

MIDDLESBROUGH LOCAL DEVELOPMENT FRAMEWORK



REGENERATION DEVELOPMENT PLAN DOCUMENT
ADOPTED FEBRUARY 2009

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1 BACKGROUND

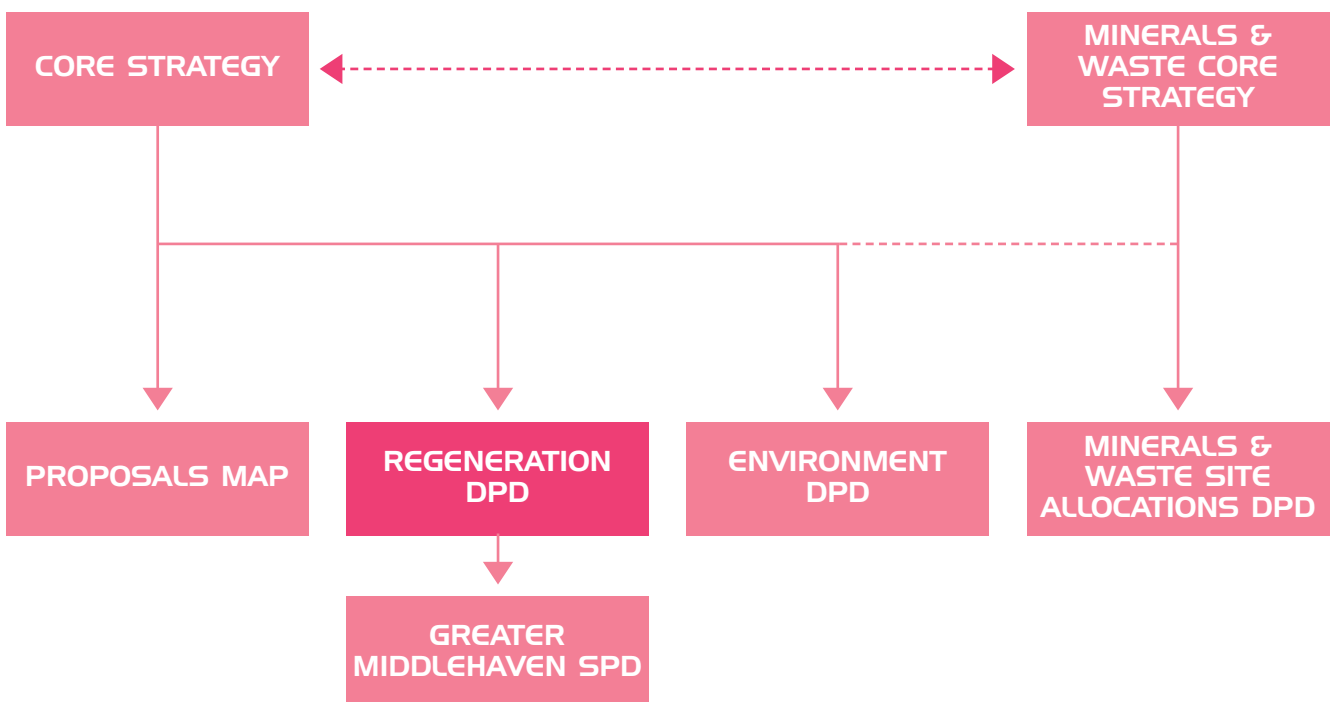
INTRODUCTION

- 1.1 This DPD has been produced in accordance with the requirements of the Planning and Compulsory Purchase Act (2004).
- 1.2 The Regeneration Development Plan Document (DPD) identifies specific sites that are proposed for development and principal regeneration sites, including Greater Middlehaven. These allocations will cover housing, employment, mixed use, retail, leisure, and transport uses. It sets out the site-specific policies that will be used in the determination of planning applications. The Regeneration DPD covers the whole of the borough, and needs to be in conformity with the Local Development Framework (LDF) Core Strategy, which sets out the broad locations and general principles for development. The relationship between the Regeneration DPD, the Core Strategy and the other elements of the LDF is shown in Fig. 1.1.

POLICY CONTEXT

- 1.3 The Regeneration DPD has not been produced in a policy vacuum. It has been necessary to have regard to a number of policy documents that set the framework within which the LDF needs to be prepared. The Regeneration DPD has been prepared to be in conformity with the Regional Spatial Strategy.
- 1.4 Other documents that have provided the policy framework for producing the Regeneration DPD include:
- the Core Strategy (2008);
 - Middlesbrough Community Strategy (2005);
 - Planning Policy Guidance notes;
 - Planning Policy Statements;
 - Northern Way; and
 - Stockton-Middlesbrough Initiative (SMi).

