appropriate locations for development, the level of housing to plan for, the amount of employment land to meet our needs to maintain and develop our local economy and to provide a range of services, as well as the facilities and infrastructure we need. It also ensures we address the challenges of climate change, support Biodiversity Net Gain, achieve sustainable development and protect the environment.

Policy ST2 Spatial Strategy

To meet the needs of Middlesbrough, development will be directed to the most sustainable locations in the borough with the aim of making the effective and efficient use of land. In considering where development should be located the following approach will be taken in the selection of site allocations and other development proposals:

For housing this means:

- a. prioritising development in the Town Centre and key regeneration areas including Middlehaven and Gresham;
- b. finding appropriate uses for vacant brownfield sites and under used buildings;
- c. developing sustainable greenfield sites within the urban area that are not safeguarded for protection; and
- d. creating sustainable communities on sites on the edge of the urban area.

For commercial development this means:

- e. employment development will be focused on the Town Centre, Middlehaven and existing employment areas in line with Policy EC2; and
- f. retail, leisure and community uses will be focused within our town, district and local centres as set out in Policy EC8.

All development should be well served by facilities and infrastructure that ensures accessibility to employment, education, retail and community uses including by active travel modes.

The development of land outside development limits will be restricted to proposals that accord with criteria set out in Policy CR5.

Middlesbrough Development Corporation

2.35 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 in figure 1, covers the Town Centre, Historic Quarter Conservation Area and Middlehaven.

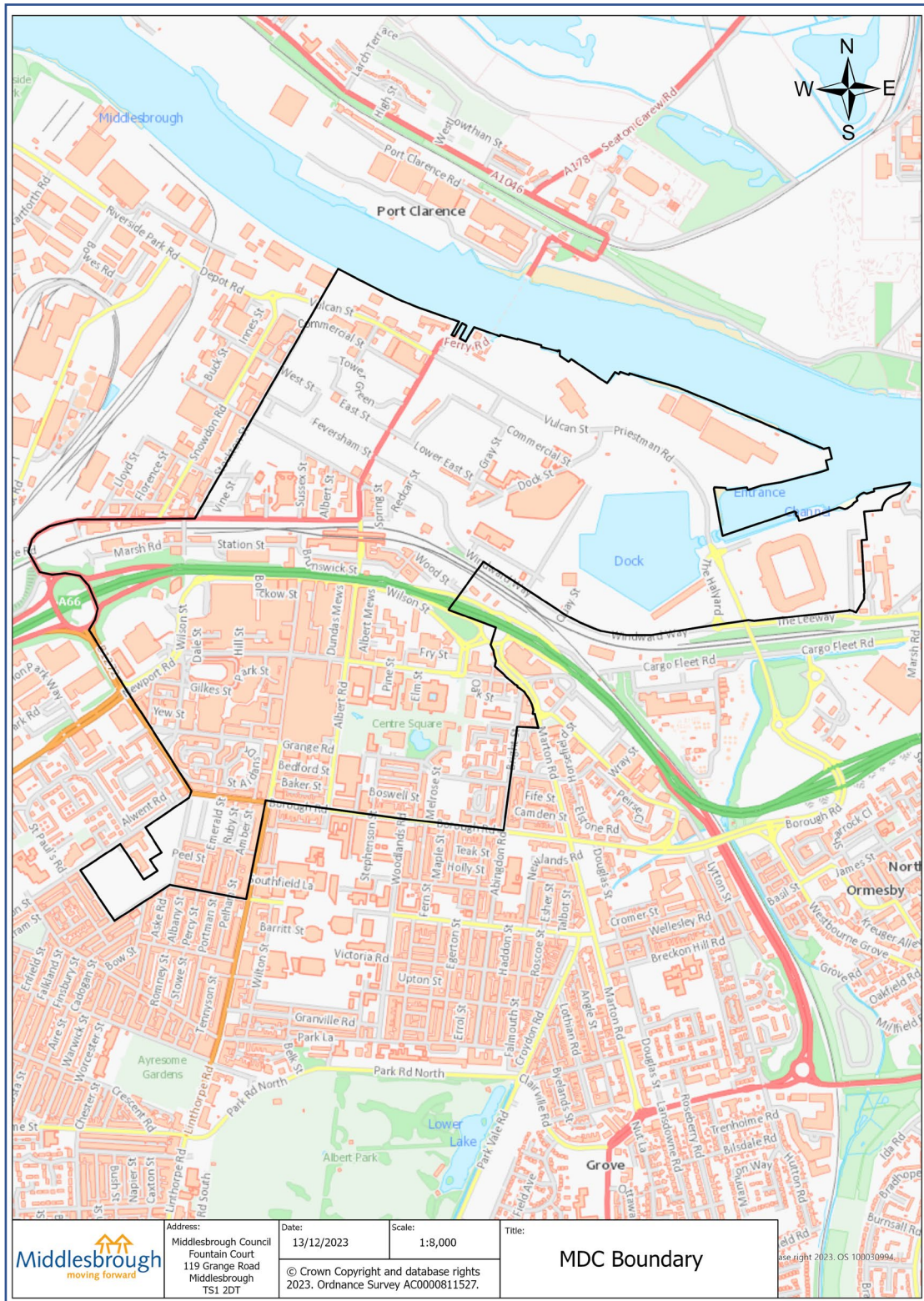


Figure 1 – Middlesbrough Development Corporation Boundary

- 2.36 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 has prepared a masterplan and draft Design Code for the area to guide development, and the key developments are identified within Policy ST3. Middlesbrough Council has sought ongoing dialogue with the MDC when preparing this Local Plan.
- 2.37 More detailed policies on the allocations within the MDC area are set out in the Economic Growth Chapter and the Housing Development Chapter.

Policy ST3 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 within the plan period.

Housing

The following sites are identified for housing development:

- Middlehaven (550 dwellings within the plan period) - **Policy EC4**
- Gresham (573) - **Policy EC5**
- Wood Street (100) - **Policy HO4r**
- Church House (86)
- Union Village (145)

Additional housing will be brought forward throughout the plan period on unallocated windfall sites to deliver the remaining balance of dwellings (46).

Employment and Commercial Development

The following areas are identified for employment and commercial development:

- Town Centre
- Middlehaven

Within the MDC area the Policies of the Middlesbrough Local Plan will apply.

3. Creating Quality Places

Strategic Objective

Objective A To deliver new high quality, well-designed and energy efficient development that is resilient to the effects of climate change and 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 contemporary design and the historic environment in 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, reinforce and protect locally distinctive and sustainable communities and create a sense of place;
- 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;
- e. making a positive contribution to the natural and historic environment;
- f. meeting the aims and objectives of the Green and Blue Infrastructure Strategy and incorporate trees within development including tree lined streets;
- g. supporting and promoting sustainable transport modes including active travel; and
- h. adapting to and minimising the likely impacts of climate change, by seeking to achieve zero and low carbon buildings and providing renewable and low carbon energy generation and sympathetic retrofits to existing building stock, including heritage assets.

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.

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. Development should also not result in unacceptable impacts to the environment.

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 green and blue infrastructure including 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;
- 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 on the site or elsewhere;
- j. include measures that help minimise the use of water;
- k. have adequate infrastructure, services and community facilities to serve the development, through either existing, improved or new provision;
- l. not adversely impact on highway safety or lead to unacceptable provision of car parking;
- m. achieve accessibility by a choice of sustainable transport modes including active travel;
- n. prevent, or where this not possible minimise, noise, light, air, water and land pollution;
- o. help minimise waste arising and maximises sustainable waste management, both during and after construction; and
- p. incorporate energy efficiency measures into the fabric of the building.

To support sustainable development, proposals should demonstrate how they achieve a balance in seeking to optimise economic benefits, contribute to social inclusion and minimise detrimental impacts. Wherever possible, development should lead to positive enhancements to the natural, built and historic environment. 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 implementation of the approach set out in Policy ST2;
- the selection of sites for development in the Local Plan; and
- the identification of 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 identity, 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 (including 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. takes account of the Green and Blue Infrastructure checklist;
- f. 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);
- g. 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;
- h. 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;
- i. 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;

- j. 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;
- k. provides adequate and accessible storage space for bins and recycling. Internal space should be provided for communal bins and recycling;
- l. provides safe and secure cycle parking/storage;
- m. creates a safe and attractive environment at all times of the day and night, where crime and disorder, and the 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;
- n. maximises the opportunities for buildings and spaces to gain benefit from sunlight and passive solar energy without creating over heating; and
- o. 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 heritage assets 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 HI1.

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, 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, 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 An Infrastructure Delivery Plan has prepared to support the Local Plan, 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. health infrastructure;
- d. green and blue infrastructure;
- e. open space, play, sport and recreation;
- f. drainage and flood prevention measures;
- g. education facilities;
- h. highway and rail improvements;
- i. public transport provision or improvements including bus and rail passenger facilities;
- j. pedestrian and cycling facilities;
- k. travel plans;
- l. improvements to landscape (and its management), water environments, biodiversity (including habitat creation and management);
- m. improvement to heritage assets (including repair or restoration of historic buildings and structures);
- n. sustainable design and construction;
- o. local employment and training; and
- p. 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 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. Any contaminated land issues associated with development of previously developed

land would need to be appropriately assessed by a suitably qualified person to ensure the land is suitable for use and would not result in unacceptable risks to the environment, human health and other receptors. Remediation should be undertaken by developers where required to address risks posed by contaminated land.

- 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 Buildings

- 3.15 Tall buildings are those that are substantially higher than their surroundings that result in 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 Middlesbrough and to views into the Town 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. Historic England have prepared a Tall Buildings Historic England Advice Note which may be helpful. <https://historicengland.org.uk/images-books/publications/tall-buildings-advice-note-4/>

- 3.18 All proposals for tall 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 Buildings

In assessing the suitability of the design and location of tall buildings, proposals will be required to be of the highest quality design. Proposals for tall 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 with 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 significance of heritage assets including the contribution made by their setting;
- 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. provide opportunities to access public transport and active travels modes;
- m. maximise the levels of energy efficiency in order to offset the generally energy intensive nature of such buildings;
- n. not unduly affect their surroundings adversely in terms of microclimate, wind turbulence, overshadowing, noise, reflected glare, aviation, navigation and telecommunication interference;
- o. ensure foundation design does not interfere with aquifers;
- p. ensure adequate levels of daylight and sunlight are able to reach buildings and spaces within the development and nearby buildings;

- q. 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
- r. 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. Sensitivity will be given to impacts on the significance of host, or adjacent, buildings that are heritage assets.
- 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 Where a proposed alteration to a shopfront affects a heritage asset, for example where it is located in a Conservation Area or a Listed Building, it will be expected to sustain and enhance the significance of the building, including its special historic or architectural interest, and/or the character and appearance of the surrounding area.
- 3.23 In relation to proposals involving projecting shopfront signage, these should be high quality and relate to the size and scale of the façade (see also Policy CR8).

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 heritage asset such as a Listed Building or within a Conservation Area should sustain and enhance any features of architectural or historical interest and/or the character and appearance of the area, in which it is located.

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 retail centres and other employment areas. These different types of centres, 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, whilst ensuring safety to pedestrians and motorists.
- 3.25 In the Town Centre, where there are many advertisements side by side, it is important that they 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. (where illumination is required) be illuminated in a discreet and subdued manner, without overly dominant fittings, clutter or cables. Lighting should be limited to the advertisement element 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 Middlesbrough Council has undertaken a significant amount of research to provide an 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:

- 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 and beverage providers in the Town Centre 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), Middlesbrough Development Corporation (MDC) 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.
- 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 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.

4.2 The NPPF states that planning policies should set out a clear vision and strategy which positively and proactively encourages sustainable economic growth, having regard to local policies for economic development and regeneration. The policies set out below, support opportunities for business growth, job creation and reducing inequalities and provide a portfolio of employment sites to support economic growth.

Tees Valley Strategic Economic Plan

4.3 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

4.4 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.

Middlesbrough Town Investment Plan

4.5 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 TVCA and MDC to stimulate commercial investment.

4.6 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.

4.7 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 TIP

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.

4.8 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

4.9 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.

Middlesbrough Development Corporation Masterplan – Supercharging Development in Middlesbrough

4.10 The Middlesbrough Development Corporation (MDC) Masterplan – Supercharging Development in Middlesbrough was prepared by the MDC in April 2023. This sets out a vision for 4000 new and high quality jobs and 1500 homes within the MDC area. The masterplan sets out that it will support the accelerated regeneration of the Town by:

- Supercharging development opportunities in the Town
- Stimulating private sector investment and growth in the local economy
- Creating and growing strategic partnerships to unlock investment opportunities in the Town
- Prioritising and increasing resources to support delivery
- Promoting Middlesbrough to further attract inward investment within the area

Economic Strategy

4.11 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 an additional 350 new jobs per year in Middlesbrough during the Plan period. This is based on growth associated with the Town Investment Plan, the Tees Valley Strategic Economic Plan and the MDC Masterplan.

4.12 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.

4.13 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.

- 4.14 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, the Town Investment Plan and the MDC Masterplan – Supercharging Development in Middlesbrough. 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;
- 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; and
- j. providing a range of new dwellings to support economic growth.

Employment Locations

- 4.15 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.
- 4.16 The ELR assessed a range of sites across Middlesbrough and identified a supply of sites which are considered suitable for employment uses (use classes E(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.
- 4.17 The existing business parks and industrial estates in Middlesbrough are important in sustaining the economy and providing local jobs. It is, therefore, important that these employment locations are safeguarded to meet identified needs and allow the Middlesbrough economy to grow and diversify.

Riverside Park

- 4.18 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.

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.

East Middlesbrough Industrial Estate

4.21 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

4.22 Cannon Park has excellent access to the A66 and A19 and has the potential to create enhanced links with the greater Riverside Park area to the north, as well as the Town Centre to the east.

Middlehaven

4.23 Middlehaven is located close to the Town Centre, and the Council and the MDC are 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

4.24 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

4.25 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.

4.26 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 NE6.

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 E(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	Letitia Industrial Estate
EC2.6	Newport South Business Park
EC2.7	Whitestone Business Park
EC2.8	Warelands Way

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. The Town Centre will provide opportunities for office development, particularly within the Civic, Commercial and Cultural Heart.

In accordance with Policy NE10, all proposals should be directed to the areas at lowest risk of flooding. A buffer should be maintained to ensure no development takes place within 8 metres from the bank of any main river and 16 metres from the bank of any tidal main river. There should be no development within the functional floodplain. A site specific Flood Risk Assessment may be required as part of planning application.

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. Development proposals should be well served by suitable infrastructure, be designed to promote active travel, provide access by walking or cycling on accessible routes and minimise reliance on the private car. Proposals should also take account of the Green and Blue Infrastructure Checklist.

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 NE6.

Employment proposals on non-allocated sites

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

- a. cannot be accommodated on land allocated for employment uses;
- b. would make a significant contribution to job creation and economic growth;
- c. would not result in a shortage of land allocated or designated for other purposes;
- d. are within the limits to development identified on the Policies Map;
- e. can be provided with appropriate vehicular access and supports access to sustainable transport and active travel; and
- f. 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

- 4.27 Policy EC3 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.
- 4.28 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 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 E(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

- 4.29 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, the Old Town Hall, Dock Clock Tower and Custom House (now My Place).
- 4.30 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, which provides a 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.

- 4.31 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.
- 4.32 Middlehaven is 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. Outline planning permission has been granted for Outwood Academy Riverside, which will be located within Middlehaven close to the existing Middlesbrough College.
- 4.33 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.
- 4.34 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, 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
- 4.35 Building upon the success of existing developments and investments, the Council and the MDC 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 is identified on the Policies Map for the regeneration of Middlehaven. It is expected that proposals will be brought forward for a mixed-use development comprising education, commercial, leisure and residential uses.

Proposals for development in Middlehaven should achieve the following:

- a. high quality, large scale 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. the transformation of Middlehaven as a location for urban living with the delivery of 600 dwellings including M4(2) 'accessible and adaptable dwellings' and M4(3) 'wheelchair adaptable dwellings' in accordance with Policy HO3;
- c. ensure development is located away from areas at high risk of flooding;
- d. maximise the use of SuDS;
- e. delivery of a Green-Blue Grid for Middlehaven including reconnecting the waterfront with the wider Middlehaven area;
- f. development of key green routes both along the waterfront and through to the Railway Station and Historic Quarter and the wider Town Centre;
- g. the continued growth of Boho as the Tees Valley centre for the digital economy;
- h. the continued growth of Middlehaven as a focus for education and leisure;
- i. provision of appropriate infrastructure and community facilities to support development;
- j. improved sustainable transport linkages within Middlehaven and the wider area;
- k. enhanced nature habitats within the dock area including the Teesmouth and Cleveland Coast SPA and Ramsar site;
- l. take account of the Green and Blue Infrastructure checklist;
- m. enhanced public areas through the provision of high quality public realm;
- n. be informed by the submission of a health impact assessment; and
- o. have regard to the Heritage Impact Assessment for the site, so that proposal:
 - i. sustains and enhances the significance of the area's historic environment, including reflecting the traditional grid pattern of Middlehaven; and
 - ii. sustains and enhances the significance of the heritage assets and their settings including encouraging appropriate, sustainable uses for heritage assets, recognising the positive contribution they can make. This includes the Grade II* Transporter Bridge which adjoins the Middlehaven regeneration area.

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.

Gresham

- 4.36 Gresham is an area of older housing located adjacent to the Town Centre, close to the Teesside University campus. It consists of previously developed land that has been cleared and either temporarily grassed over or laid to car parking, along with the locally listed Crown building and other buildings on Linthorpe Road and Borough Road. The area is a longstanding regeneration priority for the Council.
- 4.37 The MDC are now responsible for the regeneration of this area and are proactively seeking to take this site forward. The MDC Masterplan identifies the regeneration of Gresham as a key project. The Masterplan states it is a new mixed-use development for the Town supporting the growth of the university and creating local facilities for the existing community.
- 4.38 The site provides an opportunity to create a vibrant, high density, new residential quarter, based upon a mix of build to rent properties and purpose built student accommodation, in a sustainable location. It is expected that an application will be brought forward for 390 apartments and houses and 458 bedroom student accommodation which will contribute 573 dwellings to the housing requirement.

Policy EC5 Gresham

Land is identified on the Policies Map for the regeneration of Gresham. It is expected that proposals will be brought forward for a mixed-use development including approximately 390 apartments and houses and 458 bedroom student accommodation, a hotel, commercial use and car parking.

Proposals for development of the site should:

- a. provide the build to rent apartments and houses in a range of sizes;
- b. provide accommodation for students;
- c. provide a hotel at the corner of Borough Road and Hartington Road;
- d. provide M4(2) 'accessible and adaptable dwellings' and M4(3) 'wheelchair adaptable dwellings' in accordance with Policy HO3;
- e. provide variations in form, density and character across the site;
- f. designed to ensure there is not a detrimental impact on the amenity of occupiers of neighbouring properties;
- g. be designed to ensure that heritage assets and their settings are conserved and where appropriate enhanced having regard to the Heritage Impact Assessment for the site;
- h. include landmark buildings that take account of views into the site;
- i. provide active frontages at ground floor level;
- j. provide high quality public realm in the form of a set of linked spaces, with connections into the wider public realm network outside of the site;
- k. incorporate trees and pocket parks, providing enhancements to biodiversity;
- l. take account of the Green and Blue Infrastructure checklist;
- m. be designed to maximise opportunities for natural surveillance of the public realm;
- n. prioritise pedestrian movement through the site over motorised vehicular movement;
- o. provide a pedestrian connection through the site that links the development with the University of Teesside's campus to the east of Linthorpe Road;
- p. provide adequate levels of secure cycle parking and car parking;

- q. provide any necessary off-site improvements to sustainable transport infrastructure to mitigate the impact of development;
- r. provide any necessary off-site improvements to school provision to accommodate the educational needs of future residents;
- s. maximise the use of SuDS, including the incorporation of rain gardens within open space and public realm; and
- t. be informed by the submission of a health impact assessment.

Other proposals for the improvement of existing properties will be supported.

University Campus

- 4.39 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 and 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.
- 4.40 The University's success has helped drive a revival in the surrounding area as well as Middlesbrough's night-time economy. Plans are in place for further complementary development that will support growth in the University Campus and for businesses across the Linthorpe Road area.
- 4.41 There are a number of heritage assets including 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.
- 4.42 The University continues to play a key role in the ongoing regeneration, 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 EC6 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, whilst ensuring 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, encouraging active travel and provision of adequate levels of secure cycle parking;
- f. sustaining and enhancing the significance of the heritage assets within the Campus and their settings, including encouraging appropriate, sustainable uses for them, recognising the positive contribution they can make;
- g. enhancing the residential offer for students, both on and off Campus; and
- h. improving the environmental quality of the Campus, including through the refurbishment of existing buildings, enhancements to the public realm and improving biodiversity where appropriate.

Culture

4.43 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.

4.44 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

Civic, Commercial and Cultural Heart

4.45 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

4.46 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

4.47 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

4.48 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

4.49 Just outside of the Town Centre is 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. A second Council-run museum, The Captain Cook Birthplace Museum, is located at Stewart Park in Marton.

Policy EC7 Culture

Proposals that seek to deliver the aims and objectives of the Middlesbrough Cultural Partnership will be supported where these are compatible with other policies in the Local Plan.

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/identify 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 buildings that are no longer suitable for retail into creative hubs including artist studios, making/selling spaces, incubator facilities and programmable event spaces.
- j. to facilitate meanwhile use of empty shop spaces for artists and creative organisations.

Middlehaven

- k. to support the heritage led adaptive reuse of 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 identify opportunities to redevelop the Captain Cook Birthplace Museum to enhance the visitor experience and increase visitor numbers.
- p. 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.

- q. 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

- 4.50 Town Centres play an important role in local communities, providing accessible shops and services, employment and leisure facilities that can define places.
- 4.51 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.
- 4.52 Following a review of the network of centres the Town Centre boundary 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.
- 4.53 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.
- 4.54 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 and then out 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.
- 4.55 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 Centre and Retail/Leisure Study (MRLS) recommends a lower threshold than that set out in the NPPF would be appropriate for Middlesbrough.
- 4.56 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.
- 4.57 There are a number of established markets within Middlesbrough including North Ormesby Market and the Dundas Indoor Market in the Town Centre. The Council will continue to support these markets and encourage new markets of an appropriate scale within designated centres.

Policy EC8 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	
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.

Sequential Assessment

In line with the requirements set out in the NPPF, a sequential approach 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.

For Middlesbrough Town Centre, the Retail Quarter is the Primary Shopping Area. Proposals for retail uses outside of the Retail Quarter and not in accordance with the Policies for the Town Centre Quarters/Area will be required to follow the sequential approach using the approach set out in the NPPF.

Impact Assessment

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

Retail development	1000m ² of gross floorspace
Leisure development (cinemas, health and fitness clubs, tenpin bowling, casinos, nightclubs and bingo halls)	1000m ² of gross floorspace

Cafes, restaurants, pubs and bars

500m² of gross floorspace

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

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

Markets

Existing markets should be retained and enhanced, and support will be given to proposals for new markets within designated centres.