Fig 1.1 MIDDLESBROUGH LOCAL DEVELOPMENT FRAMEWORK



COMMUNITY ENGAGEMENT

- 1.5 The comments received during the various community engagement exercises have been analysed and informed the preparation of the DPD. The main comments are summarised in the following paragraphs.

Greater Middlehaven

- 1.6 The range of uses identified in the Greater Middlehaven Strategic Framework Plan was considered appropriate by the majority of respondents, though a number expressed concern that floorspace for particular uses should not be rigidly fixed given market uncertainties. Some respondents expressed concern at the deliverability of the proposed scale of residential development.

Greater Hemlington

- 1.7 Concern was raised by some respondents on the proposed residential element of Greater Hemlington, particularly with regard to the impact on development elsewhere in the borough. This will be addressed through an appropriate phasing policy. The majority of respondents recognised that regeneration benefits to Hemlington could be achieved through the linked development of the Hemlington Grange site. However, one respondent felt the regeneration benefits were overstated and would divert resources away from tackling deprivation in Hemlington.

Inner Middlesbrough Older Housing

- 1.8 For areas of older housing where clearance is proposed, respondents supported the redevelopment in principle for a mix of house types, open space, community facilities and alternative land uses, being dependent on location. In terms of replacement densities the majority of respondents felt that lower density was appropriate in locations where high-density terrace dwellings were being cleared, but that PPG3 densities could be achieved. A number of respondents felt a range of densities should be developed. Concern was also voiced by other respondents regarding the impact on the sustainability of a location if densities were

reduced. A significant number of objections were made to the proposals for the regeneration of the Gresham/Jewels Street area. The principal concerns were that:

- housing renewal is not the prime motivation;
- the timescales identified to implement proposals are unrealistic and unacceptable;
- the Council may never have the necessary funds to finish what they have started; and
- replacement dwellings will not be affordable.

Competitive Business Infrastructure

- 1.9 There was support for improvements to the quality of development in Riverside Park and the need to improve its riverside edge and its interface with Greater Middlehaven. There was also support for the Green Blue Heart to enhance transport and leisure provision and to create a meaningful heartland for the new urban core to the city region.



An aerial view of the Hemlington Grange site



Revitalising the Housing Market

- 1.10 There was general support for the prioritisation of appropriate brownfield housing opportunities prior to the release of greenfield sites. However, the majority of respondents recognised that some greenfield sites would need to be released to deliver a mix of housing. Where significant greenfield sites are required, the majority of respondents supported the principle of linking its development with brownfield development and/or the regeneration of run-down areas through the use of planning obligations. There was general support to the plan providing guidance on which types of new housing is required, though a number of respondents suggested that this should be applied in such a manner as to allow flexibility for changing markets. At preferred options stage, a number of alternative/additional housing sites were put forward by developers and/or landowners for inclusion within the DPD.



The Turnstile, Ayresome - successful inner housing

A 21st Century Retail and Leisure Centre

- 1.11 There was support for limits on non-retail use in the town centre in order to maintain the retail offer. In terms of new food retail, the preferred locations were within the existing town centre and edge of centre. There was also support for expanding the town centre into Middlehaven, Cannon Park, and the University areas. Some concerns were expressed over the potential impact of expanding the centre on other centres. In terms of identified town centre development opportunities there were some concerns expressed over the potential loss of the lake as part of the redevelopment of Central Gardens East. Respondents considered that there is a sufficient number of district centres to serve the borough. With regard to the future of local centres, responses were split equally between protecting and enhancing all centres and allowing growth in some centres whilst managing decline of others.

A Regional Centre for Education, Health and Culture

- 1.12 Support was expressed for the identification of future sites for the University to expand into, in order that it can contribute effectively to the economic prosperity of the town. The preferred

option for the future use of primary school sites closed as part of school rationalisation would be for open space and/or community use. There was a lower level of support for residential use.

Connecting Middlesbrough

- 1.13 There was widespread support for improved rail services, additional train stations (particularly at James Cook University hospital), a tramway/Light Rapid Transit and park and ride facilities to improve connectivity. Objections were also received to the proposals for the East Middlesbrough Corridor.

SUSTAINABILITY APPRAISAL (SA)

- 1.14 The SA accompanying this document is an update of that undertaken at Preferred Options Stage and appraises the significant changes that have been made to the DPD. An environmental statement accompanies this adopted DPD.