Middlesbrough Town Centre

4.58 The MRLS 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.

4.59 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.

4.60 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.

4.61 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 Retail Quarter
- The Civic, Commercial and Cultural Heart
- The Leisure Quarter
- The Independent Quarter
- The Railway Station and Historic Quarter
- Linthorpe Road South Secondary Shopping Area

4.62 A flexible approach should be taken to 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 EC9 Middlesbrough Town Centre

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

- a. safeguarding the retail character and function of the Town Centre by focusing retail development in the Retail Quarter;

- b. encouraging such uses as commercial, leisure and cultural development within the Town Centre to promote a diverse and mixed offer, re-balancing and complementing the vitality and viability of existing retail whilst promoting the Council's ambitions at the Civic, Commercial and Cultural Heart, Railway Station and Historic Quarter and Leisure Quarter, attracting business and creating jobs;
- 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 adaptations to the Railway Station to provide a high quality public transport hub, whilst protecting and enhancing Middlesbrough's important buildings including heritage assets to ensure their long term sustainability through appropriate uses;
- e. transforming Captain Cook Square into a vibrant leisure quarter;
- f. safeguarding the success of the Independent Quarter, encouraging niche retail and town centre uses where they are of a small scale (below 250m²);
- g. recognising Linthorpe Road South as an important secondary shopping area, which meets the needs of the local community whilst continuing to support and strengthen the Town Centre night-time economy;
- h. improving the public realm including enhancements to green and blue infrastructure 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 of which people want to be a part including the use of upper floors for residential use.

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.

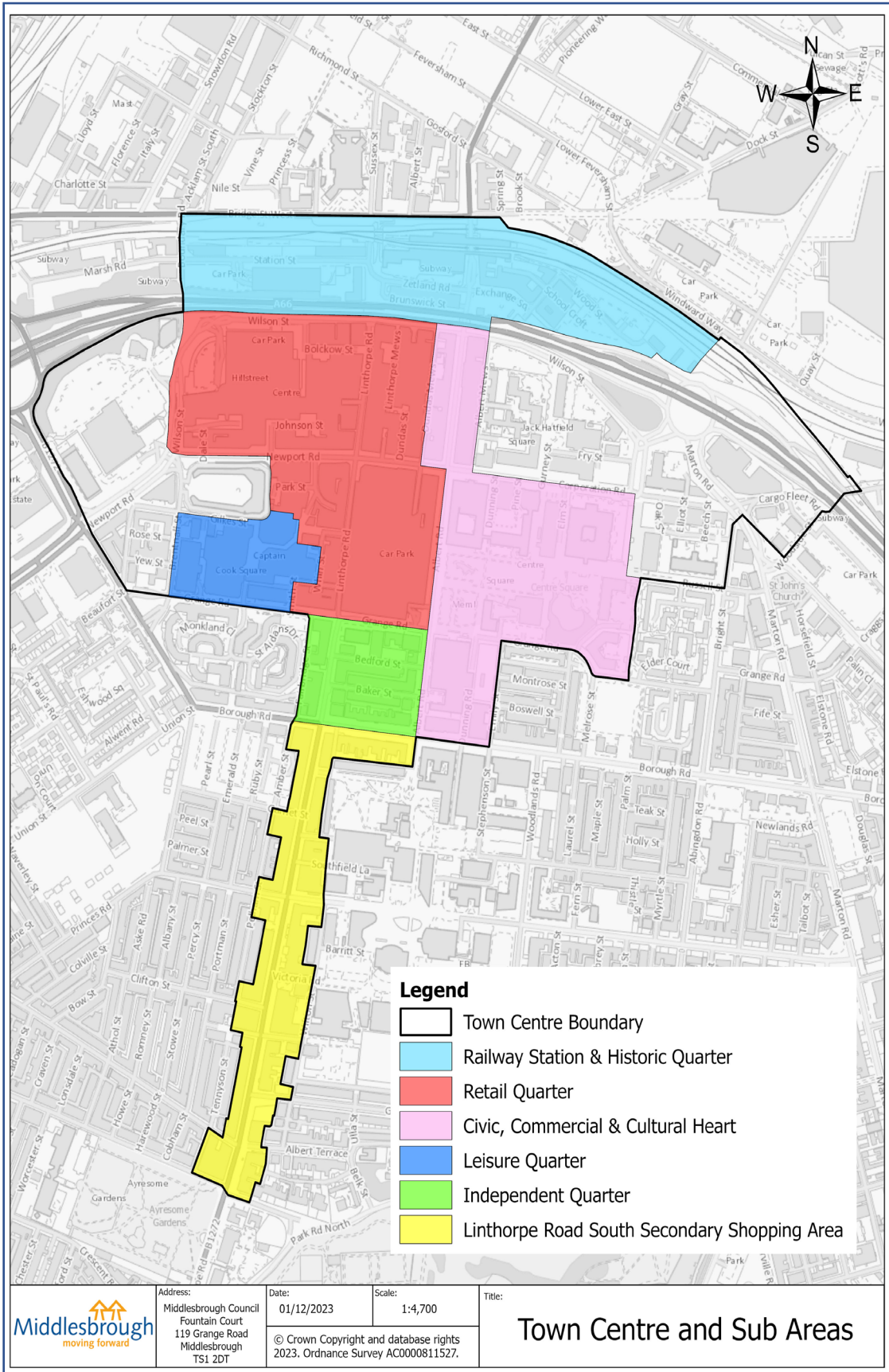


Figure 2 - Middlesbrough Town Centre areas

Retail Quarter

- 4.63 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.
- 4.64 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.
- 4.65 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.
- 4.66 Providing convenient access to the key services that people need is vital to creating thriving town centre areas. 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.

It is expected that the proposals will achieve the following:

- a. a high-quality development creating a retail quarter to support the shopping needs of residents and visitors;
- b. sustaining and enhancing the heritage assets within the Retail Quarter;
- c. development that is of high quality design featuring, where appropriate, contemporary architecture;
- d. enhanced public areas to provide a high quality setting to retail development, through the provision of a well designed public realm;
- e. improve linkages with the surrounding area; and
- f. be accessible by a range of sustainable transport modes including active travel.

When applying the sequential approach 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.

Community uses and other main town centre uses may be appropriate provided:

- g. they are of an appropriate scale to complement the principal function of the Retail Quarter;
- h. they will not have a detrimental impact on the vitality and viability of the Town Centre;
- i. they maintain active frontages;
- j. they contribute to overall footfall and provide convenient and accessible facilities that meet the day to day needs of local communities; and
- k. they do not adversely impact upon local amenity.

Civic, Commercial and Cultural Heart

- 4.67 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 home to the recently refurbished Town Hall/Concert Hall, Library, Middlesbrough Institute of Modern Art (MIMA), Law Courts and Holiday Inn Express. Planning permission was granted in June 2017, for 3700m² of office development at Centre Square East, with buildings one, two and six of the Centre Square Masterplan complete and occupied. The Central Library is currently undergoing a £2million redevelopment.
- 4.68 The vision for the Civic, Commercial and Cultural Heart is to develop the area as a civic, 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 should sustain and enhance the heritage assets within the area.
- 4.69 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 EC11 Civic, Commercial and Cultural Heart

The Civic, Commercial and Cultural Heart, as identified on the Policies Map, will be the focus for civic, commercial and cultural uses.

It is expected that the proposals will achieve the following:

- a. a high-quality development creating a civic, 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 Quarter of the Town Centre; and
- j. be accessible by a range of sustainable transport modes including active travel.

Leisure Quarter

- 4.70 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.
- 4.71 Recently opened developments Level X which is a bowling alley and go-karting venue and Bazaar a new luxury restaurant 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.
- 4.72 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 EC12 Leisure Quarter

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

It is expected that the proposals will achieve the following:

- a. a high-quality development creating a leisure quarter to support the leisure needs of residents and visitors;
- b. food and beverage units of an appropriate scale to complement the wider offer of the Town Centre;
- c. development that is of high quality design featuring, where appropriate, contemporary architecture;
- d. enhanced public areas to provide a high quality setting to development, through the provision of a well designed public realm/central outdoor space;
- e. improve linkages with the surrounding area; and
- f. be accessible by a range of sustainable transport modes including active travel.

Applications for small scale (below 250m²) retail development may be considered appropriate provided they are complementary and will not harm the principal function of the Retail Quarter. In accordance with Policy EC8, the sequential approach will be applied to applications for retail development above the identified threshold (250m² of gross floorspace).

Independent Quarter

- 4.73 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 positive character of the area and the diverse offer of the Quarter, small scale commercial enterprises will be encouraged.

Policy EC13 Independent Quarter

The Independent Quarter, as identified on the Policies Map, will be the focus for small scale town centre uses including retail of up to 250m².

In accordance with Policy EC8, the sequential approach will be applied to applications for retail development above the identified threshold (250m² of gross floorspace).

Railway Station and Historic Quarter

- 4.74 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.
- 4.75 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.
- 4.76 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.
- 4.77 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.
- 4.78 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 EC14 Railway Station and Historic Quarter

The Railway Station and Historic Quarter, as identified on the Policies Map, will be the focus for the redevelopment of the Grade II Listed Railway Station to provide a high quality public transport hub that supports direct services to London, alongside regional and local services, will be supported where this is consistent with its historic significance. Other main town centre uses will be supported where they are complementary to the Quarter and sustain and enhance the heritage assets. 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, including improvements to green and blue infrastructure, 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.

In accordance with Policy EC8, the sequential approach will be applied to applications for retail development above the identified threshold (250m² of gross floorspace).

Linthorpe Road South Secondary Shopping Area

- 4.79 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.
- 4.80 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 EC15 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.

In accordance with Policy EC8, the sequential approach will be applied to applications for retail development above the identified threshold (250m² of gross floorspace).

Middlesbrough's District and Local Centres

- 4.81 The retail hierarchy set out in Policy EC8, 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.
- 4.82 There are also 22 local centres set out in the hierarchy, including four new proposed local centres. 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 EC16 District and Local Centres

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

- a. directing main town centre uses to defined centres set out in Policy EC8;
- b. encouraging main town centre and community uses within a centre of an appropriate scale commensurate with its current and future function;
- c. ensuring centres are accessible by a range of sustainable transport modes including active travel and public transport;
- d. retaining and enhancing existing markets, and supporting proposals for new markets within designated centres where appropriate; and
- e. ensuring new developments are of an appropriate high-quality design.

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

Hot Food Takeaways

- 4.83 National planning policy states that hot food takeaways are a town centre use that should be located within our centres. There are a number of problems 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.
- 4.84 It is important that there is an appropriate balance of uses within centres to ensure they can fulfil their primary retail and community function. High proportions and concentrations of hot food takeaway establishments within centres can have a negative impact on their vitality and viability.
- 4.85 In addition to the negative impacts high proportions of hot food takeaway uses can have on the vitality and viability of centres, there is a strong link between the density of fast-food outlets and deprivation, where the local authorities with a higher deprivation score have a greater density of fast-food outlets. According to the JSNA (2024), there were 184 fast food outlets in Middlesbrough, a rate of 131.1 outlets per 100,000 people, significantly higher than the England rate of England is 96.1 per 100,000.¹ There is also a recognised link between deprivation and obesity. Childhood obesity and excess weight are significant health issues in Middlesbrough, with national evidence² identifying Middlesbrough's obesity rates in school children to be higher than the national average. In February 2024, the Council adopted the Healthy Weight Declaration. This is a commitment to promote healthy weight and improve the health and wellbeing of residents. 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.
- 4.86 The MRLS states the national average for the number of hot food takeaway in all centres, is approximately 6%. The percentage of hot food takeaways in Middlesbrough's centres is already significantly higher than this. To help to prevent proposals from coming forward which would result in an excessive number and concentration of hot food takeaways, thresholds will be applied to Middlesbrough's network of centres.
- 4.87 Within District and Local Centres, the threshold has been set at 10% of commercial units. To support the Council's strategy for the Town Centre, it is considered appropriate to apply a lower threshold of 2% to recognise its role as our primary shopping and leisure destination. This excludes the Linthorpe Road South Secondary Shopping Area which is already characterised by a large number of food and drink uses including hot food takeaways. In this area a threshold of 10% will be applied in line with the District and Local Centres.

¹ [South Tees JSNA - live well - risk factors for ill health](#)

² [National Child Measurement Programme, England, 2023/24 School Year - NHS England Digital](#)

Policy EC17 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 commercial units in the defined areas (as identified on the Policies Map) exceeding the following thresholds:
 - Town Centre (excluding Linthorpe Road South Secondary Shopping Area) 2%
 - Linthorpe Road South Secondary Shopping Area 10%
 - 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; and

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

- d. planning permission will not be granted for hot food takeaway uses within 400m walking distance of an entry point to a school unless it is within a defined centre.

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:

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

Hot food takeaways will not be permitted outside of defined centres.

Retail Development on Industrial Estates and Business Parks

4.88 All new retail development should be focused within existing centres in accordance with Policy EC8. However, it is recognised that there are certain instances where it is necessary, or more sustainable, for retail and food uses to be located on existing industrial estates and business parks.

4.89 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.

4.90 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 200m² to ensure that they are primarily to meet the needs of workers.

Policy EC18 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 200m².

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 is resilient to the effects of climate change and 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 greenfield 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 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 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 that can adapt to and mitigate the impacts of climate change;
- i. providing a range of housing types and tenures that are designed to reflect 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;
- 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 local facilities;
- l. ensuring the development is well served by sustainable transport modes; and
- m. ensuring development protects and enhances the green and blue infrastructure network contributing to Biodiversity Net Gain.

Housing Requirement

- 5.10 A minimum housing requirement of 420 net additional dwellings per annum is proposed for Middlesbrough between 2022 and 2041. This has been informed by a Local Housing Needs Assessment (LHNA) (2021).
- 5.11 The LHNA identified that the standard methodology for calculating housing need (as at the time of preparation) 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.
- 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 420 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.
- 5.14 The housing requirement has also been considered within the context of the NPPF published in December 2024, which sets out transitional arrangements for preparing local plans. At the same

time the Government also published a revised standard method for calculating housing need, which for Middlesbrough has been determined as being 522 dwellings per annum. In order to progress local plans, the transitional arrangements require that draft housing requirements meet at least 80% of the new standard method, which for Middlesbrough would be approximately 418 dwellings per annum. The housing requirement of 420 dwellings per annum exceeds this and will, therefore, allow the Middlesbrough Local Plan to progress under the NPPF transitional arrangements.

Five Year Deliverable Supply

5.15 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

5.16 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 7,980 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 current planning applications, 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. 724 net additional dwellings in Gresham;
- ii. 122 net additional dwellings in Marton West;
- iii. 2,056 net additional dwellings in Stainton and Thornton;
- iv. 422 net additional dwellings in Nunthorpe;
- v. 940 net additional dwellings in Coulby Newham; and
- vi. 271 net additional dwellings in Marton East.

Small Windfall Sites

5.17 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 with at least 96 expected to come forward within the MDC area.

Sources of Housing Supply

5.18 The housing requirement will be delivered through a combination of:

- i. housing allocations set out in Policy HO4;
- ii. regeneration sites in the MDC area (see Policy EC4 and EC5);
- iii. completions since 1st April 2022;
- iv. other sites with planning permission and current planning applications; and
- v. small windfall sites.

5.19 Together, these are projected to deliver 8,429 net additional dwellings between 2022 and 2041, as set out in the housing delivery trajectory in Appendix 6.

5.20 The projected supply of 8,429 dwellings exceeds the minimum housing requirement of 7,980 dwellings set out in Policy HO2 by 449 dwellings, plus an additional 225 dwellings expected to be delivered beyond 2041. This equates to an over-allocation of approximately 5.6% within the plan period and 8.5% overall. It is considered prudent to plan for more than the minimum housing requirement to:

- i. maximise housing choice for existing and future residents;
- ii. ensure that a five year deliverable supply of housing can be maintained throughout the Plan period;
- iii. 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; and
- iv. 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.

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). In addition, 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 A. (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 A: 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	640
Two bedrooms	2,050	2,268
Three bedrooms	3,855	4,274
Four or more bedrooms	495	551
C2 dwellings (care homes and nursing homes)	225	247
Total	7,200	7,980

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 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 including the provision of bungalows.
- 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 to meet the demand identified on the Council's self-build register.

The requirements to provide bungalows and self-build/custom build plots will not apply where the development is 100% flatted or a conversion of an existing building.

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 also 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. The housing allocations have been selected in accordance with Policy ST2, have been subject to assessment through the SHLAA and Sustainability Appraisal process.
- 5.32 The housing allocations including the regeneration sites at Middlehaven and Gresham are projected to deliver approximately 6,165 net additional dwellings within the Plan period and 225 additional dwellings beyond 2041. 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. Sites plans for the individual housing allocations can be found in Appendix 2.

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)
EC4	Middlehaven	550	50
EC5	Gresham	573 ³	
HO4a	Stainsby	1,200	100
HO4b	Newham Hall Farm	925	75
HO4c	Grove Hill	296	
HO4d	Nunthorpe Grange	250	
HO4e	Former St David's School	139	
HO4f	Hemlington Grange	494	
HO4g	Hemlington North	35	
HO4h	Hemlington Grange South	130	
HO4i	Hemlington Grange West	130	
HO4j	Ford Close Riding Centre	45	
HO4k	Hemlington Lane	18	

³ 573 dwellings is the C3 equivalent of 390 apartments/houses and 458 bedroom student accommodation

HO4l	Land East of Driving Range	75	
HO4m	Coulby Farm Way	15	
HO4n	Land West of Cavendish Road	15	
HO4o	Land North of Low Lane	700	
HO4p	Holme Farm	430	
HO4q	Land at Stainsby Road	45	
HO4r	Wood Street	100	
	Total	6,165	225

Stainsby

- 5.34 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. To support the housing, a local centre, primary school and a country park will be provided. It will include footpaths and cycleways within green corridors integrated throughout the development linking individual neighbourhoods and the surrounding residential areas.
- 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

Land is allocated for the development of:

- a. approximately 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 M4(2) 'accessible and adaptable dwellings' and M4(3) '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 hedgerows and mature trees where possible;
- o. incorporate other open space throughout the development, including allotments and community growing spaces, and a hierarchy of local play facilities, from natural and creative play through to equipped play areas;
- p. is accessed from the B1380 and the A1130, creating a road linking through the development, 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 predominantly 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 and maintain a buffer to ensure no development takes place within 8 metres of the watercourses within the site;
- 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;
- v. retain an access route for farm vehicles from the farmstead at Stainsby Hill Farm to the farmland south of Stainsby Grange equestrian centre;
- w. take account of the Green and Blue Infrastructure checklist;
- x. be designed to ensure that heritage assets and their settings are conserved and where appropriate enhanced having regard to the Heritage Impact Assessment for the site;
- y. be informed by the submission of a health impact assessment;
- z. 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 via the Stainton Way Western Extension; and
- aa. be designed to ensure the layout does not prejudice the implementation of the link route referred to in criterion z.



Figure 3 - 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.

Policy HO4b Newham Hall Farm

Land is allocated for the development of approximately 1,000 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 well located to serve new and existing residents;
- 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;
- f. provide M4(2) 'accessible and adaptable dwellings' and M4(3) '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. be designed to ensure that heritage assets and their settings are conserved and where appropriate enhanced having regard to the Heritage Impact Assessment for the site;
- j. preserve the character and appearance of the setting of the Grade II listed structures Newham Hall, Retaining Wall and Steps, Gate Piers and Walls at Entrance to Newham Hall, and Newham Hall Lodge;
- k. incorporate and retain the local listed Newham Hall Farm;
- l. 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;
- m. 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;

- n. 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;
- o. 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 and retain hedgerows and mature trees throughout the site where possible;
- p. 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;
- q. create a wildlife corridor and enhance recreational routes along the Marton West Beck valley;
- r. maximise the use of SuDS in the drainage system and retain the ponds south of Newham Hall Farm;
- s. take account of the Green and Blue Infrastructure checklist; and
- t. be informed by the submission of a health impact assessment.

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. take account of the Green and Blue Infrastructure checklist;
- g. be designed to provide natural surveillance throughout the development to create a safe, crime-free environment;
- h. incorporate footpaths and cycleways that link into the wider network, including the provision of East/West cycle facilities along Keith Road;
- i. creation of a signalised junction at The Vale/Keith Road/Hollyhurst Avenue, with pedestrian and cycle facilities;
- j. contribute towards the cost of sustainable transport infrastructure improvements;

- k. provide any necessary off-site improvements to school provision to accommodate the educational needs of future residents; and
- l. be informed by the submission of a health impact assessment.

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 an informal Design Code for the site was adopted by the Council. Refreshed Design Guidance is currently under preparation for the site and will supersede the existing Design Code.

Policy HO4d Nunthorpe Grange

Land is allocated for the development of approximately 250 dwellings, a care home 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 M4(2) 'accessible and adaptable dwellings' and M4(3) '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. restrict built development of the site to Flood Zone 1 only;
- n. create a wildlife habitat area of a minimum of 3.5 ha in the part of the site within Flood Zones 2 and 3, that is designed to ensure that it will not increase flood risk elsewhere for the lifetime of the development;
- o. maximise the use of SuDS and/or de-culvert along watercourses and natural pond areas, where appropriate;

- p. be designed to ensure that heritage assets and their settings are conserved and where appropriate enhanced having regard to the Heritage Impact Assessment for the site;
- q. incorporate vistas of Roseberry Topping and St Mary's Church from public open space;
- r. retain hedgerows and mature trees where possible;
- s. retain and enhance the planting buffer alongside the A1043;
- 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;
- z. provide any necessary off-site improvements to school provision to accommodate the educational needs of future residents;
- aa. take account of the Green and Blue Infrastructure checklist; and
- bb. be informed by the submission of a health impact assessment.

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. Planning permission, 20/0004/FUL, was granted on 26th July 2024 for 139 dwellings.

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 M4(2) 'accessible and adaptable dwellings' and M4(3) 'wheelchair accessible dwellings' in accordance with Policy HO3;
- c. provide affordable housing in accordance with Policy HO5;
- d. conserve or 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 mature trees, where possible;
- i. take account of the Green and Blue Infrastructure checklist;
- 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. assess potential gas migration pathways at the allocation site from a historical landfill site to the east of Middlesbrough Crematorium and incorporate gas precautionary remediation, if required;
- l. provide managed on-street parking facilities recognising the local use of the Avenue of Trees for leisure purposes;
- m. provide off-site improvements to school provision to accommodate the educational needs of future residents;
- n. provide a financial contribution towards the delivery of Mobility Corridor measures on Acklam Road;
- o. re-provide the playing pitches on a suitable site elsewhere in the Borough; and
- p. be informed by the submission of a health impact assessment.