HABITATS REGULATIONS ASSESSMENT (HRA)

- 1.15 The Regeneration DPD has been subject to an assessment as required under the HRA regulations. The assessment concluded that there were unlikely to be any significant effects upon either the



Teesmouth and Cleveland Coast Special Protection Area(SPA)/Ramsar site, or North York Moors SPA/Special Area of Conservation (SAC) sites. Sufficient safeguards are in place, in the form of overarching policies within the Core Strategy, and more detailed site specific policies within the Regeneration DPD. These policies will ensure that any significant impacts upon the above sites are avoided, mitigated against, or compensated.

FORMAT OF THIS DPD

- 1.16 The policies and proposals contained in this DPD reflect the topic areas identified within the Core Strategy and follow the structure set out in that document to assist with cross referencing and conformity considerations

2 CONFORMITY ISSUES

INTRODUCTION

2.1 As referred to in paragraph 1.3, this DPD has not been prepared in isolation; it has been necessary to ensure that it is in general conformity with a number of strategic policy documents. General conformity issues are addressed in this section of the DPD. Where it is possible to relate detailed policy matters to specific sites and matters, these have been addressed in the appropriate part of the DPD.

LDF CORE STRATEGY

2.2 All other development plan documents (DPDs) that comprise the Local Development Framework (LDF) must be in conformity with the Core Strategy. The Core Strategy sets the spatial vision for the town for the period to 2023, and the core strategic policies required to realise this vision. As part of this, a number of development priorities have been identified. These are:

- the regeneration of:
 - i Greater Middlehaven;
 - ii Greater Hemlington;
 - iii Older Inner Middlesbrough Housing Area; and
 - iv Grove Hill.
- reinforcing and strengthening the role of Middlesbrough town centre:
 - i as the principal retail centre of the Tees Valley city region; and
 - ii in combination with Stockton town centre as the principal centre within the Tees Valley city region for cultural, leisure and civic administration activities.
- the creation of a Green Blue Heart to exploit the River Tees and hinterland between Middlesbrough and Stockton town centres and provide a focus for the formation of a new service sector environment and waterfront of regional, national and international standing.

2.3 Relevant policies of the Core Strategy are referred to at the appropriate points within this DPD.

REGIONAL SPATIAL STRATEGY (RSS)

2.4 The RSS forms part of the statutory development plan. The principal matters identified within the RSS that need to be addressed through this DPD are identified below.

2.5 Policy 6 introduces the concept of the Tees Valley city region, which is developed further in policy 10. It is this policy which shapes the development of the city region and the role of Middlesbrough within it. The principal requirements of this policy include:

- regeneration of the banks of the Tees between Stockton, Middlesbrough and Redcar;
- supporting the development of business and financial services and city-scale leisure, cultural and retail development in Stockton and Middlesbrough;
- supporting the expansion of Teesside University;
- locating the majority of retail and leisure development within the sub-regional centres of Middlesbrough and Darlington;
- developing housing market renewal programmes for the city region;
- developing a modern integrated public transport network across the city region; and
- the protection of the line of the East Middlesbrough Transport Corridor.

2.6 Policy 29 identifies the number of dwellings that are to be provided in Middlesbrough during the RSS period, and policy 18 the amount of employment land. Middlehaven is identified as a regional brownfield mixed use location (policy 13).

2.7 The RSS contains other relevant policies. These are referred to in the appropriate part of this DPD.

MIDDLESBROUGH COMMUNITY STRATEGY

2.8 The LDF has to have regard to the contents and policies of the Community Strategy. This relationship will be one of the tests of soundness against which the Regeneration DPD will be assessed. The Community Strategy has six themes. The principal implications of these for the preparation of this DPD are summarised in Table 2.1 below.

2.9 Where the Community Strategy contains more detailed priorities and actions relevant to the preparation of this DPD, they are referred to at the appropriate locations.

COMMUNITY STRATEGY THEMES	IMPLICATIONS FOR LDF
Children and learning	<ul style="list-style-type: none"> • designation of land required for educational facilities.
Promoting healthier communities	<ul style="list-style-type: none"> • provision of a range of quality housing; and • protect/enhance sports facilities.
Creating safer and stronger communities	<ul style="list-style-type: none"> • planning out crime through design.
Transforming our local environment	<ul style="list-style-type: none"> • protection and enhancement of open space and nature conservation habitats; and • environmental improvement.
Meeting local transport needs more efficiently	<ul style="list-style-type: none"> • prioritise the pedestrian/cyclist in new development; and • ensure new development is accessible by sustainable transport.
Promoting the economic vitality of Middlesbrough	<ul style="list-style-type: none"> • allocation of a range of employment and mixed use sites; • maintain vitality of town, district and local centres; • delivery of key regeneration sites; and • housing market renewal.

Table 2.1 **IMPLICATIONS OF THE COMMUNITY STRATEGY THEMES FOR THE PREPARATION OF THE LDF**



OTHER RELEVANT STRATEGIES AND PLANS

- 2.10 There are numerous other strategies and plans that need to be referred to in the preparation of this DPD at a national, regional, sub-regional and local level. This DPD will be in general conformity with the majority of these through being in conformity with both the Core Strategy and RSS. These two documents should reflect the strategic and spatial requirements of these other strategies and plans. The Regeneration DPD will need to take forward any site-specific proposals or issues arising out of these strategies and plans.
- 2.11 As the matters raised in these other strategies and plans tend to be site-specific they will be covered at the appropriate locations within this DPD. Examples of such strategies and plans include:
- Regional Economic Strategy;
 - Northern Way development action plan;
 - Middlesbrough Local Transport Plan;
 - Stockton-Middlesbrough Initiative; and
 - Regional and sub-regional housing strategies.



New family housing in Hemlington

3 GREATER MIDDLEHAVEN

INTRODUCTION

- 3.1 The regeneration of the Greater Middlehaven area, as outlined in the Core Strategy, is an important element in the delivery of the spatial vision. The policies contained within this section detail how the development will be taken forward in the Local Development Framework (LDF). A framework masterplan was produced in 2004 and this has provided the basis for proposals for the regeneration of the area. The policies and proposals contained within this Development Plan Document (DPD) will be supported by more detailed guidance within the Greater Middlehaven Supplementary Planning Document (SPD) on design requirements, layout of uses and implementation mechanisms.
- 3.2 The Greater Middlehaven area covers approximately 120 hectares and comprises a number of distinct character areas. The policy framework identified here sets out, in conjunction with the Core Strategy, how these areas will be developed to achieve the quality of development required from this flagship project.

STRATEGIC CONTEXT

LDF Core Strategy

- 3.3 The policies in this section detail how those of the Core Strategy, in particular policies CS1 and CS2, will be taken forward. Other relevant policies include:
- CS7 – Economic strategy;
 - CS9 – Housing strategy;
 - CS13 – A strategy for the town, district, local and neighbourhood centres;
 - CS14 – Leisure development;
 - CS15 – Casinos; and
 - CS17 – Transport strategy.

Regional Spatial Strategy (RSS)

- 3.4 Policy 10, Tees Valley city region, identifies the regeneration of the banks of the River Tees between Stockton, Middlesbrough and Redcar as a priority. The Greater Middlehaven proposals form an important part of these regeneration activities (paragraph 2.150 of RSS) and are integral in delivering the aspirations for a prosperous Tees Valley city region. This is further supported by the identification of Greater Middlehaven as a regional brownfield mixed use development in policy 13. Policy 14 recognises the importance of further and higher education contributing to the regional economy and the role that Greater Middlehaven has to play in delivering this.

Middlesbrough Community Strategy

- 3.5 The regeneration of Greater Middlehaven will assist in delivery of a number of the priorities identified in the Community Strategy. These include:
- i establishing an environment that encourages and supports economic vitality and quality of life that attracts people and businesses to Middlesbrough;
 - ii ensuring that the type, mix and range of new housing developments provides choice, quality and affordability, whilst meeting residents aspirations; and
 - iii major cultural projects and flagships that act as economic drivers by contributing to the quality of the town's image and environment.

Other relevant strategies

- 3.6 The Tees Valley City Region Development Programme identifies the regeneration of Greater Middlehaven as one of the principal elements in delivering a successful city region. It is seen as being integral to the creation of an appropriate city-scale urban core at the heart of the city region.
- 3.7 The Regional Economic Strategy recognises that the regeneration of Greater Middlehaven will be a flagship regeneration scheme for both the Tees Valley and the North East.



SUSTAINABILITY APPRAISAL

- 3.8 The sustainability appraisal recognised overall that the regeneration of Greater Middlehaven would have beneficial impacts upon the achievement of sustainability objectives. A number of potential minor adverse impacts were also identified. These were mainly to do with the development process and the impacts that constructing new buildings could have in terms of generating dust and noise. There were also concerns that the construction process may give rise to potential pollution effects upon the River Tees. The appraisal identified a number of mitigating measures to overcome these negative impacts. Where appropriate these mitigating measures have been incorporated into the policies and proposals identified here.
- 3.9 The most significant adverse impact identified is the potential for impeding the floodplain. Only a small element of the land that makes up the Greater Middlehaven area is within the floodplain. It will be necessary to ensure that flood mitigation measures are included within development proposals. To assist with the process and in accordance with the requirements of PPS25 it will be necessary for planning applications to be accompanied by a flood risk assessment.
- 3.10 The Habitats Regulation Assessment recognised the potential for development as part of Greater Middlehaven, however unlikely, to have an impact upon the Teesmouth and Cleveland Coast SPA downstream. To ensure that such potential impacts are minimised safeguards are built into the policy framework in this DPD. These will ensure that mitigating measures, where appropriate and necessary, are incorporated into development proposals.