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 Hemlington Grange site was granted outline planning permission in 2016. Detailed planning permission has subsequently been granted for 856 dwellings and a reserved matters application has been submitted for 225 dwellings on the final two phases of the site. The overall capacity of the main Hemlington Grange site is therefore expected to be 1,081 dwellings. By 1st April 2023 587 dwellings had been completed on the site, leaving a remaining capacity of 494 dwellings. 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 494 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 M4(2) 'accessible and adaptable dwellings' and M4(3) '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 at the south of the site as a focal point of the development to provide biodiversity and landscape value;
- k. retain hedgerows and mature trees where possible;
- l. take account of the Green and Blue Infrastructure checklist;
- m. incorporate water bodies as part of SuDS to help prevent flooding downstream and to create a recreational and ecological resource;
- n. provide any necessary off-site improvements to school provision to accommodate the educational needs of future residents;
- o. de-culvert water courses within the site where possible; and
- p. be informed by the submission of a health impact assessment.

Transport Infrastructure

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

- q. widening of Stainton Way from B1365 to Dalby Way;
- r. widening of the B1365 between Stainton Way and Newham Way;
- s. provision of improved passenger waiting facilities at bus stops, including real time information systems; and
- t. enhancement of the existing facilities at the Coulby Newham District 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. take account of the Green and Blue Infrastructure checklist;
- i. provide vehicular access from Hemlington Village Road only; and
- j. 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.

5.48 The site has outline planning permission, 23/0390/OUT, for 130 to 150 dwellings.

Policy HO4h Hemlington Grange South

Land is allocated for approximately 130 to 150 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 M4(2) 'accessible and adaptable dwellings' and M4(3) '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 and retain hedgerows and mature trees throughout the site where possible;
- 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 running east-west through the site that can connect into a wider network planned for south Middlesbrough;
- i. provide a signalised Pegasus crossing on the B1365 that links into the multi- user route and a pedestrian and cyclepath link from the crossing through to Coulby Farm Way via The Mallards and land to the south of Coulby Farm PH;
- j. provide north-south pedestrian routes within the site to integrate into existing/proposed routes on the wider Hemlington Grange site to the north and to enable access to the Larchfield Community farm shop and café to the south;
- k. provide green corridors that link into the wider green space network;
- l. provide a play area 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;
- n. incorporate SuDS devices within the landscape strategy;
- o. take account of the Green and Blue Infrastructure checklist; and
- p. be informed by the submission of a health impact assessment.

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

Hemlington Grange West

5.49 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 130 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 M4(2) 'accessible and adaptable dwellings' and M4(3) '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 cyclists;
- 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. ensure the front elevation of dwellings adjacent to Hemlington Grange Way face towards that road, to reflect the established building layout on earlier phases of Hemlington Grange;
- k. retain hedgerows where possible;
- l. provide a green corridor that incorporates the existing SuDS pond and links into the wider greenspace network;
- m. provide any necessary off-site improvements to school provision to accommodate the educational needs of future residents;
- n. take account of the Green and Blue Infrastructure checklist; and
- o. be informed by the submission of a health impact assessment.

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

Ford Close Riding Centre

5.50 The site was formerly a private riding school with associated structures, fields used for horse grazing and a dwelling. There is 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.

5.51 Planning permission, 22/0524/MAJ, has been granted for 45 dwellings and site preparation works are underway.

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 M4(2) '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;
- j. provide a financial contribution for improvements to school provision to accommodate the educational needs of future residents; and
- k. take account of the Green and Blue Infrastructure checklist.

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

Hemlington Lane

5.52 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 M4(2) '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. take account of the Green and Blue Infrastructure checklist;
- j. provide any necessary off-site improvements to school provision to accommodate the educational needs of future residents; and
- k. 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

5.53 The proposed allocation comprises 4.66 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 75 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 M4(2) '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. provide open space, enhancements to Marton West Beck and retain and integrate existing mature trees where possible, including the retention and enhancement of existing woodland around the boundaries of the site, other than where access points are required;
- h. prepare an open space strategy to ensure that work is undertaken to secure the long-term wellbeing of existing woodland;
- i. provide pedestrian and cycleway links to connect the development with the shared footpath/cycle path along Ladgate Lane;
- j. provide footpath routes through the woodland areas and around the boundaries of the site;
- k. provide any necessary off-site improvements to transport infrastructure to mitigate the impact of development;
- l. provide any necessary off-site improvements to school provision to accommodate the educational needs of future residents;
- m. provide an outward facing development with dwellings adjacent to the northern, western and southern boundaries of the site fronting onto these areas;
- n. maximise opportunities for the use of SuDS; and
- o. take account of the Green and Blue Infrastructure checklist.

Coulby Farm Way

5.54 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 5 dwellings at Coulby Farm Way East and approximately 10 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, where possible;
- e. provide an outward facing development, with dwellings adjacent to the boundaries of the site fronting onto the adjoining footpaths;
- f. take account of the Green and Blue Infrastructure checklist; and
- g. 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:

- h. 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;
- i. provide M4(2) 'accessible and adaptable dwellings' in accordance with Policy HO3;
- j. provide affordable housing in accordance with Policy HO5;
- k. not exceed two storeys in height;
- l. retain the existing large oak tree and retain the other trees on the site where possible;
- m. provide an outward facing development with dwellings adjacent to the boundaries of the site fronting onto the adjoining footpaths;
- n. take account of the Green and Blue Infrastructure checklist; and
- o. provide any necessary off-site improvements to school provision to accommodate the educational needs of future residents.

Land West of Cavendish Road

5.55 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 15 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 M4(2) '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, where possible;
- 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;
- 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; and
- i. take account of the Green and Blue Infrastructure checklist.

Land North of Low Lane

- 5.56 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.
- 5.57 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 M4(2) 'accessible and adaptable dwellings' and M4(3) '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. be designed to ensure that heritage assets including Grade II listed structures, Stainton Vale Farmhouse, Pair of Dovecotes and Linking Outhouse and the Stainton and Thornton Conservation Area and their settings are conserved and where appropriate enhanced having regard to the Heritage Impact Assessment for the site;
- h. restrict built residential development to the part of the site within Flood Zone 1;

- 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 no more than two vehicle access points from the B1380, in addition to a public transport only/active travel route utilising the existing access serving Stainton Vale Farm and nearby land and properties;
- k. include an internal road layout that permits bus penetration through the site;
- l. 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;
- m. 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;
- n. be designed to ensure the layout does not prejudice the implementation of the link route referred to in criterion m.
- o. provide a strategic pedestrian and cycle route which links the development with the junction of A1045/B1380 Low Lane and 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 community of Stainton;
- s. provide access to the adjacent community woodland and contribute to its enhancement;
- 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;
- u. retain existing mature trees and hedgerows where possible;
- v. take account of the Green and Blue Infrastructure checklist; and
- w. be informed by the submission of a health impact assessment.

Holme Farm

5.58 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 Pla

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 M4(2) 'accessible and adaptable dwellings' and M4(3)'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. restrict built development of the site to Flood Zone 1 only and maintain a buffer to ensure no development takes place within 8 metres of the watercourse within the site;
- k. be designed to ensure that heritage assets including the adjacent heritage assets, Grade II* listed Stainton Grange and garden walls and their settings are conserved and where appropriate enhanced, having regard to the Heritage Impact Assessment for the site;
- l. incorporate a landscaped buffer zone of open space along the southern boundary of the site adjacent to Stainton Beck;
- m. take account of the Green and Blue Infrastructure checklist;
- n. provide a play area;
- o. 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;
- p. 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;
- q. retain existing hedgerows and mature trees where possible;
- r. maximise opportunities for the use of SuDS; and
- s. be informed by the submission of a health impact assessment.

Land at Stainsby Road

5.59 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;
- h. take account of the Green and Blue Infrastructure checklist; and
- i. 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 45 dwellings and:

- j. 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;
- k. provide 'accessible and adaptable dwellings' in accordance with Policy HO3;
- l. 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;
- m. be accessed from Stainsby Road; and
- n. provide any necessary off-site improvements to school provision to accommodate the educational needs of future residents.

Wood Street

5.60 The site is located within the Town Centre, offering a sustainable location, close to the railway station. The site includes the Grade II listed Exchange House, car parking to serve the station, areas of cleared land, which in its current state detracts from the visual amenity of the site, and portacabins associated with the adjacent railway usage. The site is constrained by noise and vibration from the railway to the north and the A66 to the south.

5.61 The south-western part of the site is within the Historic Quarter Conservation Area and is adjacent to listed buildings at Exchange Square. Recent enhancement work has been undertaken to the public realm at Exchange Square and the redevelopment of the allocation site for high-quality apartments provides an opportunity to enhance this part of the town further.

Policy HO4r Wood Street

Land is allocated for approximately 100 dwellings. Proposals for development of the site should:

- a. provide a mix of apartment types and sizes, that complements and enhances the choice and quality of housing in the local area;
- b. provide M4(2) 'accessible and adaptable dwellings' and M4(3)'wheelchair adaptable dwellings' in accordance with Policy HO3;
- c. provide variations in form, density and character across the site;
- d. be designed to ensure that heritage assets and their settings are conserved and where appropriate enhanced having regard to the Heritage Impact Assessment for the site;
- e. ensure that the layout, design, scale and massing of buildings preserves the character and appearance of the setting of the Grade II listed buildings, Exchange House, 2-4 and Zetland Buildings, Exchange Square and of the Middlesbrough Historic Quarter Conservation Area;
- f. not exceed eight storeys in height and be stepped down in height adjacent to the listed buildings and residential properties to the west of the site;
- g. incorporate step backs of floor plates at upper levels;
- h. include landmark buildings that take account of views into the site from both the railway to the north and the A66 to the south;
- i. be designed and laid out to minimise the impact of noise and vibration from the railway and the A66 upon future occupants and users of site;
- j. provide active frontages at ground floor level;
- k. provide high quality public realm in the form of a set of linked spaces with connections into the wider public realm network outside of the site;
- l. incorporate trees and a pocket park;
- m. take account of the Green and Blue Infrastructure checklist;
- n. be designed to maximise opportunities for natural surveillance of the public realm;
- o. provide a landscaped buffer adjacent to the railway and the A66;
- p. prioritise pedestrian movement through the site over motorised vehicular movement;
- q. provide any necessary off-site improvements to transport infrastructure to mitigate the impact of development;
- r. retain and enhance a direct pedestrian connection between the site and the railway station platform;
- s. provide any necessary off-site improvements to school provision to accommodate the educational needs of future residents;
- t. maximise the use of SuDS, including the incorporation of rain gardens within open space and public realm;
- u. provide adequate levels of secure cycle parking and car parking; and
- v. be informed by the submission of a health impact assessment.

Affordable Housing

- 5.62 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.
- 5.63 Middlesbrough's Local Housing Needs Assessment identifies an affordable housing need for 4,432 households.
- 5.64 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 across the borough by Registered Providers, where up to 100% of the dwellings will be affordable.
- 5.65 The Council will only seek to achieve affordable housing contributions on sites of 10 dwellings or within the more southerly wards shown in Figure 4. At the time of writing the Local Plan, this area constitutes the wards of Acklam, Coulby Newham, Hemlington, Kader, Ladgate, Marton East, Marton West, Nunthorpe, Stainton & Thornton, and Trimdon.
- 5.66 The type of affordable housing provided should seek to meet the needs identified in the Local Housing Needs Assessment and meet the requirements of the NPPF.

Policy HO5 Affordable Housing

Affordable Housing

Within the area shown in Figure 4, proposals for major residential developments of 10 or more homes will be required to provide a minimum of 15% of the homes as affordable housing. On residential developments elsewhere the provision of affordable housing will be encouraged.

In calculating the affordable housing provision, the number of affordable dwellings required will be rounded up to the nearest whole dwelling number. The type of affordable housing provided should seek to meet the needs identified in the Local Housing Needs Assessment and meet the requirements of the NPPF.

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:

- a. 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
- b. 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.

Affordable Home Ownership

All major residential developments of 10 or more homes will be required to deliver the minimum level affordable home ownership in accordance with the NPPF. Where appropriate this will include First Homes, which will count towards the overall requirement for the provision of affordable home ownership.

Affordable home ownership products will count towards the overall requirement to provide affordable housing set out in this policy.

Exemptions to Affordable Housing Provision

Where a development is for the conversion or reuse of vacant buildings, no affordable housing will be required.

In other circumstances where an applicant does not propose to deliver the full affordable housing requirement a Planning Practice Guidance compliant financial viability assessment will need to be submitted 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.

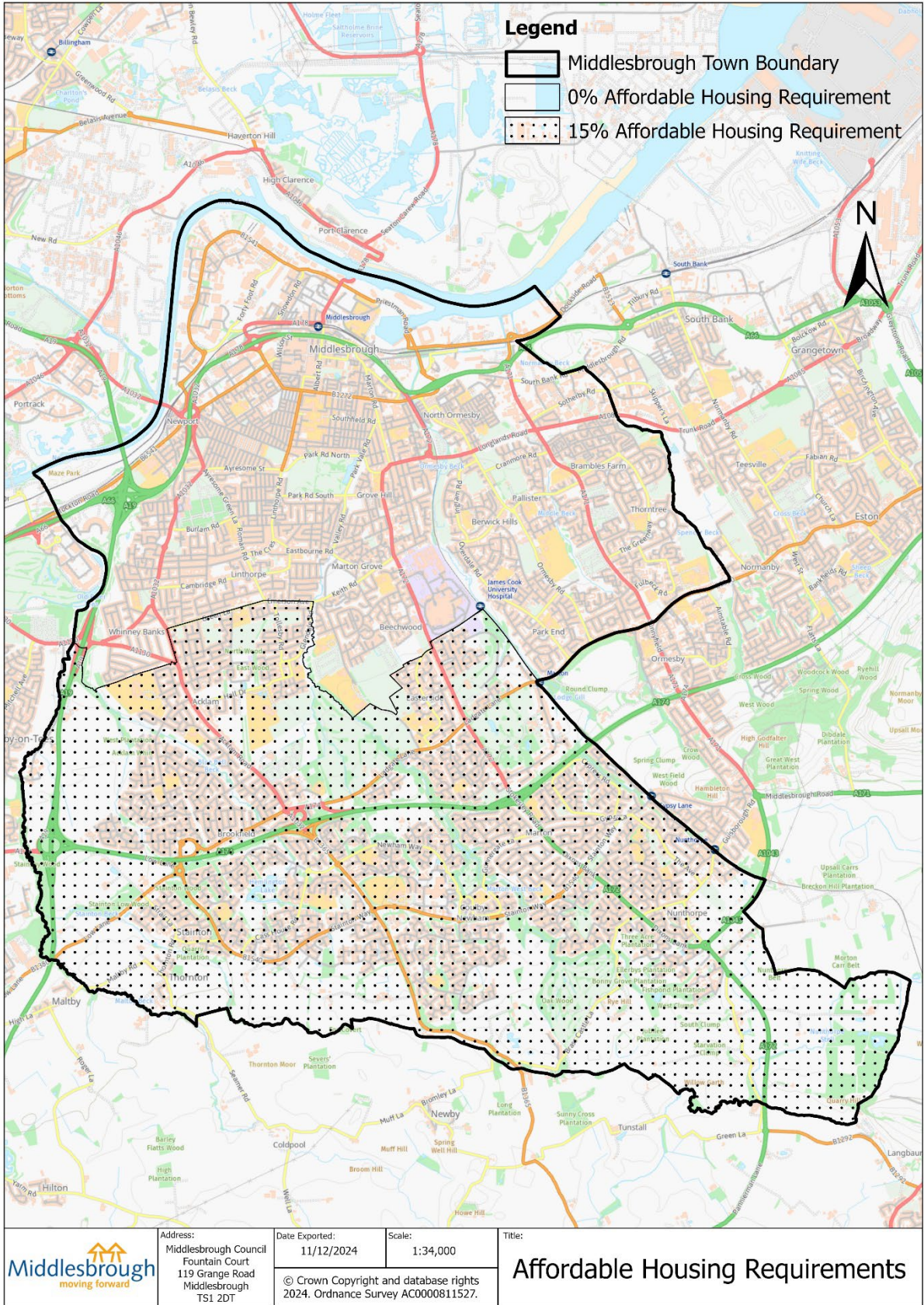


Figure 4 - Affordable Housing Requirement

Gypsy, Traveller and Travelling Showpeople

- 5.67 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.
- 5.68 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.
- 5.69 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.
- 5.70 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 Cannon Park. Proposals will need to ensure the site is appropriately screened and landscaped to maintain the visual amenity and provide privacy and security for the residents.

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 Cannon Park to meet the identified need for additional traveller pitches by 2041.

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.

All proposals for new Gypsy and Traveller sites or Travelling Showpeople sites will be required to meet the following criteria:

- a. have suitable and adequate highway access, provision for turning and servicing;
- b. have adequate parking provisions in accordance with adopted standards;
- c. are conveniently located for access to schools, health, open space and other facilities, without placing undue pressure on such local infrastructure;
- d. provide opportunities to access public transport and active travels modes;
- e. will not have a significant detrimental effect on the amenity of occupiers of adjoining or nearby properties;
- f. are adequately screened and landscaped to maintain visual amenity, and provide sufficient privacy and security, without isolating travelling communities from settled communities;
- g. are not located in an area at risk of flooding;
- h. 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;
- i. are designed in a way that does not result in harm to heritage assets;

- j. take account of the Green and Blue Infrastructure checklist; and
- k. 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

- 5.71 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.
- 5.72 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 Council will seek to achieve the nationally described space standards in all 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, as set out in Appendix 8.

Conversion and Sub-Division of Buildings for Residential Uses

- 5.73 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.
- 5.74 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.

- 5.75 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.
- 5.76 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.
- 5.77 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.
- 5.78 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.
- 5.79 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 use would not harm heritage assets;
- d. the proposed development would not exacerbate any shortage or oversupply of particular sizes and types of dwellings in the local housing stock;

- e. the amenity of nearby properties will not be unduly affected as a result of the development;
- f. 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
- g. the proposal would not give rise to conditions prejudicial to highway safety; and
- h. the development is well served by sustainable transport modes.

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

- 5.80 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 has designated an Article 4 Direction for HMO development in Middlesbrough (with the exception of the MDC area), which comes into effect on 8th February 2025.
- 5.81 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.
- 5.82 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.
- 5.83 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.

5.84 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 proposed use would not harm heritage assets;
- d. the proposal would not be detrimental to the amenities of neighbouring properties by causing undue noise and disturbance;
- 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;
- f. 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
- g. the accommodation provides a good standard of well proportioned, useable living space and amenity for occupiers of the HMO.

The conversion of an existing property to an 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

5.85 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.

5.86 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.

- 5.87 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.
- 5.88 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 Middlesbrough Town Centre will be permitted provided that the development:

- a. is of an appropriate scale and appearance which provides a positive contribution to the context and identity of its surroundings;
- b. provides high quality living accommodation in terms of design, layout, living space and facilities;
- c. does not have a significant adverse impact on the amenity of the area and/or to neighbouring residents' amenity;
- d. the proposed use would not harm heritage assets;
- e. enhances biodiversity and geodiversity;
- f. takes account of the Green and Blue Infrastructure checklist;
- g. achieves the space standard requirements of Policy HO7 (where it involves self-contained student accommodation). It may be acceptable for specialist student accommodation to be of smaller space standard dependant of the provision of communal facilities;
- h. 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
- i. 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 as identified in Policy EC6 or Middlesbrough Town Centre as identified in Policy EC8, the applicant will need to demonstrate in addition to criteria above 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

- 5.89 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.
- 5.90 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.
- 5.91 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.
- 5.92 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, to meet the demand identified on the Council's self-build register.

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 should be well integrated with the wider development.

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.

Proposals for 100% flatted development, conversions of existing buildings, student accommodation or C2 accommodation will be exempt from the requirement to provide self-build plots.

6.The Natural Environment

Strategic objective

Objective E To protect and enhance our Natural Environment

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 natural environment in Middlesbrough is highly valued resource and part of what makes Middlesbrough distinctive. It is home to sites, habitats and species of local, national and international importance, as well as those without formal designation. A high quality natural environment is a key contributor to sustainable development and helps support a high quality of place. It can support a wide range of biodiversity and contributes to human health and wellbeing providing the opportunity for health lifestyles.
- 6.2 It is important that we continue to protect and enhance our natural environment. In addition to protecting our existing designated sites, there are significant opportunities to improve and add value to the borough's natural environment to provide economic, social and environmental benefits.
- 6.3 The natural environment can contribute to the long-term sustainability of Middlesbrough by providing resources to help mitigate the impacts of climate change and flooding. The support and protection of biodiversity and geodiversity, including sites and species which are of international importance, is also recognised as an important priority. Strengthening wildlife corridors and protecting and enhancing biodiversity assets can also enhance the natural environment.
- 6.4 The natural environment also provides an important contribution to the character of Middlesbrough and its historic environment.
- 6.5 The improvement of the natural environment and its incorporation into new developments provides opportunities including improved quality of life and place perception, leisure and recreation opportunities, the integration of new development with its surroundings and encouraging healthier lifestyles. 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 The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. The protection and enhancement of the environment is one of the three overarching objectives which must be delivered and implemented through Local Plans to deliver sustainable development. Protecting and enhancing the environment is a key objective of

the Local Plan. The policies in this chapter reflect the multi-functional and diverse roles of the natural environment.

Green and Blue Infrastructure

- 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.
- 6.8 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. 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.
- 6.9 In 2020 a Green and Blue Infrastructure Strategy and Action Plan was prepared to help identify opportunities across the borough to protect and enhance green and blue infrastructure, helping to guide the investment and delivery of green and blue infrastructure and its associated benefits. The Strategy sets out a vision for green and blue infrastructure in Middlesbrough. 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 Green and Blue Infrastructure (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 the Strategy. This Checklist can be viewed in Appendix 9.
- 6.11 Developments should prioritise Green and Blue Infrastructure at the design stage and consider the connections between the development and the wider Green and Blue Infrastructure network. Development can provide opportunities to create new Green and Blue Infrastructure assets and corridors; as well as strengthening the existing network. Well thought out, onsite

Green and Blue Infrastructure provision can improve the quality and attractiveness of a site and help to mitigate the overall impact of the development.

Policy NE1 Green and Blue Infrastructure

The Green and Blue Infrastructure network in Middlesbrough will be protected and enhanced in line with the Green and Blue Infrastructure Strategy and Action Plan, 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 improve accessibility to the surrounding area and wider green and blue infrastructure network;
- b. protect, enhance and restore existing green and blue infrastructure features including those which form part of Middlesbrough's historic environment;
- c. address deficits in local green and blue infrastructure provision where appropriate;
- d. support the provision and management of priority habitats and species, and other protected 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. incorporate trees within their designs and ensure new streets are tree lined;
- g. reduce health inequalities and increase opportunities for healthy living;
- h. contribute to climate change mitigation and adaptation measures, including flood risk and watercourse management;
- i. link walking, wheeling and cycling routes, to encourage active travel;
- j. have regard to the requirements of the Green and Blue Infrastructure Strategy Action Plan, including the identified priority opportunities and the Green and Blue Infrastructure checklist for development; and
- k. make contributions towards the establishment, enhancement and on-going management of Green and Blue Infrastructure.

Green Wedges

6.12 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.

6.13 In Middlesbrough, Green Wedges fulfil either or both 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; and
- 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.

- 6.14 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 also could provide opportunities in adapting to climate change through managing the urban heating effect and managing flood risk.
- 6.15 To inform the review of the Local Plan, an assessment of each of the Green Wedges has been undertaken by the Council, to establish whether the land still meets the purpose for which it was designated and whether any amendments to the boundaries are required. The assessment involved a desk top review of the Green Wedges followed by site visits to each green wedge. Information was gathered on area overview, boundaries, separation and openness, amenity value, natural environment and flood risk. Conclusions for each Green Wedge have been made, with recommendations on whether land should be retained as Green Wedge and whether any amendments to the boundaries are required. This assessment can be viewed in the Local Plan evidence base.
- 6.16 Green Wedges may, where appropriate, accommodate new woodland planting or other 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 NE2 Green Wedges

Green Wedges will be protected and enhanced. 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. where applicable, proposals are in accordance with Policy NE3.

Public Open Space Provision

- 6.17 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, provides for the recreation and sports needs of residents, supports wildlife, and creates visual variety and interest.
- 6.18 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.
- 6.19 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.

6.20 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

6.21 While the Local Plan Policies Map identifies larger areas of amenity open space for protection, there are other areas of incidental non-designated, 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

6.22 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.

6.23 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).

Sports, Playing Pitches and Recreational Facilities

6.24 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 – cardiovascular, stronger bones, mobility.
- Mental health benefits.
- Social benefits – socialisation, communication, inter-action, regular contacts, stimulation.

6.25 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.

6.26 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, alongside an assessment of 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 NE3 Existing Open Space, Sport and Recreation Provision

To meet community needs and support the health and wellbeing of local communities, open space, Local Green Space, and sport and recreational provision, as shown on the Policies Map, will be protected and enhanced. The loss of open space, sports or recreational facilities will only be supported where:

- a. an up-to date assessment has been undertaken which clearly shows 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.

Development proposals that would result in the loss of non-designated open space in full or in part, will only be considered acceptable where such loss would not have a significant detrimental impact upon any of the following criteria:

- i. the amenity or character of the area; and
- ii. the level and accessibility of open space provision within the local 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.

New Open Space

- 6.27 Where the provision of new open space or sport and recreational land is required either through the loss of existing provision or through new residential developments, regard should be had to the latest Open Space Needs Assessment and or Playing Pitch Strategy to inform the delivery of appropriate provision. Where onsite provision is to be provided, development proposals must also demonstrate that it will be managed and maintained accordingly.
- 6.28 There may be circumstances where onsite provision of open space is not appropriate. In such cases the developer must clearly demonstrate why provision cannot be provided onsite, for example:
- The size of the development could not provide good quality and useful size provision
 - The size of the site is unable to provide the type of infrastructure required
 - Contributions would be better served supporting existing provision or delivering identified green infrastructure projects in the local area.
- 6.29 Where onsite open space provision is not suitable, off-site provision should be sought as a means of contributing to the green infrastructure network. In these circumstances the applicant should consult the most up to-date Open Space Needs Assessment to identify the type of provision to be provided and work alongside the Council to identify an appropriate location.

Policy NE4 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 NE1 and the Council's Green and Blue Infrastructure Strategy and Action Plan.

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, playing pitches, open space, allotments and community growing spaces and local play facilities 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 including a community park and green corridors 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; and
- h. new communal open spaces as part of the development at Grove Hill.

New open space outside of these allocations, will also be supported where it is well located and accessible to communities. A new enhanced Southlands Sports Hub with new playing pitches/and or facilities will also be supported.

Planning applications must include a plan detailing the long-term sustainable maintenance and management of any new proposed open space 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.

Schools

6.30 Land within school grounds has also been included for protection as open space on the Policies Map. While this land may 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.

Biodiversity and Geodiversity

6.31 The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. The protection and enhancement of the environment is one of the three overarching objectives which must be delivered and implemented through Local Plans to deliver sustainable development. Local Plans have a statutory obligation to conserve and enhance biodiversity and geodiversity through legislation such as the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 and the 2006 Natural Environment and Rural Communities Act. The Environment Act (2021) introduces new targets for biodiversity and environmental improvements, Local Nature Recovery Networks and mandatory Biodiversity Net Gain for new developments.

6.32 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).

6.33 The North East Marine Plan (2021) Policy Biodiversity NE-BIO-1 and Policy NE-BIO-3 should also be taken into account as appropriate.

Middlesbrough Context

6.34 In Middlesbrough the natural environment includes a wide variety of biodiversity assets including a Special Protection Area, 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.

Mitigation Hierarchy

6.35 To protect biodiversity, geodiversity and ecological networks from inappropriate development and harm, the following principles of the mitigation hierarchy will be applied when determining planning applications:

- Avoidance - Avoiding adverse effects through good design should be the primary objective of any proposal. This may be achieved through the selection of alternative designs, alterations to site layout, or by selecting an alternative site where no harm to biodiversity would occur.
- Mitigation - Adverse effects that cannot be avoided should be adequately mitigated. Mitigation measures minimise the negative impacts of a development, examples include using pollution interceptors to minimise pollution of water courses or timing vegetation clearance to limit impacts on species. Mitigation measures should be secured through planning conditions or obligations and agreed with the Council and any other relevant bodies.
- Compensation - Compensatory measures are required for residual losses that cannot be adequately avoided or mitigated and should be used as a last resort in agreement with external decision-makers. If compensating for losses is not possible within the development footprint, or will not generate the most benefits for nature, off site compensatory measures will be required.

6.36 Where harm from a proposed development cannot be addressed through the mitigation hierarchy, permission will be refused. The mitigation hierarchy reflects that set out in the NPPF. The requirement to provide Biodiversity Net Gain is in addition to any mitigation measures required to address potential harm created as a result of the development. Therefore, Biodiversity Net Gain requirements should only be applied after the mitigation hierarchy has been addressed. Regard should be had to Policy NE7 on the application of Biodiversity Net Gain.

Policy NE5 Biodiversity and Geodiversity

Middlesbrough's biodiversity and geodiversity resources will be protected and enhanced. 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.

To ensure protection and enhancement of biodiversity and geodiversity, development should:

- a. avoid and minimise adverse impacts upon priority species and habitats and geodiversity in accordance with the mitigation hierarchy; and
- b. in exceptional circumstances, secure effective compensation for unavoidable impacts and residual losses.

For development which is likely to adversely affect priority species and habitats and/or geodiversity, planning conditions and/or obligations will be sought to secure the provision, maintenance and monitoring of appropriate mitigation, compensation and/or enhancement measures.

Any development on a site demonstrated to have invasive non-native species present, should include a robust plan for their treatment and removal to prevent their spread.

International/European Sites

6.37 Within the Middlesbrough boundary there is one internationally important designation known as Habitat sites, which is the Teesmouth and Cleveland Coast Special Protection Area (SPA), an area outside of Middlesbrough is also a 'Ramsar' site. The Teesmouth and Cleveland Coast SPA/Ramsar is a complex network of discrete coastal and wetland habitats centred on the Tees estuary.

6.38 Habitats sites are defined in the NPPF as any site which would be included within the definition at regulation 8 of the Conservation of Habitats and Species Regulations 2017 for the purpose of those regulations, including candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation, Special Protection Areas and any relevant Marine Sites. The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 requires a Habitats Regulations Assessment (HRA) to be undertaken to establish whether likely significant effects are likely to occur. The process involves an initial Screening stage followed by an Appropriate Assessment (AA). Development will not be permitted unless it can show it will not have an adverse effect on the integrity of the designated site, whether direct or indirect, having regard to avoidance or mitigation measures.

National Sites

6.39 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.

6.40 The River Tees in Middlesbrough is designated in this way, as part of the extended Teesmouth and Cleveland Coast SSSI. The Langbaugh Ridge, which is situated on the southern boundary of Middlesbrough, is designated as a SSSI as a geological feature associated with the Cleveland Dyke

6.41 The designation of internationally and nationally important sites is the responsibility of Natural England, the government's adviser for the natural environment in England. These sites receive statutory protection. The Local Planning Authority will attach significant importance to protecting and where possible enhancing these sites.

Local Sites

6.42 Local Sites can be Local Wildlife Sites, Local Geological Sites or Local Nature Reserves. At the time of writing within Middlesbrough, there are 24 Local Wildlife Sites including five newly designated sites, two Local Geodiversity sites and three Local Nature Reserves. Local sites are valued at the local level and represent a range of habitats within Middlesbrough including woodland, grassland and ponds.

6.43 Local Sites are selected locally to identify other sites of high importance for the habitats, species, or geological features that they contain. A common system for Local Sites is operated across the five unitary authority areas of the Tees Valley, which ensures a consistent approach across local authority boundaries and facilitates input to a common system by local authority officers, government agencies, nature conservation bodies and other interests. This system is managed by the Tees Valley Nature Partnership (TVNP). Middlesbrough's Local Sites are selected by the TVNP and designated by Middlesbrough Council.

Local Wildlife Sites

6.44 Local Wildlife Sites in Middlesbrough include a number of Beck Valleys, including Bluebell, Ormesby Beck and Marton West Beck. These becks are a locally important and irreplaceable series of habitats linking rural areas with the urban landscape of Middlesbrough. They are one of the key blue/green corridors, providing space and tranquillity for local residents, while supporting a range of priority species such as water vole and otter.

6.45 Local Wildlife Sites are not selected through the planning process and site boundaries and designations may change within the Plan period. For the purposes of the Policies Map, current Local Wildlife Sites are illustrated. 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. Local Wildlife Sites meet specific criteria, the selection and designation of sites is an on-going process and additional sites may be selected or deselected throughout the Plan period.

Local Geological Sites

6.46 Geological sites in the Tees Valley were identified through a comprehensive review of the area carried out by the Tees Valley Wildlife Trust in 2003. This identified two Local Geological Sites in Middlesbrough, both on Stainsby Beck, a watercourse which forms the boundary between Middlesbrough and Stockton-on-Tees.

Local Nature Reserves

6.47 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.

6.48 There are three Local Nature Reserves in the Town at Linthorpe Cemetery, Stainton Quarry and Berwick Hills Ormesby Beck. Local Nature Reserves are statutory sites which are locally important for their wildlife, geology, educational use and to provide public enjoyment of nature. There is one Non-Statutory Nature Reserve in the Town. Maze Park is owned and managed by the Tees Valley Wildlife Trust.

- 6.49 The Council recently 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. This work can be viewed in Local Plan the evidence base.

Policy NE6 Internationally, Nationally and Locally Important Sites

a. Internationally important sites

Priority will be given to protecting 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 a Habitats Regulation Assessment (HRA) to establish whether likely significant effects are likely to occur. This includes:

- Stage 1 Screening for likely significant effects;
- Stage 2 Appropriate Assessment; and
- Stage 3 Derogations.

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, 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 Local Planning Authority, in consultation with relevant statutory consultees.

Development schemes that fall within the scope of nutrient neutrality will also be required to accord with the provisions of Policy NE8.

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 significant 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 and/or restore the natural form and processes of 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, compensation will be required to address any loss or permanent damage.

Biodiversity Net Gain

6.50 Biodiversity Net Gain (BNG) is the achievement of measurable gains for biodiversity through new development and occurs when a development leaves biodiversity in a better state than before development. Biodiversity Net Gain is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021). The principle of BNG is also set out in the NPPF which states that planning policies and decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity.

6.51 Under the statutory framework for Biodiversity Net Gain, every non-exempt grant of planning permission is required to deliver at least a 10% increase in relation to the pre-development biodiversity value of the development granted permission. This increase can be achieved through onsite biodiversity gains, registered offsite biodiversity gains or statutory biodiversity credits.

6.52 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. Policy NE7 sets out the expected delivery of BNG in the borough. It seeks to maximise opportunities for the delivery of BNG as close to the development site as possible. Onsite BNG must be appropriate and realistic, taking into account how any publicly accessible areas may be used and the impact that may have on the condition and ecological functionality of the habitat. Whilst onsite BNG should be prioritised, it is considered likely that most significant BNG will need to be delivered offsite.

6.53 Policy NE7 provides the locational hierarchy as to where Middlesbrough Council would expect off-site Biodiversity Net Gain be delivered.

Local Nature Recovery Strategy

6.54 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.

6.55 LNRS are a new England-wide system of spatial strategies that will establish priorities and map proposals for specific actions to drive nature recovery and provide wider environmental benefits. Middlesbrough is part of the Tees Valley LNRS area with Darlington, Hartlepool, Redcar and Cleveland and Stockton. 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. The Council will work closely with all local authorities within the common LNRS area to plan effectively for the recovery of biodiversity across the area and direct action and resources to where they will achieve the greatest benefit for nature.

Policy NE7 Delivering Biodiversity Net Gain

Biodiversity Net Gain shall be secured and delivered in accordance with the statutory framework and shall maximise opportunities for the enhancement of ecological networks within Middlesbrough and/or the Tees Valley Local Nature Recovery Strategy Area and, where appropriate, support nature-based solutions to climate change.

Proposals should seek to deliver Biodiversity Net Gain onsite wherever possible. Where ecologically appropriate Biodiversity Net Gain is demonstrated not to be deliverable onsite, the applicant shall prioritise the delivery of Biodiversity Net Gain off-site in accordance with the following locational hierarchy:

- a. within Middlesbrough on designated wildlife sites;
- b. elsewhere within Middlesbrough;
- c. within the wider Tees Valley Local Nature Recovery Strategy Area; and
- d. within a neighbouring Local Nature Recovery Strategy area.

Applicants relying on delivery of off-site Biodiversity Net Gain shall demonstrate to the Local Planning Authority they have used reasonable endeavours to secure the Gain in the most sequentially preferable location as set out in the above hierarchy, before moving onto the next most preferable location. Ecological justification, including submission of supporting evidence, will be required to demonstrate where provision of BNG is not practicable in accordance with the above hierarchy.

Only where it can be demonstrated that there is no feasible possibility of delivering compensation within the locational hierarchy as set out above, will the purchase of national credits be considered an appropriate means of delivering Biodiversity Net Gain.

Nutrient Neutrality and Water Quality

- 6.56 The need for development to be ‘nutrient neutral’ 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.
- 6.57 The Conservation of Habitats and Species Regulations 2017 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”.*
- 6.58 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.
- 6.59 The statutory advice issued by Natural England means that certain developments, which involve the provision of additional overnight accommodation that 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.
- 6.60 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.
- 6.61 In order to assess the level of nitrogen impact the DEFRA nutrient budget calculator will be used. The applicant should be able to demonstrate and various mitigation schemes including Natural England’s Nutrient Mitigation Scheme.

Policy NE8 Nutrient Neutrality Water Quality Effects

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

Planning permission will only be granted where the integrity of 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 protected sites, the requirements of the Habitat Regulations must be met in accordance with Policy NE6.

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; or
 - ii. the development of infrastructure that removes nitrogen before it enters the River Tees

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.

Proposals for other developments i.e. those not involving overnight accommodation should consider the nutrient impacts and be considered as part of the HRA.

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. Proposals for constructed wetlands will require various permissions such as planning permission and Environmental Permit. Such mitigation should also, where appropriate, deliver wider green infrastructure objectives set out in Policy NE1 including the creation and enhancement of corridors and Biodiversity Net Gain objectives set out in Policy NE7.

Development should not create a pathway for nitrates to enter and impact groundwater.

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, the Council will take into account the benefits of the upgrade and may revise its approach to nutrient neutrality to ensure compliance with the habitats regulations.

Climate Change

- 6.62 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.
- 6.63 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.
- 6.64 Middlesbrough is aiming to be 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.
- 6.65 The Local 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 reduces the need to travel and supports the fullest possible use of sustainable transport. Development should be designed in a way that limits carbon dioxide emissions, uses renewable or low carbon energy and minimises vulnerability to future climate impacts.
- 6.66 Policy NE9 sets the principles for mitigating and adapting to climate change and ensures that large-scale development and associated infrastructure is future proofed and resilient to future impacts. Climate change mitigation is about reducing the impact of human activity on the climate, primarily through reducing greenhouse gas emissions, such as carbon dioxide (CO₂); whereas climate change adaptation is about adjusting to the impacts of climate change to lessen harm, for example increased flooding protection and adapting to hotter weather.

Policy NE9 Climate Change

To meet the challenge of mitigating and adapting to the effects of climate change, a comprehensive approach to delivering sustainable development and reducing carbon emissions is required. This will be achieved by:

- a. improving the climate resilience of communities and environments to the effects of climate change;

- b. requiring development to reduce carbon emissions by embedding sustainable principles into the design, construction and operation of developments;
- c. the development of renewable and low carbon energy in accordance with Policy NE11;
- d. maximising the potential of the natural environment to mitigate climate change by supporting nature-based approaches to mitigation and ensuring net gain for biodiversity; and
- e. facilitating a modal shift in transport by maximising the ability to make trips by public transport, sustainable and active modes of transport, and reducing the desirability and necessity of private vehicle ownership and use.

Flood Risk and Water Management

6.67 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 (SFRA). Development proposals must also take into account catchment flood management plans, surface water management plans and related flood defence plans and strategies.

6.68 A site specific flood risk assessment (FRA) will be required for development in specific circumstances. The NPPF and Planning Practice Guidance should be consulted for the most up to date guidance. Currently a site specific FRA is to be carried out to demonstrate that development is not at risk from flooding and that it does not increase flood risk elsewhere for all development (including minor development and change of use) proposed:

- i. in flood zone 2, 3 or 3b
- ii. within flood zone 1 with a site area of 1 hectare or more
- iii. in areas with critical drainage problems
- iv. within flood zone 1 where the Council's SFRA shows it will be at increased risk of flooding during its lifetime
- v. that increases the vulnerability classification and may be subject to sources of flooding other than rivers or sea.

6.69 Before deciding on the scope of a site-specific FRA, the SFRA 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.

6.70 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.

- 6.71 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.
- 6.72 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.
- 6.73 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.
- 6.74 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 suitable,
 - ii. discharge to a surface water body; or where not suitable,
 - iii. discharge to a surface water sewer, highway drain, or another drainage system; or where not suitable,
 - iv. discharge to a combined sewer.
- 6.75 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. The River Tees within Middlesbrough is a tidal/transitional waterbody. New drainage systems within the estuary must ensure no erosion, scour or loss of Water Framework Directive higher and lower sensitivity habitats where possible. This may involve scour protection at outfall sites.
- 6.76 Middlesbrough’s Blue Infrastructure consists of its network of Beck valleys and the River Tees corridor. The Northumbria River Basin Management Plan (RBMP) contains 374 surface waterbodies and identifies 3 waterbodies within Middlesbrough:
- Marton West Beck catchment (designated as heavily physically modified) – this waterbody is at Moderate ecological potential.
 - Stainsby Beck catchment – this waterbody is one of only eleven waterbodies assessed as being of the lowest (Bad) ecological status in the entire Northumbria River Basin.

- Tees estuary (designated as heavily physically modified) – this waterbody is a Water Environment Regulations (Water Framework Directive (WFD)) Protected Area and is currently at Moderate ecological potential.

6.77 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.

6.78 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 NE10 Flood Risk and Water Management

To reduce flood risk from all sources and to ensure appropriate water management, development proposals will be required to satisfy the following criteria:

a. Flood Risk

- follow the sequential approach, directing new development to areas at lowest risk of flooding;
- ensure opportunities to contribute to the mitigation of flooding elsewhere are taken;
- comply with the Water Framework Directive by contributing to the Northumbria River Basin Management Plan;
- prioritise the use of sustainable drainage systems (SuDS);
- maximise the use of permeable surfaces and green and blue infrastructure; and
- not culvert or build over watercourses and remove existing culverts and other hard engineering structures where possible and incorporate natural flood management measures.

b. Flood Risk Assessment and Drainage Strategy

- demonstrate that they are not at risk from flooding and would not increase flood risk elsewhere;
- when site-specific Flood Risk Assessment (FRA) and Drainage Strategy are required, they should accord with the latest relevant national and local guidance;
- demonstrate that they pass the Sequential Test and if necessary, the Exceptions Test in Flood Zones 2 and 3;
- development shall not impede the flow of water within Flood Zone 3b nor shall it reduce the storage volume available for flood water;
- development within Flood Zone 3b will only be permitted in exceptional circumstances such as for essential infrastructure, which must still pass the Exception Test, or where development is water compatible; and

- vi. surface water and runoff from the development will be disposed of in the most sustainable manner that is appropriate for the development and its location in accordance with the discharge hierarchy.

c. Sustainable Drainage Systems (SuDS)

- i. appropriately sourced sustainable drainage systems (SuDS) shall be required for all major developments and applicants should refer to the latest national and local standards for SuDS;
- ii. where a development incorporates a SuDS to manage surface water it shall ensure that surface water not collected is discharged from the development in accordance with the hierarchy of discharge;
- iii. natural SuDS solutions are preferred with underground attenuation only being considered acceptable where natural methods are not feasible for technical reasons;
- iv. new SuDS should contribute towards blue and green infrastructure networks and maximise opportunities for appropriate biodiversity net gains and ecological enhancement and form part of the overall landscape strategy for a site; and
- v. implementation of any SuDS system shall provide for its long-term maintenance and management.

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

- 6.79 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, including cumulative landscape and visual impacts, are appropriately addressed.
- 6.80 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.

Policy NE11 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 harm to landscape, biodiversity and geodiversity, heritage assets, land and water (surface and groundwater) 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 Community 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 Middlesbrough's future growth and development cannot be achieved without appropriate infrastructure. The term infrastructure includes physical facilities, social and environmental services such as roads and other transport facilities, flood defences, schools and other educational facilities, health facilities, open spaces, sporting and recreational facilities.
- 7.2 The provision of high quality infrastructure 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. This Chapter focuses on physical, social and community infrastructure, while environmental infrastructure such as open spaces is dealt with in the Natural Environment Chapter.
- 7.3 The Local Plan has been developed in consultation with Partners responsible for infrastructure delivery to ensure that essential infrastructure will be delivered in a timely manner. To ensure the infrastructure required is delivered, the Local Plan is supported by an Infrastructure Delivery Plan (IDP) which provides detail of the infrastructure that is necessary to enable development to occur. The Council will keep the IDP under review to measure progress. The IDP principally identifies high level strategic infrastructure and where known it identifies some site specific infrastructure requirements, it does not deal with all site specific infrastructure requirements which will be dealt with through individual planning applications.

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 and flood risk;

- b. the provision of appropriate infrastructure at the right time to support development including transport, education and broadband;
- c. mitigating the impacts of climate change; and
- d. 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 Local Planning Authority will seek to secure developer contributions in order to fund necessary infrastructure in accordance with Policy CR4.

Transport

- 7.4 To support the Local Plan and the proposed allocations, a Transport Study entitled '*Local Plan Forecasting Report*' has been prepared and is available in the Local Plan evidence base on the Council's website www.middlesbrough.gov.uk/planning.

Integrated Transport Strategy

- 7.5 The Council approved the Middlesbrough Integrated Transport Strategy (ITS) in September 2024. The ITS will deliver a fully integrated transport network which not only provides ease of access within the authority boundary, but also provides a gateway to the rest of the Tees Valley, bringing centres closer together. The ITS will assist in focusing investment on the transport network to achieve economic growth aspirations.
- 7.6 The ITS 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.
- 7.7 With this strategy, the Council is making a clear statement that it will seek to actively manage the available network more effectively, which will include measures to achieve modal shift. 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.
- 7.8 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.