GREATER MIDDLEHAVEN – PHASING

- 3.11 Policy CS2 of the Core Strategy sets out the proposed phasing for the 2,780 dwellings, to be provided at Greater Middlehaven between 2004 and 2021, divided into three time periods. Policy CS7 sets out the phasing of brownfield mixed use land at the site over the same periods. Due to the scale of the regeneration project, Greater Middlehaven will be brought forward in ten smaller

development areas. Policy REG1 overleaf sets out the proposed phasing of these smaller development areas and the appropriate mix and scale of uses that could be accommodated. The quantum of development identified within this policy are indicative of the scale of development deemed appropriate. To ensure that there is sufficient flexibility for developers to respond to changing market circumstances these figures should be seen as broad guidelines as to how the overall development requirements will be achieved.

- 3.12 The phasing of these smaller development areas will enable infrastructure to be provided in a logical and timely manner. The first of the areas to be developed will be the dock basin, Boho and Cargo Fleet. Greater Middlehaven will then be developed outwards from these. Areas G and H have not been phased. There are currently no plans to relocate the Halterman chemical works, but it is necessary to include the site within the framework so that there is an appropriate policy context to consider any future proposals if the site were to become available. Riverside Stadium is an existing use, and the proposals here are to retain the football stadium and allow for ancillary development if appropriate.



An artist's impression of possible development at Middlehaven



3.13 As Middlehaven is developed, changing market requirements may require these phasing proposals to be re-examined, so it is important that some flexibility is retained in the policy to enable development proposals to respond to the market. The Annual Monitoring Report will be used to monitor the delivery of Middlehaven and, where

necessary and appropriate, amend the phasing of development proposals. When considering the potential impact of development proposed in REG1 upon the highway network, in addition to the policies in this DPD it will also be necessary to comply with the provisions of policy CS18 (Demand Management) of the Middlesbrough LDF Core Strategy.

POLICY REG1 GREATER MIDDLEHAVEN – MIX OF USES AND PHASING

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

	2004-11	2011-16	2016-21	2021-23
Residential (no. Dwellings)	400	1,015	1,015	350
Office	20,000 sq.m.	25,000 sq.m.	15,000 sq.m.	2,000 sq.m.
Retail (A1)	2,000 sq.m.	2,000 sq.m.	1,000 sq.m.	400 sq.m.
Retail warehousing (A1)	9,000 sq.m.	–	–	–
Leisure	20,000 sq.m.	25,000 sq.m.	15,000 sq.m.	2,000 sq.m.
Hotel	15,000 sq.m.	15,000 sq.m.	–	–
Education	30,000 sq.m.	2,000 sq.m.	–	–

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

This development will be accommodated within the following areas, which will be developed outwards from the Dock Basin. Development of these areas may occur over more than one of the phases identified above, the phasing given below should be used to identify when an area will be brought forward for development, and not when it will necessarily be completed.

2004-11

The following areas will be brought forward for development during this period

- F – Dock Basin
- C – Boho
- I – Cargo Fleet

POLICY REG1 **GREATER MIDDLEHAVEN – MIX OF USES AND PHASING**
(continued)

2011-16

The following development areas are phased to commence during this period. They will be brought forward, in accordance with the requirements of the Greater Middlehaven SPD, in a systematic way in order to facilitate the proper development of Greater Middlehaven.

D – Central Industrial Area

A – St Hilda's

E – Riverside East – I criteria this area will only be released for development upon completion of a new vehicular bridge across the dock entrance to facilitate access to the area.

2016+

The following areas will only be brought forward for development upon completion of those areas phased to commence during the period 2004-11.

B – Riverside West

J – South Tees Industrial Zone

Not phased

The following sites are not phased and, because of this, no quantum of development has been identified. They will only be released for development to ensure the proper planning of Greater Middlehaven. They will not be released if the scale and timing of development would undermine the viability of the regeneration of Greater Middlehaven, in particular the development of the areas identified above.

G – Halterman Chemicals

H – Riverside Stadium

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

- a in response to changing market demands; and
- b where harm would be caused to the implementation of the Greater Middlehaven strategic framework if the proposed development was not to be permitted.

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

The cumulative level of residential development brought forward between 2004 and 2023 shall not exceed the requirements contained in policy CS2 of the Core Strategy.

Masterplans will be required for each of the above areas to govern layout of development, detailed design considerations and general planning requirements. A masterplan will need to be approved by the Council for a development area before planning permission is granted for any constituent part of the area. Detailed guidance on implementation will be included in the Greater Middlehaven SPD.

GREATER MIDDLEHAVEN – GENERAL DEVELOPMENT AND DESIGN PRINCIPLES

3.14 Central to the vision set out in the Greater Middlehaven Strategic Framework Plan is a high standard of urban design and exceptional architectural quality in order to set a new benchmark for design in the Tees Valley. The vision for the renaissance of Greater Middlehaven can be summarised as:

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

POLICY REG2 GREATER MIDDLEHAVEN – DEVELOPMENT AND DESIGN PRINCIPLES

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

a Mix of uses	developments will be expected to contain a range of uses both horizontally and vertically within buildings;
b Active frontages	to contribute to vitality, provision will be made for active ground floor uses throughout the Greater Middlehaven area, but in particular along the edges of Middlesbrough Dock and along Albert Road, Queens Square/Cleveland Street and along Bridge Street East/Dock Street;



POLICY REG2 GREATER MIDDLEHAVEN – DEVELOPMENT AND DESIGN PRINCIPLES (continued)

c Development density	higher density development will be promoted along the northern and southern edges of Greater Middlehaven;
d Height and massing	a range of heights for each particular land use element and development area should be identified reflective of the character and aspirations for that area, contribute positively to views and vistas, reflective of innovative and contemporary design, and which will assist with the integration of development between adjacent areas;
e Movement and circulation	a movement framework, in line with the Middlehaven Transport Strategy (policy REG3) will be created which incorporates an integrated network of pedestrian, cycle and vehicular routes linking each development area and improving connectivity of the wider Greater Middlehaven area with surrounding communities and areas;
f The River Tees/ Middlesbrough Dock	the visual integrity and amenity of key waterfront assets will be protected by creating a presumption against development which is inappropriate in scale, massing, and architectural design.
g Conservation	sensitive development will be required in or adjacent to conservation areas and/or listed buildings. Where possible such features should be enhanced;
h Landscape	natural assets and high quality materials will be used to create a landscape setting to development appropriate to the innovative and contemporary architecture of the townscape. Landscaping should be used to integrate development areas;
i Design quality	development and elements of the street scene should contribute to the character and identity of each development area and help create a sense of place while the choice of materials, attention to detail and quality of signage adds interest, aids identity and legibility, and reflects the quality required for an innovative and contemporary design; and
j Biodiversity	where practicable, beneficial features should be incorporated into the design of proposals. This should include ensuring that development does not result in damage to the biodiversity that is dependent upon the River Tees, including the interest features of the Teesmouth and Cleveland Coast SPA.

These principles will be reflected in the masterplans required for each of the areas identified in policy REG1.



- Sustainability – good design and site planning will enable the people of Middlesbrough to live, work and enjoy Middlehaven in a more environmentally sustainable way, with less noise, pollution and traffic congestion and greater energy and resource efficiency.

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

POLICY REG3 GREATER MIDDLEHAVEN – TRANSPORT INFRASTRUCTURE

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

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

Detailed proposals will be included within the Greater Middlehaven Supplementary Planning Document and the individual areas identified in policies REG1 and REG2.

flat habitats to help support bird species of knot, redshank and dunlin.

- 3.16 The general principles set out in REG2 identify those matters which will need to be taken into consideration when devising development proposals, and in the preparation of masterplans for each of the development areas.

GREATER MIDDLEHAVEN – TRANSPORT INFRASTRUCTURE

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



An artist's impression of proposed development at Middlehaven

IMPLEMENTATION AND DELIVERY

- 3.18 The development of Greater Middlehaven is one of the largest regeneration projects in the region. As such it will involve the working together of a large number of partners, both public and private, to ensure it is brought to a successful conclusion. Partners include the Council, TVR, ONE, English Partnerships and private landowners such as Able UK. Other key players include agencies such as the Highways Agency, Environment Agency and other service providers. Table 3.1 below sets out the delivery mechanisms for bringing Greater Middlehaven forward. Table 3.2 gives a broad timeframe for the implementation programme for each of the development areas of Greater Middlehaven.