7.9 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 5 - Hierarchy of Highway Users

7.10 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.

7.11 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

7.12 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

7.13 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

7.14 Rail travel provides a viable alternative to the private car for both commuting and leisure activities. Middlesbrough Railway Station is the second busiest station in the Tees Valley, with

upwards of 1.3m passengers per year and growing. Long distance rail travel is provided through the direct London Service from Middlesbrough, which opened 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. In addition to the London service, travel within the Tees Valley and surrounding settlements together with medium distance rail travel to other cities and main transport interchanges such as Manchester Airport, York and Newcastle are provided by the two current franchise operators. These routes connect Middlesbrough into wider transport networks whilst at a local level offering an alternative to public transport. The council will actively support rail travel through its Transport Strategies to promote this mode of travel and assist operators in any proposals to increase frequency and/or number of services. This is vital to support the continued economic growth of Middlesbrough and wider Tees Valley region.

Road

7.15 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. Active travel (walking and wheeling)

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. Public transport

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 Western 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.

f. Highway safety

Reducing the number and severity of accidents on the highway network whilst also improving the safety of infrastructure and attractiveness of the highway network, particularly for Active Travel and vulnerable highway users by:

- i. using local data and emerging technology to identify existing risk and pre-emptively identifying interventions; and
- ii. implementing road safety initiatives linked to Travel Plans to ensure Active Travel is safe, viable and desirable.

Development proposals that have a negative impact on highway safety will not be supported.

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

7.16 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 robust assessments (validate) to determine how we can achieve this. It is a more rounded assessment than traditional approaches and should take into account:

- places designed around people;
- reducing carbon footprints;
- implications of the digital world; and
- generating/ensuring prosperity.

7.17 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.

7.18 The Council wishes to encourage greater levels of Active Travel such as 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 Active Travel 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 supported by a robust Travel Plan with clear deliverable targets and defined objectives which seek a mode shift away from vehicular based trips of at least 10%;
- b. 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;
- c. be designed to fully integrate with Active Travel infrastructure, including Public Rights of Way. Development proposals will be expected to both create new routes and enhance existing routes in order to enable wider strategic corridors to be delivered;
- d. develop and implement a parking strategy which seeks to use parking provision as a demand management tool and supporting sustainable travel. Such measures will include workplace permit scheme and/or investigate the potential to provide a car club/car share facility within the proposals to reduce, where possible, the potential for multiple car ownership;
- e. 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;
- f. provide high quality covered and enclosed cycle parking. Where apartments are proposed, cycle storage should be provided within the building footprint; and
- g. ensure new development is well served by reliable, high frequency public transport and that development proposals include initiatives and measures to promote the use of this mode of travel through financial contributions, physical works to infrastructure and other incentives.

Community Facilities

7.19 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.

7.20 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

7.21 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

- 7.22 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.
- 7.23 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

7.24 Good education provision is critical to place making and creating places where people want to live. 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.

7.25 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.

7.26 It is important that any new schools are located in sustainable locations and are supported by the communities in which they will be located. 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 are met. New education provision including extensions to existing facilities 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 ensure that a high quality learning environment is created that maximises ability to meet current and future education requirements;
- e. protect and enhance biodiversity and geodiversity;
- f. takes account of the Green and Blue Infrastructure checklist;
- g. wherever practicable and appropriate provide for community use of playing fields and other schools facilities;
- h. 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;
- i. implement measures to reduce and manage the impact of car parking associated with the 'school run' in the vicinity of the school site(s); and
- j. 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 within the Middlehaven area for the development of Outwood Academy Riverside.

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

7.27 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. The promotion of health is established as a central principle for Local Plans by the NPPF, which states that "Planning policies and decisions should

aim to achieve healthy, inclusive and safe places” 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.

- 7.28 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.
- 7.29 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 South Tees Joint Strategic Needs Assessment (JSNA) establishes the local goals for addressing the various health and wellbeing challenges facing our diverse communities and the joint local health and wellbeing strategy outlines our key priorities in this mission. 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 (ICB) delivering their Strategic Plan.
- 7.30 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.
- 7.31 The Council has worked with partners to develop a Health Impact Assessment. All development proposals for 100 or more dwellings must 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. Proposals for other major developments will be screened by the Local Planning Authority to determine on a case-by-case basis whether a Health Impact Assessment will be required.
- 7.32 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; and
- 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.

Development proposals should ensure they:

- i. are located in well-connected locations to enable active travel and support measures to promote walking and cycling;
- ii. create well designed and safe places with a strong sense of place;
- iii. promote energy efficient buildings;
- iv. support a diverse range of uses within our Town, District and Local Centres;
- v. support the delivery and access to essential community services;
- vi. protect and enhance open space, leisure and recreation facilities;
- vii. include the provision of multifunctional green and blue infrastructure;
- viii. avoid contributing to climate change, and provide mitigation against the effects of climate change;
- ix. discourage uses that have a negative health impact; and
- x. incorporate measures to prevent and reduce pollution so as not to cause unacceptable impacts before and after completion on land, water and buildings.

All development proposals for 100 or more dwellings must 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. Proposals for other major developments will be screened by the Local Planning Authority to determine on a case-by-case basis whether a Health Impact Assessment will be required.

Communications Infrastructure

7.33 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.

7.34 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.

7.35 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.

7.36 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

7.37 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.

7.38 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, and where environmental risks have been suitably assessed.

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

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

In accordance with Policies HI1 and HI2, any proposals for burial ground infrastructure at Land to the east of St Mary's Church, will need to consider impact on the setting of nearby heritage assets

8. Managing the Historic Environment

Strategic Objective

Objective G To conserve and where appropriate enhance our historic environment and cultural heritage

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; five years later a branch line was run in from the 1825 Stockton and Darlington Railway (S&DR). The construction of the 1830 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 what is now 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 significance including 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 Registered Parks and Gardens. Some are identified (but classed as non-designated) because of local significance, such as those buildings and sites found on Middlesbrough's Local List.

Table B: 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
Registered 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;

- 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; and
- development, including bridges, relating to Middlesbrough’s port history, such as the Transporter Bridge, Albert Bridge, the Dock Clock Tower and the Sir William Cubitt designed Middlesbrough Dock.

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.

8.9 The Council will continue to work proactively with partners to find solutions to conserving and enhancing Middlesbrough’s historic environment. Opportunities will be sought to use the opportunity that the historic environment provides to act as an anchor for the future regeneration of Middlesbrough. Heritage-led regeneration encourages public and private sector investment by retaining businesses in an area and by providing an incentive to relocate to it. Understanding how places change, what makes them distinctive, and the significance of their history is the key to regeneration. The historic environment can be part of successful regeneration because it can contribute to investment, sense of place and sustainability.

Heritage At Risk

8.10 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 makes a positive contribution to the borough’s identity and potential for economic growth and regeneration. The Council will work with partners to proactively find solutions to conserving and enhancing the historic environment within Middlesbrough. In addition, opportunities will be sought to use the opportunity that the historic environment provides to act as an anchor for the future regeneration of Middlesbrough.

The Council will sustain and enhance the historic character of Middlesbrough, which includes historic areas, buildings, features, archaeological assets and their settings seeking the optimum viable use. Priorities for conservation and enhancement include:

- i. development in St Hilda’s, Middlehaven, the world’s first planned railway town;
- ii. development around the 1830 Middlesbrough branch line of the Stockton and Darlington Railway and related heritage assets;
- iii. buildings related to people who made substantial contributions to Middlesbrough’s history and development;

- iv. buildings designed by architects who made substantial contributions to Middlesbrough's historic environment; and
- v. development, including bridges, relating to Middlesbrough's port history.

Where development affecting heritage assets and/or their settings is proposed, it must be of high quality, respecting its context and demonstrating a strong sense of place. Where proposals may harm Heritage Assets and/or their setting, a Heritage Impact Assessment (HIA) must be submitted assessing the significance of any heritage assets affected, including any contribution made by their setting.

Heritage At Risk

Development of heritage assets whose preservation is at risk will be permitted providing it results in the optimum viable use of the building, site or area. 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. The Council will work proactively with its partners to identify solutions to removing risk from heritage assets.

Listed Buildings

- 8.11 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. Not all Listed Buildings are buildings, they can be other structures including bridges, telephone kiosks and mileposts.
- 8.12 The Council will ensure that the borough's Listed Buildings are conserved and enhanced in a manner appropriate to their significance so that they can be enjoyed and continue to make an important contribution to the environment, economy, quality of life and lifelong learning for this and future generations.
- 8.13 The Council will promote the continued upkeep and active use of Listed Buildings with a presumption in favour of their conservation based upon their significance. The Council will have special regard to the desirability of conserving any Listed Building and its setting, or any features of architectural or historical interest which it possesses, which contribute to its significance.

Scheduled Monuments

- 8.14 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

- 8.15 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 guided by Conservation Area Character Appraisals and Management Plans.

- 8.16 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.
- 8.17 The Council will over the lifetime of the plan, consider which parts of the borough may be areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance, and determine whether any changes are needed to designation.
- 8.18 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 ran for four years from April 2020 and provided funding to deliver high street regeneration and community involvement as well as prioritising Historic England's resources in the area. The scheme was split into three main areas: building grants, public realm works and community engagement. It built on positive private investment in the area, enhancing the historic area and its businesses and will result in the removal of the Conservation Area from the At Risk Register.

Registered Parks and Gardens

- 8.19 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. Development in a Registered Park and Garden needs to support and benefit the park and garden, giving great weight to its conservation.

Policy H12 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 should sustain or enhance its significance and should take account of the following, which includes, but is not limited to:

- i. protecting existing historic hard and soft landscaping features including trees, hedges, walls, fences and surfaces;
- ii. making use of high quality, natural materials; and
- iii. protecting historic plot boundaries and layouts.

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 or within the curtilage of a listed building will not be permitted, except in exceptional circumstances as detailed in national policy.

c. 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. Non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.

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;
- v. results in high quality, locally distinctive development; and
- vi. is guided by the content of Conservation Area Character Appraisals and Management Plans where relevant.

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 require clear and convincing justification.

Demolition in Conservation Areas will not be permitted unless:

- vii. the building or structure makes a negative contribution to the significance of the Conservation Area; or
- viii. 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. Registered Parks and Gardens

Development within or affecting the setting of a Registered Park and Garden 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 affecting a Registered Park or Garden must not harm those elements that contribute to its enjoyment, layout, design, significance and/or setting, including key views or towards the park, giving great weight to its conservation.

Non-Designated Heritage Assets and the Local List

- 8.20 There are identified non-designated heritage assets within the borough including those on the Local List and the Historic Environment Record, which although not designated, make a positive contribution to Middlesbrough's historic environment. 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.
- 8.21 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/>
- 8.22 Any proposals affecting non-designated heritage assets should be assessed by carefully weighing the loss or harm caused to the heritage asset against its significance.

Policy H13 Non-Designated Heritage Assets and the 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 on the Local List may 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 Heritage Impact Assessment will be required to inform the decision.

Non-Designated Archaeology

- 8.23 The Council is committed to ensuring important archaeological sites, regardless of designation, are protected from inappropriate development. The Middlesbrough Historic Environment Record maintains details of all known sites of archaeological interest in the area, including finds, landscapes, buildings and other aspects of the historic environment. In addition, it contains information on past research and investigations. Applicants are advised to check to see whether their site may contain archaeological remains.
- 8.24 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 HI4 Non-Designated Archaeology

Development that would affect a non-designated known or potential archaeological site, will require the results of an appropriate desk-based assessment to be submitted as part of the planning application. An archaeological field survey may also be required to identify the most appropriate course of action. As a minimum, Middlesbrough's Historic Environment Record, held by the Council, should be used to inform this.

Proposals on sites where archaeological interest has been established by a previous find recorded in the Historic Environment Record will not be determined until the potential impact of the proposed development on archaeological deposits and remains has been adequately assessed and evaluated, and any harm can be avoided, minimised, or mitigated.

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

Where proposals impact non-designated heritage assets that are of an archaeological nature any harm to them will be balanced against public benefits.

Opportunities for information gain and investigations as part of proposed development will be maximised and added to the Historic Environment Record.

Stockton & Darlington Railway

- 8.25 Before 1830 and the arrival of the Middlesbrough branch line of the 1825 Stockton & Darlington Railway (the S&DR), Middlesbrough comprised a farmhouse and barns, stables, yards and farmland, surrounded by marshland. The S&DR played a vital role in the existence and growth of Middlesbrough, commensurate with the role ironstone and industry are better recognised for.
- 8.26 The route of the branch line is recorded on Middlesbrough's Historic Environment Record (HER) and is shown on the Policies Map. The route is in active use as live railway line and has remained in continuous industrial and commercial use since 1830.

Policy HI5 Stockton & Darlington Railway

Development proposals that sustain or enhance the significance of the Stockton & Darlington Railway, its Middlesbrough branch line and early railway and industrial heritage assets and their settings will be supported. Proposals for development in the setting of the route that contribute to the public knowledge and understanding of the branch line and related railway and industrial development will be supported.

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 and 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 is resilient to the effects of climate change and meets the needs and aspirations of our current and future residents	
Objective H To achieve healthy and safe communities	

Policy	Indicator	Target	Existing Baseline	Source
ST3	Number of dwellings	1500	-	Completion certificates

	completed (MDC area)			
ST3	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 is resilient to the effects of climate change and meets the needs and aspirations of our 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	Local Plan Open space layer	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 buildings applications to be accompanied by a detailed	100%		Planning applications

	urban design assessment			
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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; EC6	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
EC9	Annual Footfall	Increase	-	Council data
EC9; EC10	Floorspace permitted for retail use	Maintain or increase	-	Completion certificates
EC8; EC9	Amount of completed retail, office and leisure development in town centres	Maintain and enhance the vitality and viability of the town centre	-	Completion certificates
EC8; EC9	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
EC9	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
EC9; EC11	Amount of completed high density commercial accommodation within and around Town Centre (m ²)	Increase	-	Completion Certificates
EC16	Total number of units and number of vacant units in	Maintain or enhance vitality and viability	-	Annual Survey

	the district centres			
EC16	Total amount of floorspace and vacant floorspace within the district centres	Maintain and enhance the vitality and viability of the town centre	-	Annual survey
EC17	Proportion of Hot food takeaway uses in the Town Centre	Should not exceed 2%	-	Annual survey
EC17	Proportion of Hot food takeaway uses in the Linthorpe Road South Secondary Shopping Area	Should not exceed 10%	-	Annual Survey
EC17	Proportion of Hot food takeaway uses in the district and local centres	Should not exceed 10%	-	Annual Survey
EC18	Gross floorspace of small-scale retail and food uses within employment areas	Should not exceed 200m ² per unit	-	Completion certificates

Chapter 5 - Housing Development

Strategic Objectives

Objective A To deliver new high quality, well-designed and energy efficient development that is resilient to the effects of climate change and 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

Policy	Indicator	Target	Existing Baseline	Source
H01; 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 - The Natural Environment

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
NE1	Quality score of open spaces	Increase	See OSNA	Open Space Needs Assessment
NE1	Value score of open spaces	Increase	See OSNA	Open Space Needs Assessment
NE1, NE4	New open space created (m2)	Maximise	Local Plan Policies Map	Planning completions
NE2	Development on green wedge (Green wedge lost m2)	0%	- Local Plan Policies Map	Planning applications.
NE3; NE4	Open Space lost to development	Minimise	- Local Plan Policies Map	Planning applications/Planning completions
NE4	Amount of country park created as part	-	-	Planning completions

	of Stainsby development (ha)			
NE4	New playing pitches provided	Meet demand	-	Planning completions
NE4	Public open spaces created (m ²) as part of new development	-	-	Completion certificates
NE8	Number persons per dwelling (for the purpose of calculating mitigation)	0.6 persons per dwelling	0.27 persons per dwelling	Council Data
NE10	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 accompanied by a HIA	All developments and proposals.	-	Planning applications
IN8	New burial space created	Created at Acklam, Thorntree and St Mary's Church Nunthorpe.	-	Council data

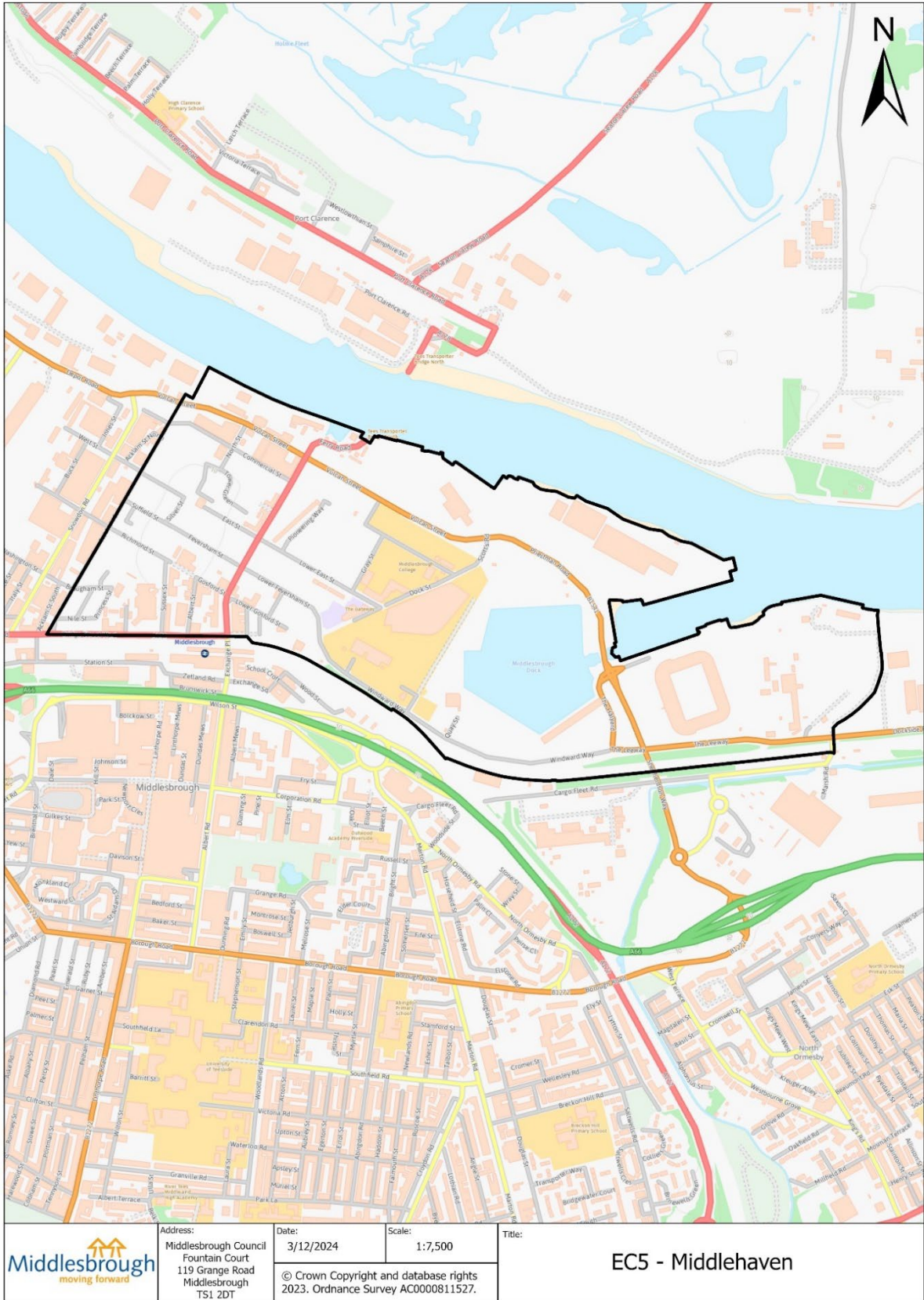
Chapter 8 - Managing the Historic Environment

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 allocation location plans





Address:
Middlesbrough Council
Fountain Court
119 Grange Road
Middlesbrough
TS1 2DT

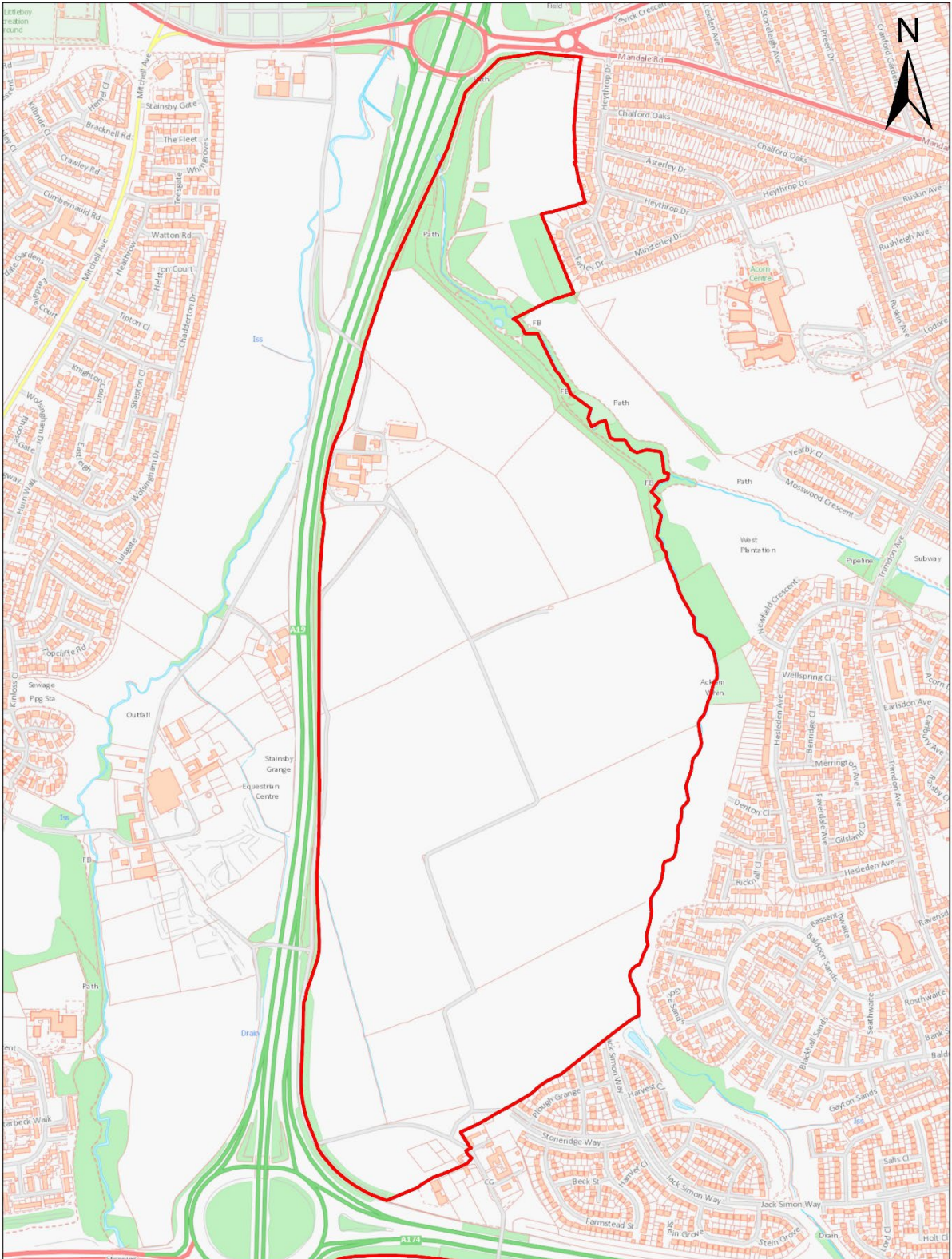
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3/12/2024