AREA	BODY RESPONSIBLE FOR DELIVERY	DELIVERY MECHANISMS	DELIVERY FUNDING
A – St Hilda’s	Developer in partnership with MBC, TVR and EP	Master plan and planning application procedure	Private development. Potential Joint Venture Agreement funding
B – Riverside West	Developer in partnership with MBC, TVR and EP	Master plan and planning application procedure	Private development. Potential Joint Venture Agreement funding
C – Boho	Developer in partnership with MBC and TVR	Master plan and planning application procedure	Private development, Potential Joint Venture Agreement funding and possible grant funding
D – Central Industrial Area	Developer in partnership with MBC, TVR and EP	Master plan and planning application procedure	Private development. Potential Joint Venture Agreement funding
E – Riverside East	Developer in partnership with MBC and TVR	Master plan and planning application procedure	Private development
F – Dock Basin	Developer BRQ in partnership with MBC, TVR and EP	Master plan and planning application procedure	Joint Venture Agreement between MBC, TVR and EP
G – Halterman Chemicals	Developer	Master plan and planning application procedure	Private development
H – Riverside Stadium	Developer	Master plan and planning application procedure	Private development
I – Cargo Fleet	Developer Terrace Hill in partnership with MBC, TVR and EP	Planning application procedure	Private development
J – South Tees Industrial Zone	Developer	Master plan and planning application procedure	Private development

Table 3.1 **IMPLEMENTATION AND DELIVERY MECHANISMS FOR GREATER MIDDLEHAVEN**

MBC = Middlesbrough Borough Council
TVR = Tees Valley Regeneration
EP = English Partnerships
BRQ = BioRegional Quintain



DELIVERY LAND ISSUES

PHASING ISSUES

Land in multiple ownership. Developments will be delivered through negotiations between MBC, TVR and with existing landowners where appropriate. CPO process will be used where necessary

Forms part of phase 3 of the Greater Middlehaven Strategic Framework

Land in multiple ownership. Developments will be delivered through negotiations between MBC, TVR and with existing landowners where appropriate. CPO process will be used as a last resort

Forms part of phase 3 of the Greater Middlehaven Strategic Framework

Land in multiple ownership. Development will be delivered through negotiation between MBC, TVR and with existing landowners where appropriate

Unlikely to be developed as one phase, but include a number of separate developments and schemes

Land largely in TVR and MBC ownership

Forms phase 2 of the Greater Middlehaven Strategic Framework. Outline planning permission granted

The land is in ABLE UK ownership. Access to the site will need to be facilitated by the construction of a new vehicular bridge across the dock. The site cannot be released until this bridge is provided

Could be implemented in one phase to link with the delivery of St Hilda's

Land in EP ownership, developer appointed

Forms phase 1 of the Greater Middlehaven Strategic Framework

Land in private ownership

Could be implemented in one phase

Land in private ownership

Could be implemented in one phase

Land in EP ownership

Site can be brought forward for development in first phase

Land in private ownership

Could be implemented in one phase



PROPOSAL REFERENCE	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021+
A – St Hilda's	■	■	■	■	■	□	□	□	□	□	□					
B – Riverside West											■	■	■	■	■	□
C – Boho	■	■	□	□	□	□										
D – Central Industrial Area	■	■	■	■	■	□	□	□	□	□	□					
E – Riverside East	■	■	■	■	■	□	□	□	□	□	□					
F – Dock Basin	■	■	□	□	□	□										
G – Halterman Chemicals																
H – Riverside Stadium																
I – Cargo Fleet	■	■	□	□	□	□										
J – South Tees Industrial Zone					■	■	■	■	■	■	□	□	□	□	□	□

Table 3.2 IMPLEMENTATION TIMEFRAME FOR GREATER MIDDLEHAVEN

■ Feasibility studies, site assembly, demolition, planning approvals and other consents

□ Construction and completion

4 GREATER HEMLINGTON

INTRODUCTION

- 4.1 The Greater Hemlington area comprises of the Hemlington Grange site – that is allocated in the Local Plan as a prestige employment allocation – and the Hemlington estate. The proposed LDF designation for mixed use recognises that the prestige employment allocation will not be taken up due to the high infrastructure costs. The re-designation of the site will enable the infrastructure to service the employment land to be provided, whilst providing the housing that will attract and retain families in Middlesbrough. The site also offers excellent opportunities to link its development to the regeneration of the adjacent Hemlington estate.
- 4.2 A Hemlington area regeneration framework is being prepared for the Hemlington estate. This will address issues of low market demand and poor environmental quality. The consultation exercises that have been undertaken to date on bringing Hemlington Grange forward form part of the evidence base in support of the policy framework.