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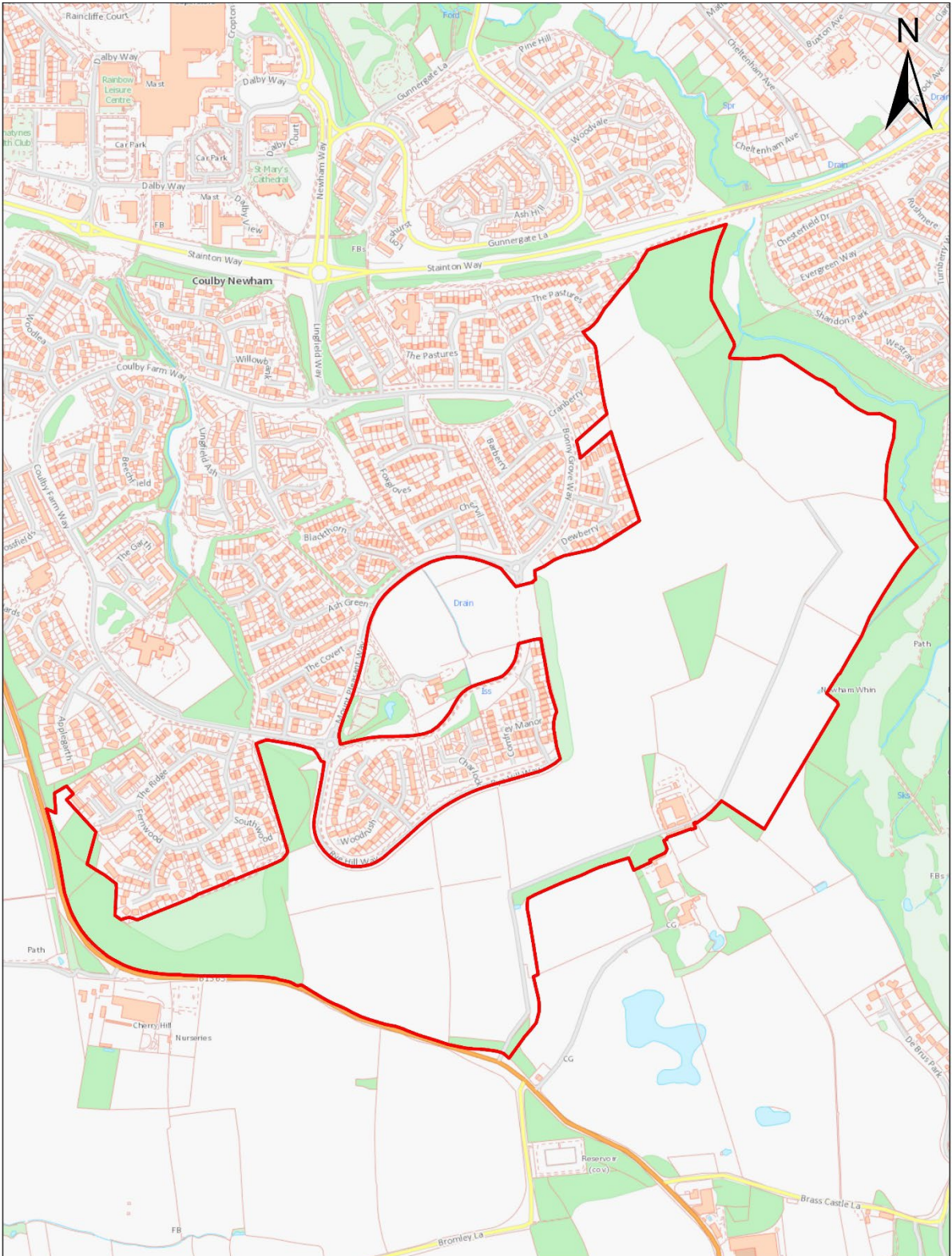
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EC5 - Gresham

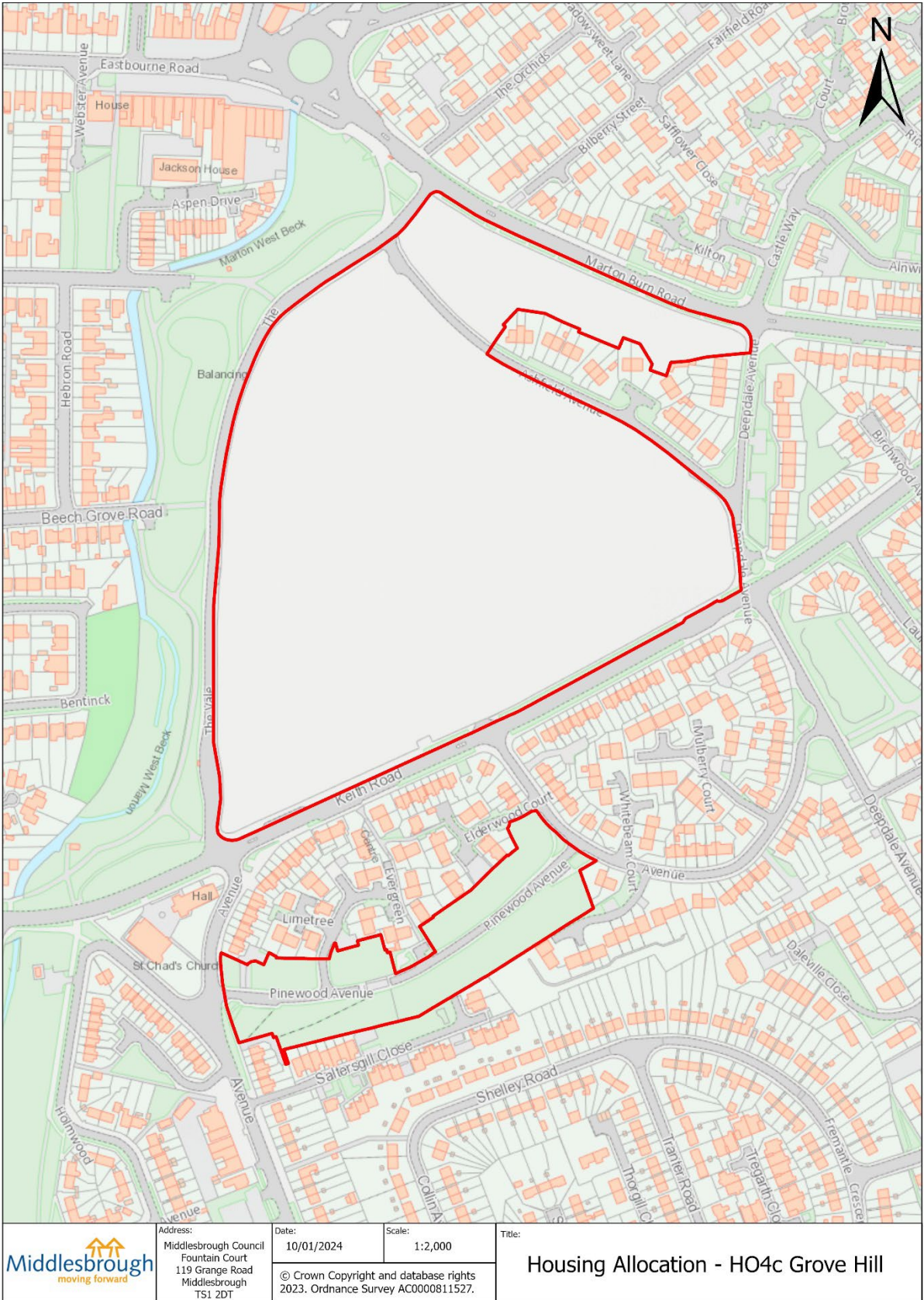
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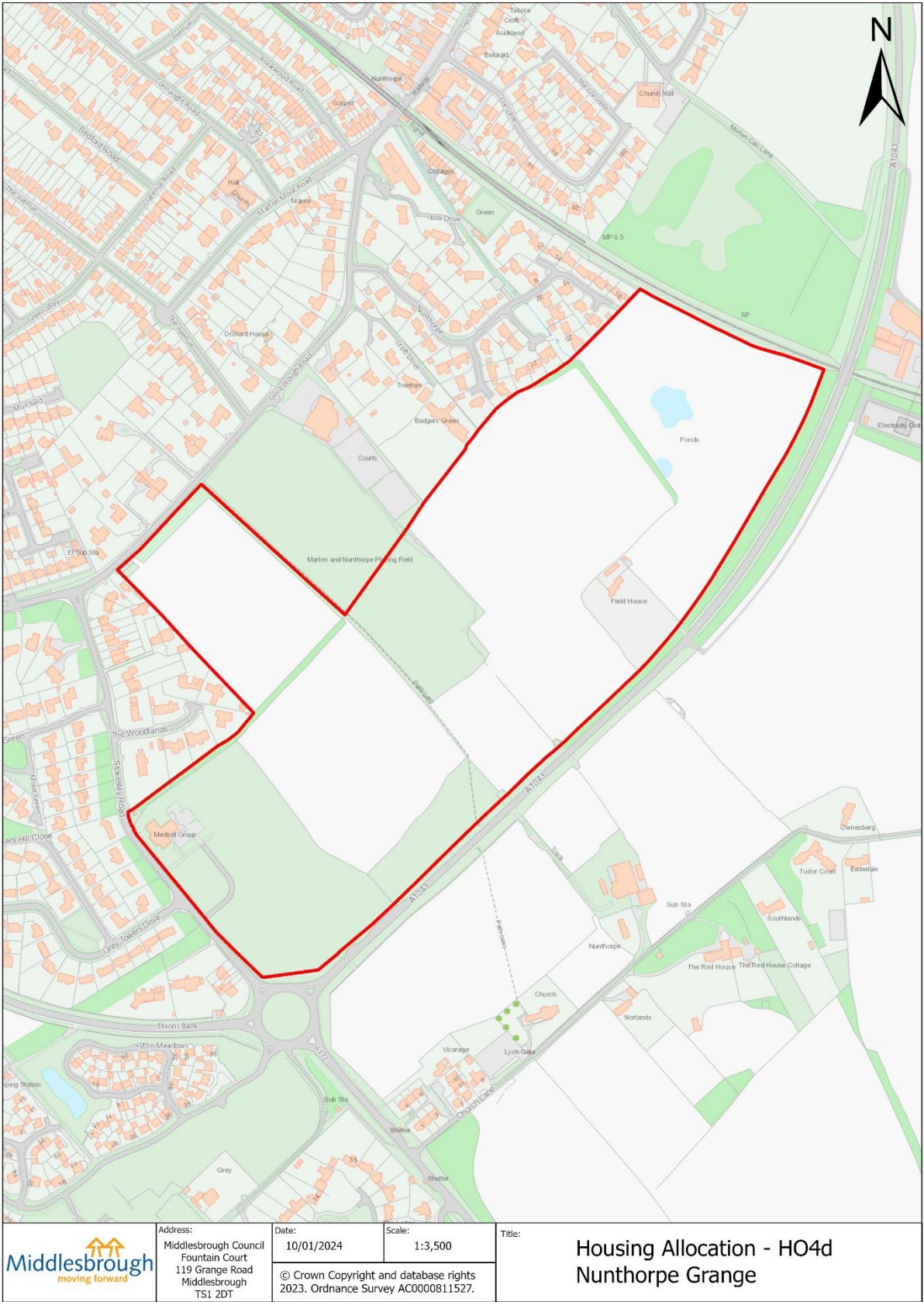


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		© Crown Copyright and database rights 2023. Ordnance Survey AC0000811527.		



	Address: Middlesbrough Council Fountain Court 119 Grange Road Middlesbrough TS1 2DT	Date: 10/01/2024	Scale: 1:5,500	Title: Housing Allocation - HO4b Newham Hall Farm
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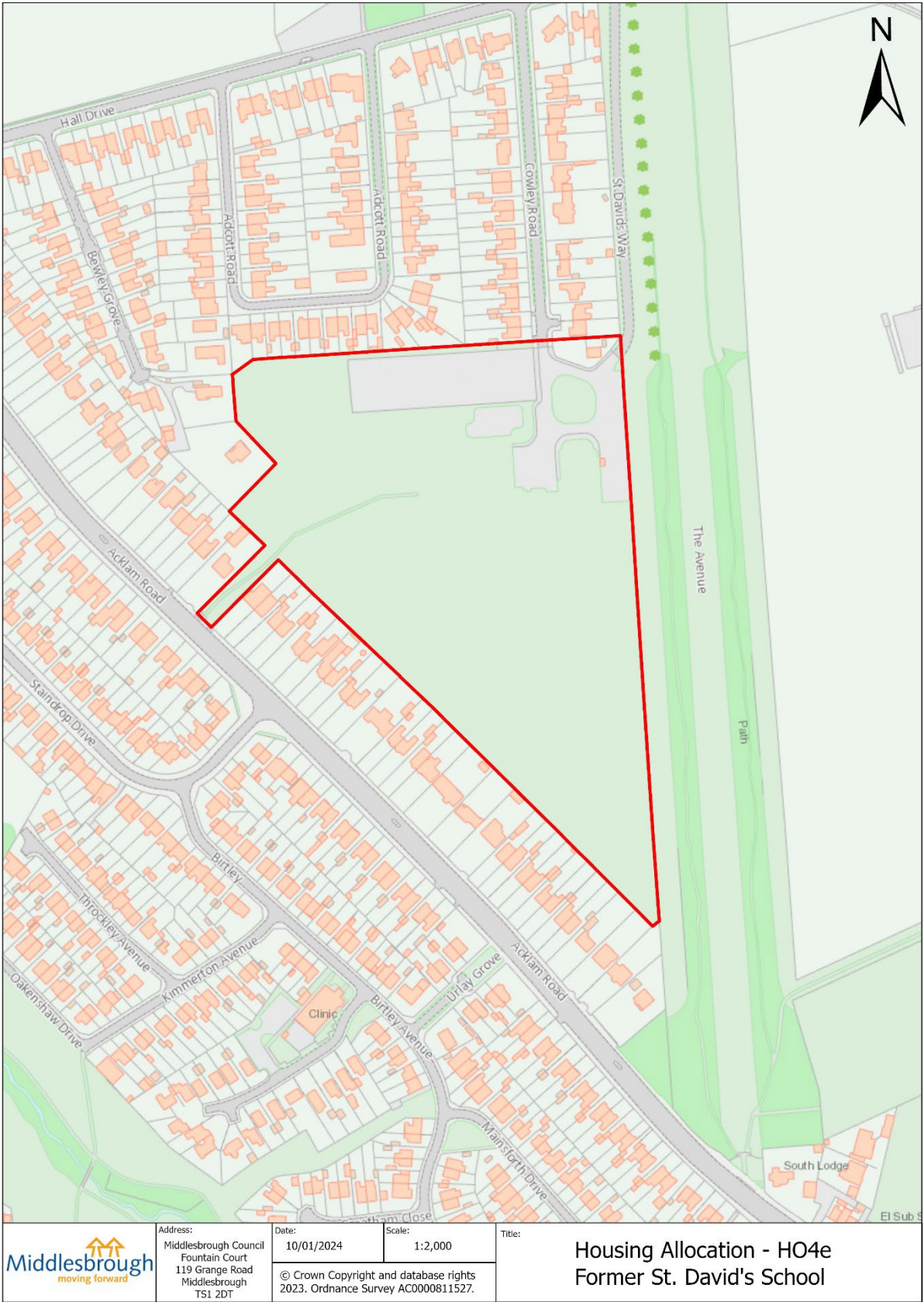
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Fountain Court
119 Grange Road
Middlesbrough
TS1 2DT

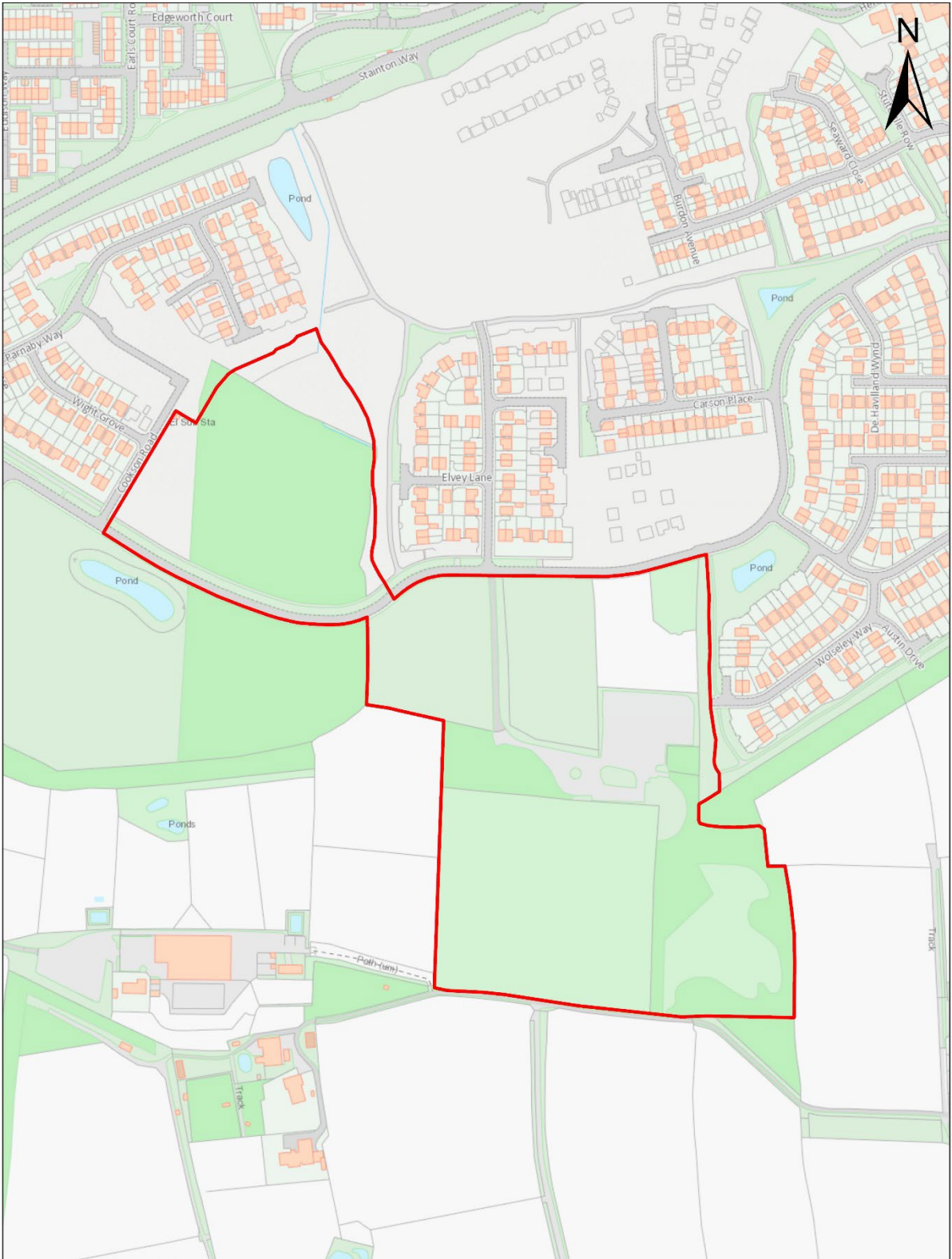
Date:
10/01/2024


Scale:
1:3,500

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Title:
**Housing Allocation - HO4d
Nunthorpe Grange**





	Address: Middlesbrough Council Fountain Court 119 Grange Road Middlesbrough TS1 2DT	Date: 10/01/2024	Scale: 1:2,500	Title: Housing Allocation - HO4f Hemlington Grange
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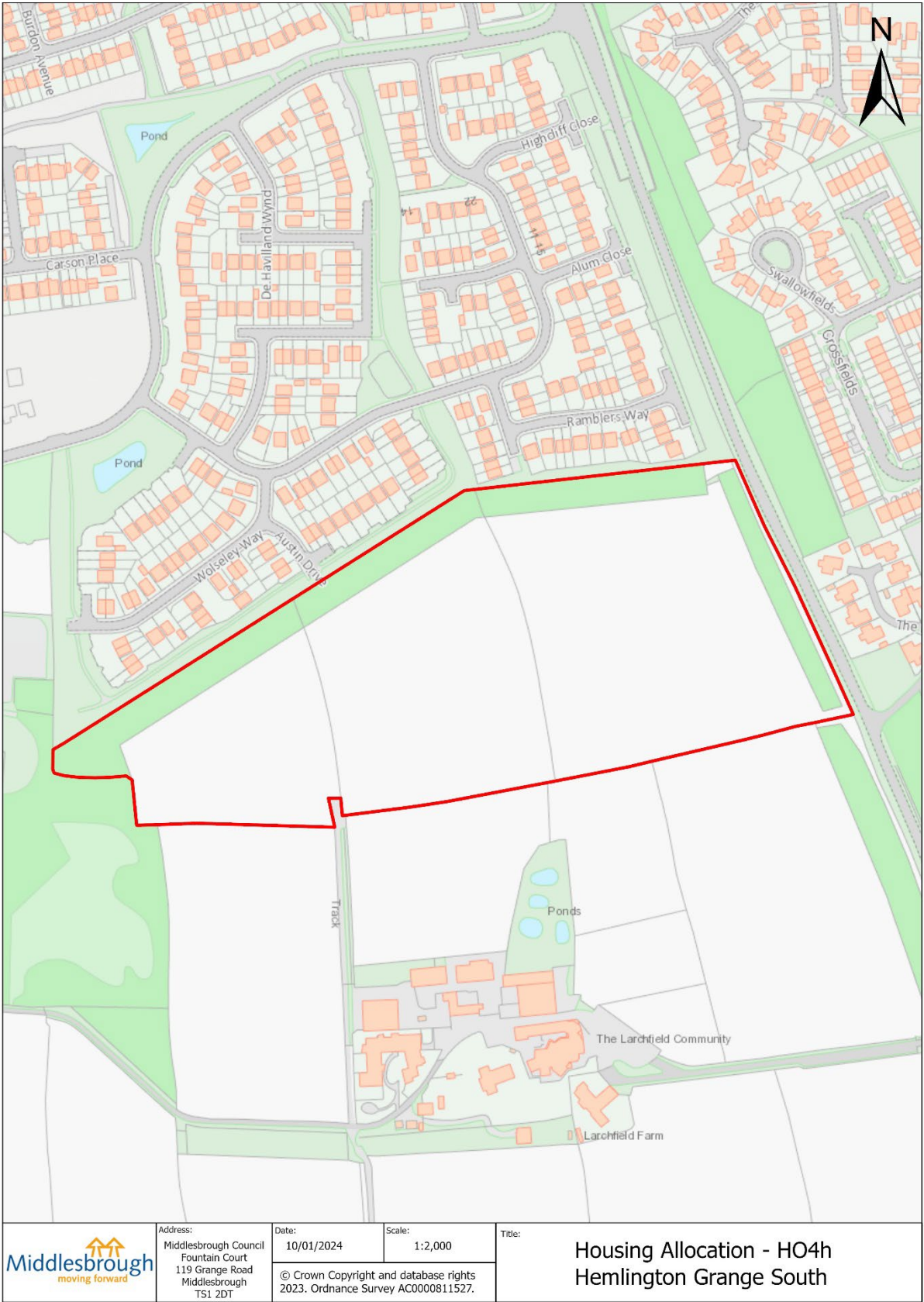
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Fountain Court
119 Grange Road
Middlesbrough
TS1 2DT

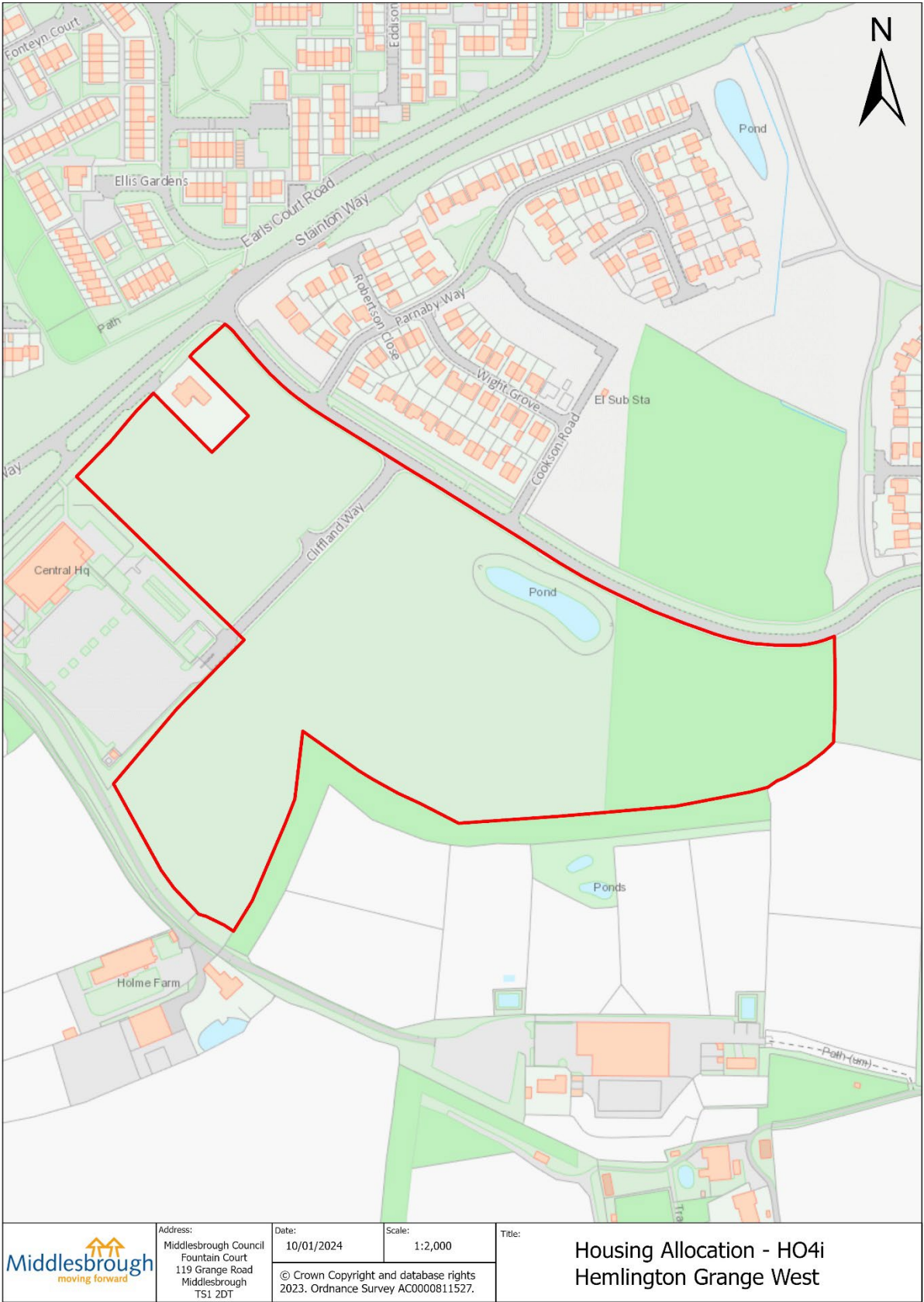
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10/01/2024

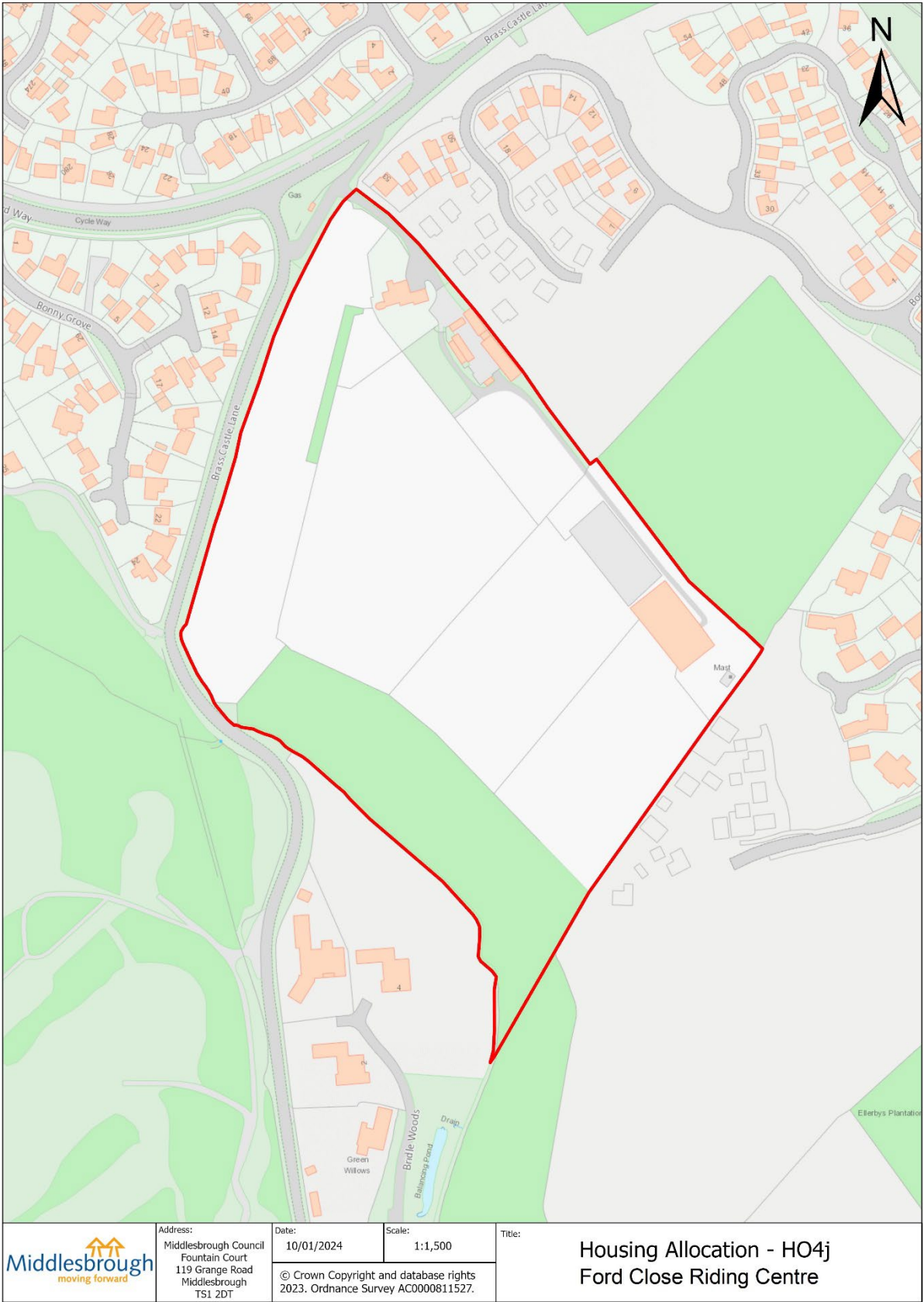
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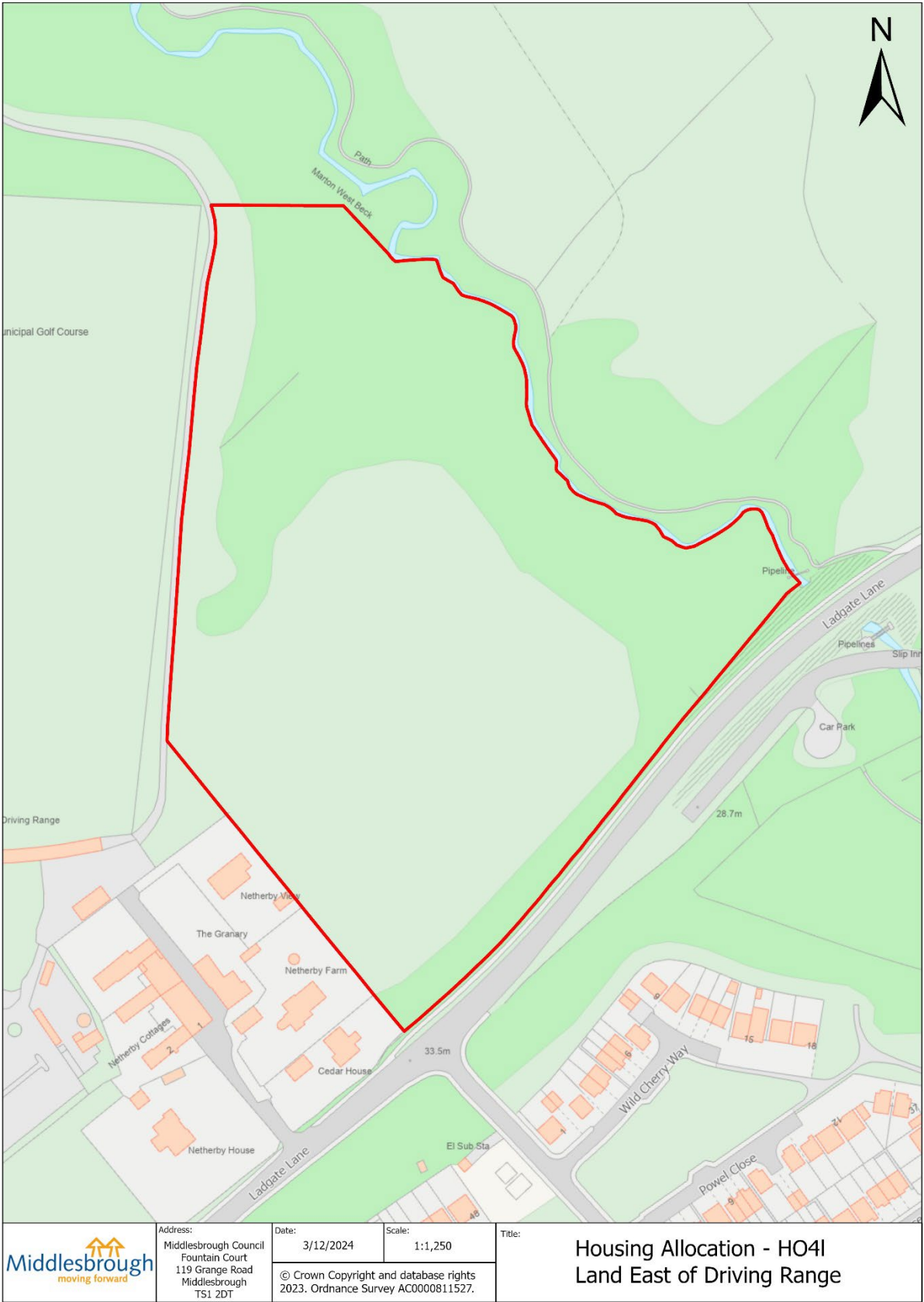
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**Housing Allocation - HO4g
Hemlington North**











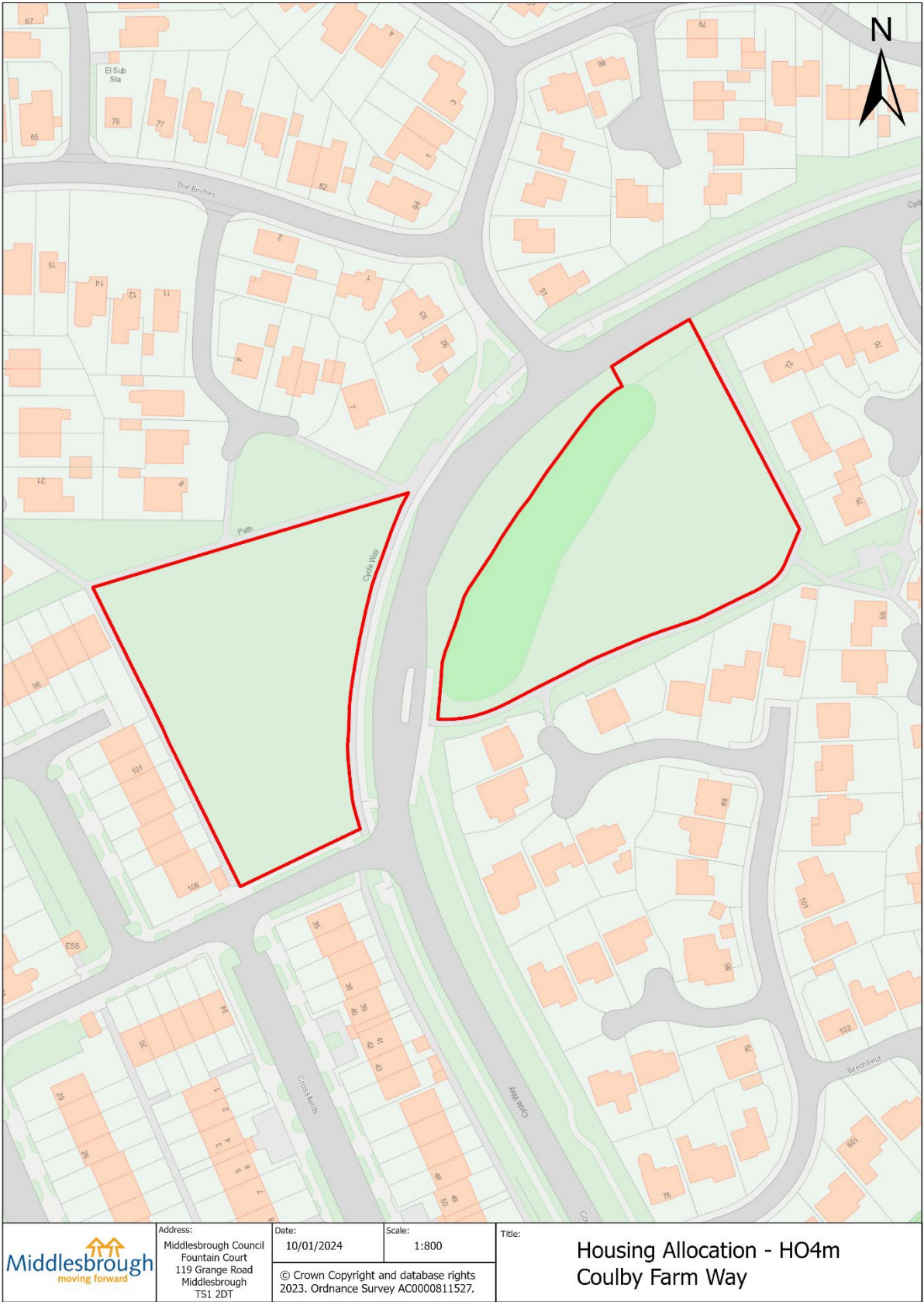
Address:
Middlesbrough Council
Fountain Court
119 Grange Road
Middlesbrough
TS1 2DT

Date:
3/12/2024

Scale:
1:1,250

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Title:
**Housing Allocation - HO4I
Land East of Driving Range**



Address:
Middlesbrough Council
Fountain Court
119 Grange Road
Middlesbrough
TS1 2DT

Date:
10/01/2024

Scale:
1:800

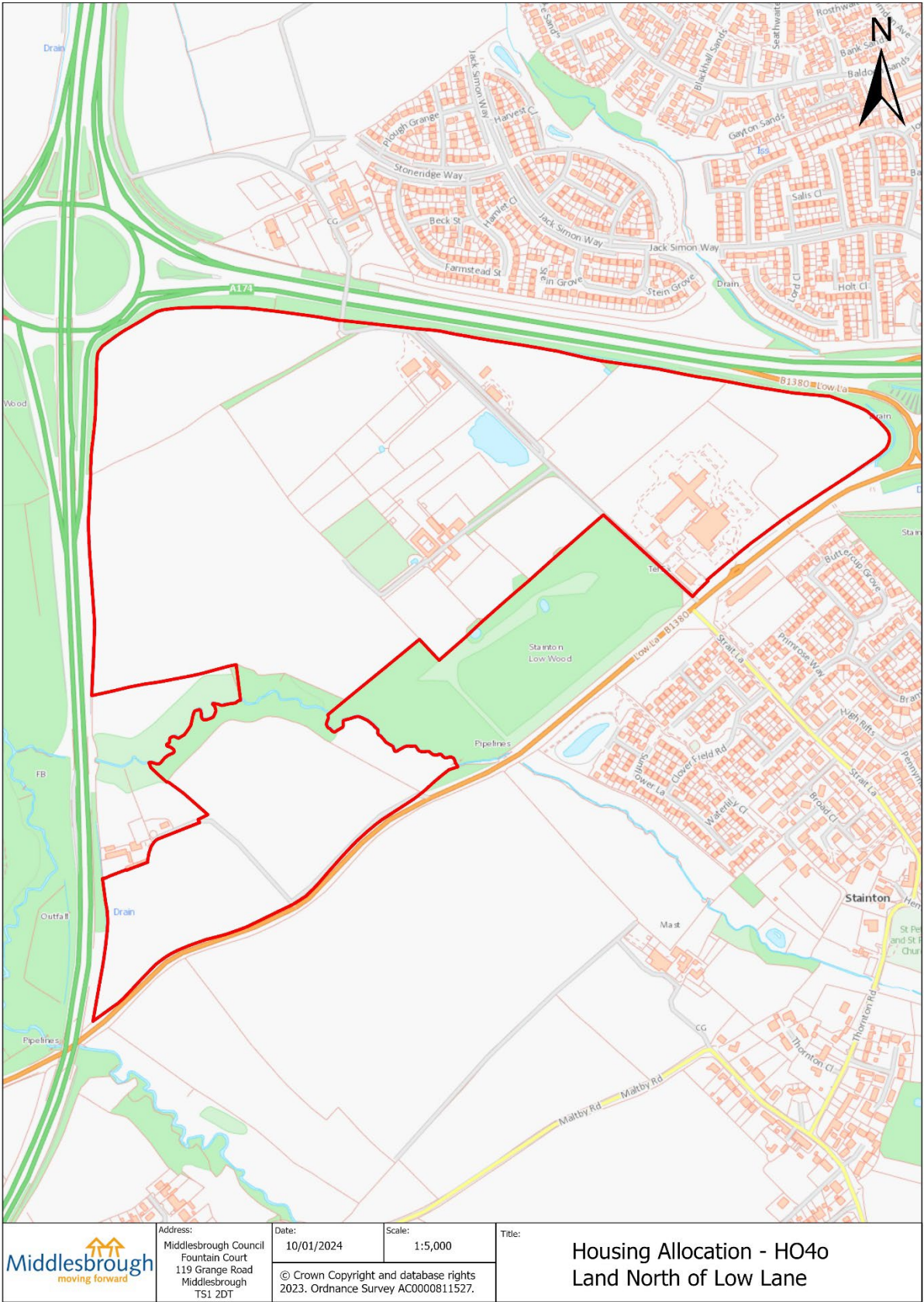
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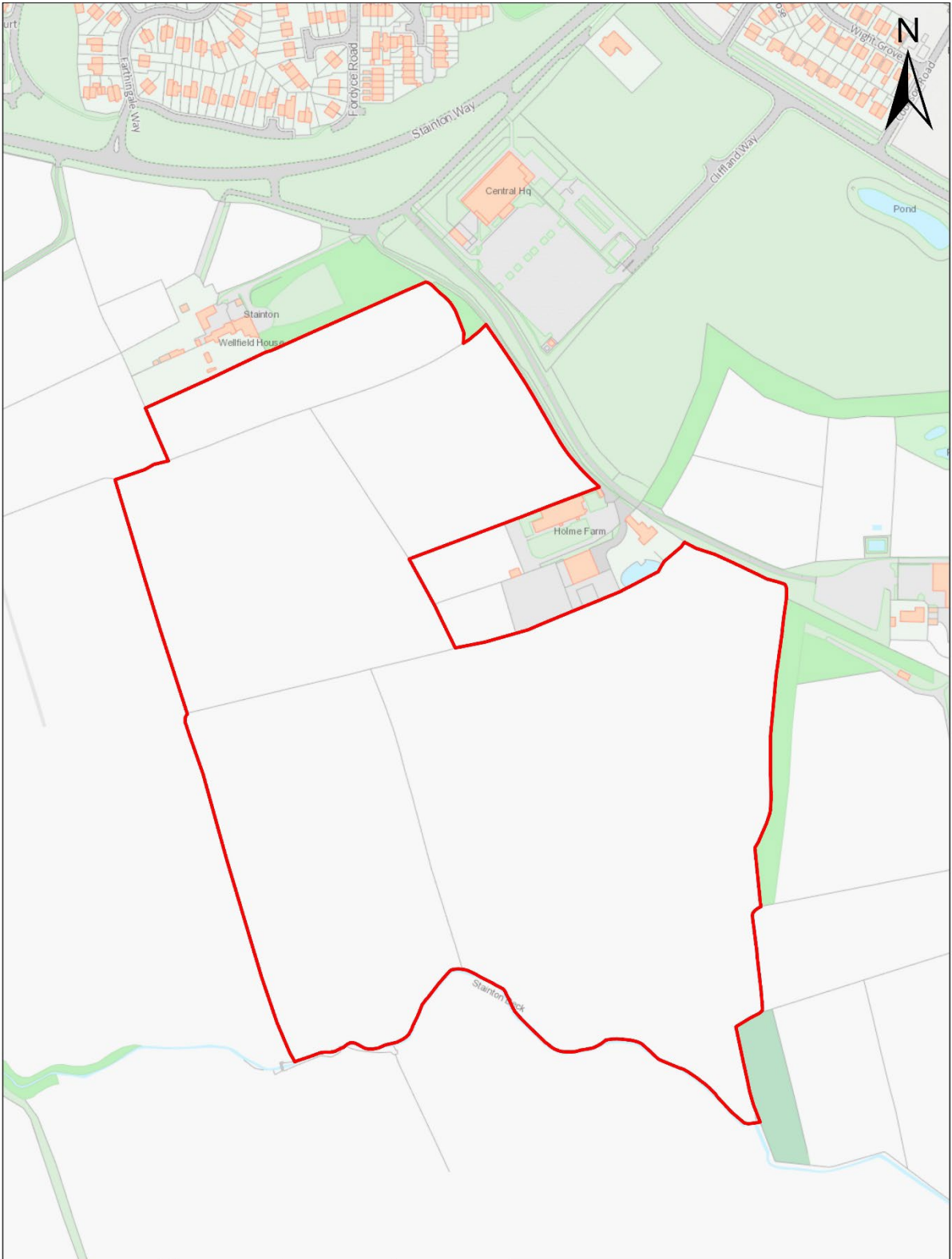
Housing Allocation - HO4m
Coulby Farm Way


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	Address: Middlesbrough Council Fountain Court 119 Grange Road Middlesbrough TS1 2DT	Date: 10/01/2024	Scale: 1:800	Title: Housing Allocation - HO4n Land West of Cavensidh Road
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	Address: Middlesbrough Council Fountain Court 119 Grange Road Middlesbrough TS1 2DT	Date: 10/01/2024	Scale: 1:2,500	Title: Housing Allocation - HO4p Holme Farm
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Address:
Middlesbrough Council
Fountain Court
119 Grange Road
Middlesbrough
TS1 2DT

Date:
10/01/2024

Scale:
1:1,000

Title:

Housing Allocation - HO4q
Land at Stainsby Road

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Address:
Middlesbrough Council
Fountain Court
119 Grange Road
Middlesbrough
TS1 2DT


Date:
10/01/2024

Scale:
1:700

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Title:
Housing Allocation - HO4r Wood Street



	Address: Middlesbrough Council Fountain Court 119 Grange Road Middlesbrough TS1 2DT	Date: 3/12/2024	Scale: 1:700	Title: HO6 - Land at Cannon Park
		© Crown Copyright and database rights 2023. Ordnance Survey AC0000811527.		

Appendix 3. Strategic & Non-Strategic Policies

Chapter	Policy	Strategic/Non-strategic
Strategy and Vision	ST1 Development Strategy	Strategic
	ST2 Spatial Strategy	Strategic
	ST3 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	Strategic
	CR6 Tall 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	Strategic
	EC5 Gresham	Strategic
	EC6 University Campus	Non-strategic
	EC7 Culture	Strategic
	EC8 Town, District and Local Centres	Strategic
	EC9 Middlesbrough Town Centre	Strategic
	EC10 Retail Quarter	Non-Strategic
	EC11 Civic, Commercial and Cultural Heart	Non-strategic
	EC12 Leisure Quarter	Non-strategic
	EC13 Independent Quarter	Non-strategic
	EC14 Railway Station and Historic Quarter	Non-strategic
	EC15 Linthorpe Road South Secondary Shopping Area	Non-strategic
	EC16 District and Local Centres	Non-strategic
	EC17 Hot Food Takeaways	Non-strategic
	EC18 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
	HO4r Wood Street	Non-strategic
	HO5 Affordable Housing	Strategic
	HO6 Gypsy, Traveller and Travelling Showpeople	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	NE1 Green and Blue Infrastructure	Strategic
	NE2 Green Wedges	Strategic
	NE3 Existing Open Space, Sport and Recreation Facilities	Strategic
	NE4 New Open Space, Sport and Recreation Provision	Non-strategic
	NE5 Biodiversity and Geodiversity	Non-strategic
	NE6 Internationally, Nationally and Locally Important Sites	Non-strategic
	NE7 Delivering Biodiversity Net Gain	Non-strategic
	NE8 Nutrient Neutrality Water Quality Effects	Non-strategic
	NE9 Climate Change	Strategic
	NE10 Flood Risk and Water Management	Strategic
	NE11 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 Heritage Assets	Strategic
	HI3 Non-Designated Historic Assets and the Local List	Non-strategic
	HI4 Non-Designated Archaeology	Non-strategic
	HI5 Stockton & Darlington Railway	Non-strategic

Appendix 4. Superseded Policies

Saved Middlesbrough Local Plan Policy (1999)	Local Plan Policy
E2 Green Wedges	NE2 Green Wedges
E3 Development Adjoining Green Wedges	NE2 Green Wedges
E4 Greenlink Network	NE1 Green and Blue Infrastructure NE3 Existing Open Space, Sport and Recreation Facilities
E5 Teesdale Way	Deleted
E7 Primary Open Space	NE3 Existing Open Space, Sport and Recreation Facilities
E8 New Primary Open Space	NE4 New Open Space, Sport and Recreation Provision
E10 Secondary Open Space	NE3 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

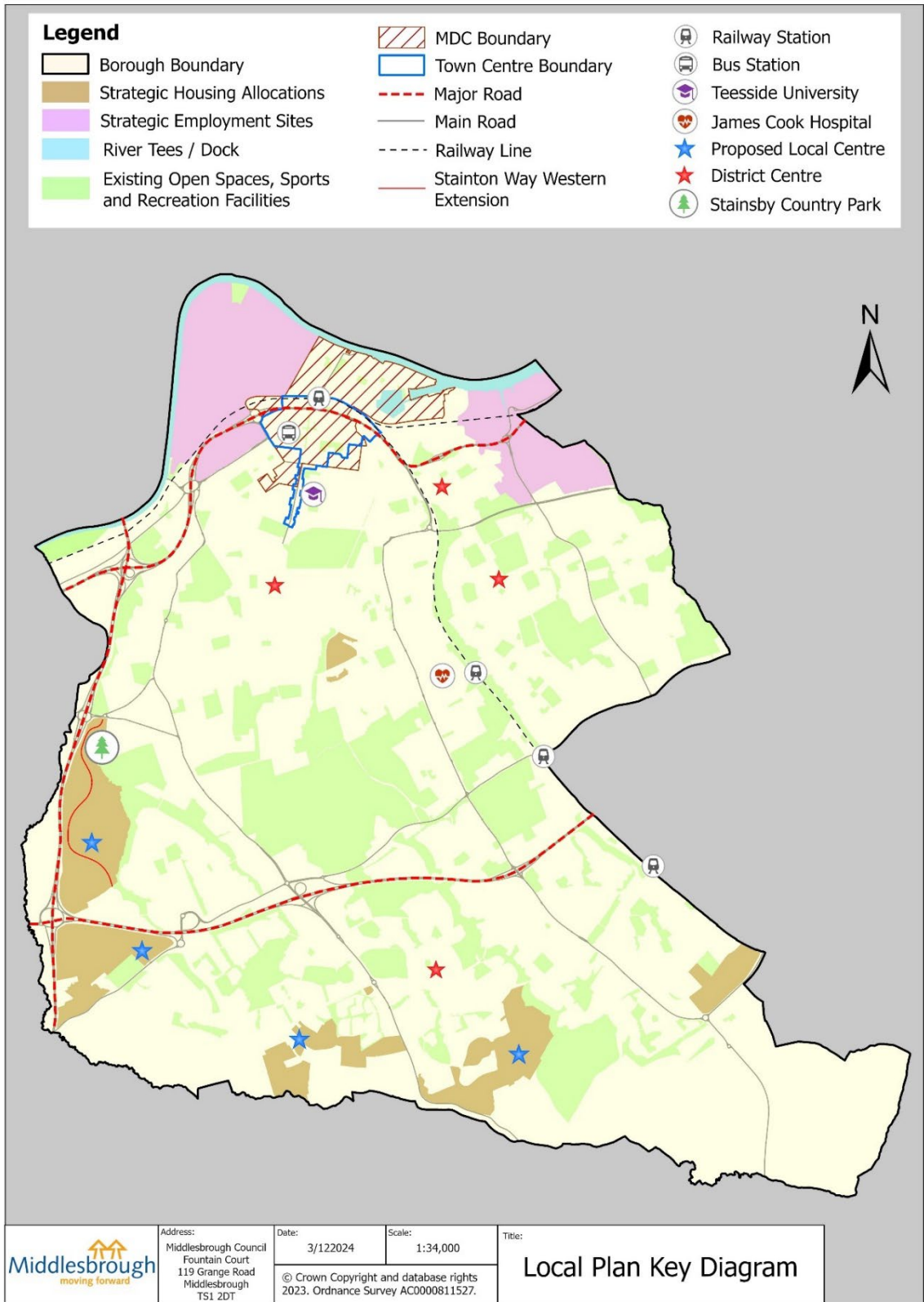
Core Strategy Policy (2008)	Local Plan Policy
CS4 Sustainable Development	CR2 General Development Principles
CS5 Design	CR3 Sustainable and High Quality Design
CS6 Developer Contributions	CR4 Development Contributions
CS7 Economic Strategy	EC1 Economic Strategy
CS8 Existing Employment Provision	EC2 Employment Locations
CS10 Replacement dwellings	HO1 Housing Strategy
CS13 A Strategy for the Town, District, Local and Neighbourhood Centres	EC8 Town, District and Local Centres
CS14 Leisure Development	EC8 Town, District and Local Centres EC12 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
DC1 General Development	CR2 General Development Principles

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	EC9 Middlesbrough Town Centre
REG21 Primary Shopping Frontage	EC9 Middlesbrough Town Centre EC10 Retail Quarter
REG22 Cannon Park Development Criteria	Deleted
REG23 Middlehaven Sector	EC4 Middlehaven
REG24 The Southern Sector	EC6 University Campus EC9 Middlesbrough Town Centre EC15 Linthorpe Road South Secondary Shopping Area
REG25 Centre Square East	EC11 Civic, Commercial and Cultural Heart
REG26 Gurney Street Triangle	Deleted
REG27 Middlesbrough Leisure Park – Development Site	Deleted
REG28 District Centres	EC16 District and Local Centres
REG29 Local Centres	EC16 District and Local Centres
REG30 Neighbourhood Centre	EC16 District and Local Centres
REG31 Prissick Base	NE3 Existing Open Space, Sport and Recreation Provision
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 ST2 Spatial Strategy HO1 Housing Strategy HO2 Housing Requirement EC1 Economic Strategy
H2 Greater Middlehaven	EG4 Middlehaven
H3 Inner Middlesbrough (Gresham, Acklam Green, Grove Hill)	ST3 Middlesbrough Development Corporation EC5 Gresham HO4c Grove Hill
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	NE1 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	ST3 Middlesbrough Development Corporation EC5 Gresham
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 Hemington 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

Appendix 5. Key Diagram



Appendix 6. Housing Trajectory

Completions and sites with planning permission at 01.04.24

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	133	130	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	263	-
Acklam Gardens	37	69	42	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	173	-
Kedward	-	-	51	54	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	105	-
15-25 Albert Road	-	-	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	-
4-6 Park Road North	-	-	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	-
Church House	-	-	-	86	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	86	-
Jayden House (2-4 Granville Road)	-	-	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	-
Middlehaven - BoHo Village	22	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	-
124 - 130 Linthorpe Road	-	-	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	-
Harrison House	-	-	-	-	-	-	-	95	-	-	-	-	-	-	-	-	-	-	-	95	-
242 Marton Road	-	-	-	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-	-	17	-
Ladgate Woods	66	42	36	36	36	36	36	9	-	-	-	-	-	-	-	-	-	-	-	297	-
115 Burlam Road	-	-	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	-
Land at Grove Hill	-	-	-	117	86	62	31	-	-	-	-	-	-	-	-	-	-	-	-	296	-
Bracken Grange	114	40	39	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	199	-
Rowan Park	-	30	30	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	-
Union Village	-	-	81	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	145	-
Grey Towers Village	60	51	37	37	37	15	-	-	-	-	-	-	-	-	-	-	-	-	-	237	-
Nunthorpe Hall Farm buildings	-	-	-	-	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	-
91-97 St Barnabas Road	-	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	-
406 Linthorpe Road (Albert Park Hotel)	-	-	-	-	-	-	-	-	22	-	-	-	-	-	-	-	-	-	-	22	-
Hemlington Grange	137	112	66	37	37	37	37	37	37	37	37	20	-	-	-	-	-	-	-	631	-
Stainsby	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	-
Loxley Road	-	-	6	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	-
35-37 Albert Road	-	-	-	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	-
49-55 Grange Road	-	-	-	-	-	36	-	-	-	-	-	-	-	-	-	-	-	-	-	36	-
Land adjacent to the Vaughan Shopping Centre	-	-	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	-
Sites under 5 dwellings with planning permission (24% lapse rate used)	-	-	31	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35	-
Total	600	513	479	499	208	203	104	141	59	37	37	20	0	0	0	0	0	0	0	2900	0

Existing allocations without planning permission at 01.04.24

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
Middlehaven	-	-	-	-	-	-	-	-	50	50	50	50	50	50	50	50	50	50	50	550	50
Newham Hall Farm	-	-	-	-	-	15	70	70	70	70	70	70	70	70	70	70	70	70	70	925	75
Former St David's School	-	-	-	-	15	35	35	35	19	-	-	-	-	-	-	-	-	-	-	139	-
Ford Close Riding Centre	-	-	-	15	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45	-
Gresham	-	-	-	-	-	421	-	-	152	-	-	-	-	-	-	-	-	-	-	573	-
Nunthorpe Grange	-	-	-	-	26	60	60	35	35	34	-	-	-	-	-	-	-	-	-	250	-
Hemlington North	-	-	-	-	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35	-
Hemlington Grange South	-	-	-	-	25	35	35	35	-	-	-	-	-	-	-	-	-	-	-	130	-
Stainsby	-	-	-	-	-	60	60	90	90	90	90	90	90	90	90	90	90	90	90	1200	100
Total	0	0	0	15	131	626	260	265	416	244	210	210	210	210	210	210	210	210	210	3847	225

Net demolitions

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
Fleet House	-	-	-132	-	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-113	-
Thorntree House	-	-	-132	-	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-112	-
Total	0	0	-264	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-225	-

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	15	-	-	-	-	-	-	-	-	-	-	45	-
Coulby Farm Way East	-	-	-	-	-	-	-	5	-	-	-	-	-	-	-	-	-	-	-	5	-
Coulby Farm Way West	-	-	-	-	-	-	-	10	-	-	-	-	-	-	-	-	-	-	-	10	-
Hemlington Lane	-	-	-	-	-	9	9	-	-	-	-	-	-	-	-	-	-	-	-	18	-
Land East of Driving Range	-	-	-	-	-	-	-	30	30	15	-	-	-	-	-	-	-	-	-	75	-
Land West of Cavendish Road	-	-	-	-	-	-	-	15	-	-	-	-	-	-	-	-	-	-	-	15	-
Land North of Low Lane	-	-	-	-	40	60	60	60	60	60	60	60	60	60	60	60	-	-	-	700	-
Hemlington Grange West	-	-	-	-	-	15	35	35	35	10	-	-	-	-	-	-	-	-	-	130	-
Holme Farm	-	-	-	-	-	-	35	35	35	35	35	35	35	35	35	35	35	35	10	430	-
Wood Street	-	-	-	-	-	-	-	-	-	50	50	-	-	-	-	-	-	-	-	100	-
Total	0	0	0	0	40	84	139	220	175	170	145	95	95	95	95	95	35	35	10	1528	-

Sites granted planning permission post 1.04.24

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 south west of Grey Towers Farm	-	-	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	8	-
Former St Thomas Church	-	-	-	-	-	9	8	-	-	-	-	-	-	-	-	-	-	-	-	17	-
63 Dundas Street	-	-	-	-	-	-	5	-	-	-	-	-	-	-	-	-	-	-	-	5	-
438 Linthorpe Road	-	-	-	-	-	-	10	-	-	-	-	-	-	-	-	-	-	-	-	10	-
Crown House	-	-	-	-	-	-42	-	-	-	-	-	-	-	-	-	-	-	-	-	-42	-
Total	0	0	0	0	0	-25	23	0	0	0	0	0	0	0	0	0	0	0	0	-2	0

Planning applications net yet determined

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
Strait Lane	-	-	-	-	-	22	-	-	-	-	-	-	-	-	-	-	-	-	-	22	-
Penistone Road	-	-	-	-	-	-	-	-	9	9	-	-	-	-	-	-	-	-	-	18	-
Total	0	0	0	0	0	22	0	0	9	9	0	0	0	0	0	0	0	0	0	40	0

Small sites windfall allowance

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
n/a	-	-	-	-	-	-	-	-	31	31	31	31	31	31	31	31	31	31	31	341	0

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	513	215	514	418	910	526	626	690	491	423	356	336	336	336	336	276	276	251	8429	225

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		145	145	
Gresham (MDC site)		573	573	
114-118 Parliament Road	6		6	
Total	6	718	724	

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	137	494	631	
Hemlington Grange South		130	130	
Hemlington Grange West		130	130	
Holme Farm		430	430	
Total	137	1919	2056	

Nunthorpe Neighbourhood Plan Area*	Completions 2022/2023	Projected dwellings 2023/24 to 2040/41	Total for plan period	Post 2041
Grey Towers Village	35	125	160	
Nunthorpe Grange		250	250	
Nunthorpe Hall Farm Buildings		12	12	
Total	35	387	422	

*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		925	925	75
Coulby Farm Way		15	15	
Total		940	940	75

Marton East Neighbourhood Plan Area	Completions 2022/2023	Projected dwellings	Total for plan period	Post 2041
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		2023/24 to 2040/41		
Bracken Grange	114	85	199	
Rowan Park		72	72	
Total	114	157	271	

Appendix 8. Nationally Described Space Standards

Technical requirements

10. The standard requires that:

- a. the dwelling provides at least the gross internal floor area and built-in storage area set out in Table 1 below
- b. a dwelling with two or more bedspaces has at least one double (or twin) bedroom
- c. in order to provide one bedspace, a single bedroom has a floor area of at least 7.5m^2 and is at least 2.15m wide
- d. in order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5m^2
- e. one double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide
- f. any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1m^2 within the Gross Internal Area)
- g. any other area that is used solely for storage and has a headroom of 900-1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all
- h. a built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72m^2 in a double bedroom and 0.36m^2 in a single bedroom counts towards the built-in storage requirement
- i. the minimum floor to ceiling height is 2.3m for at least 75% of the Gross Internal Area

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 zones and 'low traffic neighbourhoods in line with Sustrans 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 last stage in the production of a Local Plan, where the final version of the plan is approved by the local authority and gains statutory status.
Affordable housing	Housing for sale or rent, for those whose needs are not met by the market. A comprehensive list of housing that meets the definition of affordable housing is set out in Annex 2 of the National Planning Policy Framework.
Allocations	Land that is identified for a specific use on the Local Plan Policies Map, such as areas for housing or employment development.
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.
Archaeological interest	There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.
Article 4 Direction	A direction made under Article 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015 which withdraws permitted development rights granted by that Order.
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 may also be 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 the biodiversity of a development site is left in a measurably better state than before.

Phrase	Definition
Brownfield Register	A register of previously developed land that the local planning authority considers to be appropriate for residential development, having regard to criteria in the Town and Country Planning (Brownfield Land Registers) Regulations 2017.
Build to Rent	Purpose built housing that is typically 100% rented out. It can form part of a wider multi-tenure development comprising either flats or houses, but should be on the same site and/or contiguous with the main development. 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 that 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 that 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.

Phrase	Definition
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.
Development Plan	The policies that set out the development framework of a local authority's area. As defined in section 38 of the Planning and Compulsory Purchase Act 2004, it includes adopted local plans, neighbourhood plans that have been made and published spatial development strategies, together with any regional strategy policies that remain in force. Neighbourhood plans that have been approved at referendum are also part of the development plan, unless the local planning authority decides that the neighbourhood plan should not be made.
Development Plan Documents (DPDs)	The key statutory documents prepared by a local planning authority that sets 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 planning authorities to support the policy approach set out in their Local Plan.
Examination	The process by which an independent Planning Inspector considers whether a Development Plan Document is 'sound'.
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.

Phrase	Definition
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	The boundary of a building that faces onto the street. 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.
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 range of rocks, minerals, fossils, soils and landforms.
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 assets (including designated heritage assets)	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. It includes designated heritage assets and assets identified by the local planning authority (including local listing).

Phrase	Definition
Heritage Asset At Risk Register	A register that identifies heritage assets whose preservation is threatened as a result of neglect, decay, or inappropriate development. Historic England publish a national level Heritage at Risk Register annually. Local authorities may also publish their own register, identifying the heritage assets at risk in the area they cover.
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.
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 that 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, designated by the Secretary of State for Housing, Communities and Local Government, 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.

Phrase	Definition
Local housing need	The number of homes identified as being needed through the application of the standard method set out in national planning practice guidance.
Local Nature Recovery Strategy (LNRS)	A system of spatial strategies for nature and environmental improvement required by law under the Environment Act 2021.
Local Plan	A plan for the future development of a local area, drawn up by the local planning authority in consultation with the community, under the Town and Country Planning (Local Planning) (England) Regulations 2012. A local plan can consist of either strategic or non-strategic policies, or a combination of the two.
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.
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 relevant matter that should be taken into account in 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. The MDC are the Local Planning Authority for decision-making in 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.

Phrase	Definition
Natural capital	The world's stock of natural assets which includes 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.
Neighbourhood Plan	A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004.
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 not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.
Optimum viable use	If there is only one viable use, that use is the optimum viable use. If there is a range of alternative economically viable uses, the optimum viable use is the one likely to cause the least harm to the significance of the asset, not just through necessary initial changes, but also as a result of subsequent wear and tear and likely future changes. The optimum viable use may not necessarily be the most economically viable one. Nor need it be the original use.
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 legal agreement entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.
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.

Phrase	Definition
Previously developed land	Land which has been lawfully developed and is or was occupied by a permanent structure and any fixed surface infrastructure associated with it, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed). It also includes land comprising large areas of fixed surface infrastructure such as large areas of hardstanding which have been lawfully developed. Previously developed land 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.
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, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.
Sequential approach	A planning principle that seeks to identify, allocate, or develop certain types or locations of land before others.

Phrase	Definition
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.
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 Environmental 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.

Phrase	Definition
Supplementary Planning Documents (SPDs)	Documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being 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’.
Sustainable Drainage Systems (SuDS)	A sustainable drainage system controls surface water run off close to where it falls, combining a mixture of built and nature-based techniques to mimic natural drainage as closely as possible, and accounting for the predicted impacts of climate change. The type of system that would be appropriate will vary from small scale interventions such as permeable paving and soakaways that can be used in very small developments to larger integrated schemes in major developments.
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.

Phrase	Definition
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 considers and sets out transport issues relating to a proposed development, in the context of the vision for the scheme. It identifies measures required to support alternatives to the car such as walking, cycling and public transport, and to promote accessibility and safety, together with measures that will be needed deal with the anticipated transport impacts of the development.
Travel Plan	A long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and 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.
Windfall sites	Sites not specifically identified in the development plan.