STRATEGIC CONTEXT

LDF Core Strategy

- 4.3 The development of Hemlington Grange allied with the regeneration of Hemlington is an important element in the achievement of the spatial vision identified in the Core Strategy. The policies in this section detail how the Core Strategy policies, in particular CS1 and CS3, will be taken forward.

Regional Spatial Strategy (RSS)

- 4.4 The RSS does not make specific reference to Greater Hemlington. The proposals for Greater Hemlington will, however, help to deliver the RSS by:
- creating a sustainable urban extension (policy 4);
 - supporting housing market renewal activities (policy 29);
 - delivering a significant part of Middlesbrough's employment land portfolio (policy 18);
 - ensuring that Middlesbrough delivers its strategic dwelling allocation (policy 30);

- delivering mixed use development that will contribute to economic prosperity (para. 3.12); and
- helping to stem population decline and urban-rural migration (paras.1.42 and 1.43).

- 4.5 The RSS Submission Draft June 2005 (Technical Background Paper No.2: Delivering Economic Prosperity & Growth) identified 87 hectares of general employment land available in Middlesbrough. This includes the Local Plan employment allocation at Hemlington Grange.

Middlesbrough Community Strategy

- 4.6 The delivery of the regeneration of Greater Hemlington will contribute to a number of the strategic priorities identified in the Community Strategy. These include:
- rejuvenation and renewal of the housing stock;
 - ensuring that the type, mix and range of new housing developments provide choice, quality and affordability, whilst meeting residents' aspirations;
 - improve and maintain existing housing in both the social and private sectors, increasing choice and creating sustainable neighbourhoods; and
 - develop a high quality network of public realm, open space and parks to serve the needs of the community.

Other relevant strategies

- 4.7 The Tees Valley Joint Strategy Unit strategic employment land review recognised that Hemlington Grange is no longer required for the purpose it was originally allocated as a prestige employment site. Instead it described the site as a key development opportunity for the people of Middlesbrough, adjacent to high levels of deprivation. It could also represent an opportunity for sustainable mixed use development in the southern part of the borough.
- 4.8 The Tees Valley Structure Plan recognised that a need for a strategic greenfield housing site would be required towards the end of the plan period to help meet Middlesbrough's housing needs.

Policy H2 and its supporting text recognised that the scale of development would be approximately 1,000 dwellings.

SUSTAINABILITY APPRAISAL

4.9 The sustainability appraisal recognised that, whilst Hemlington Grange is largely a greenfield site which would result in significant car journeys, overall the development would have a number of positive sustainable benefits. These included:

- linked regeneration benefits of Hemlington;
- creation of a sustainable transport system;
- opportunities to maximise the ecological value of the site and contributions to the community forest;
- opportunities to make environmental improvements through the use of sustainable design and construction techniques;
- contributing to employment and economic growth; and
- reducing the level of outmigration from the town and help reduce unsustainable commuting trips.

4.10 The most significant adverse impacts identified include those upon:

- the quality of soils;
- landscape and visual impact; and
- air quality through the possible increase in car journeys.

It is important that measures are included within the policy framework to minimise, if not eliminate, these potential adverse impacts.

HEMLINGTON GRANGE – DEVELOPMENT PRINCIPLES

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

4.12 This site provides an opportunity to create a high quality development that embraces the latest in sustainable construction techniques. It will also lead to the creation of a strategic urban extension that embodies the principles of sustainability as expressed in PPS1. Development will be undertaken in accordance with policy CS3 of the Core Strategy, which identifies Hemlington Grange as a strategic site. In doing so it is important that development of the site maximises the environmental and landscape features of the site. There is also opportunity to enhance the environmental value of the site through the creation of green corridors, tree planting and linkages with surrounding areas. In order to ensure that the development contributes fully to stemming population decline it is important that the highest quality development is achieved. Whilst the proposals for Hemlington Grange provide an opportunity to create a new community to meet the aspirations and vision expressed in the Core Strategy, it will also allow for integration with the existing Hemlington community and assist with the regeneration of the wider area. Design and implementation matters will be addressed in greater detail in a separate supplementary planning document.



POLICY REG4 HEMLINGTON GRANGE – DEVELOPMENT PRINCIPLES

The following uses, or mix of uses, and quantum of development, will be considered appropriate within Hemlington Grange:

	2004-11	2011-16	2016-21
Residential	85	375	280
Employment B1/B2/B8	1.5 ha	7.5 ha	6 ha
Health facilities	To be provided if a need is identified		
Primary school	To be provided if a need is identified		

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

- a all development is of the highest quality in terms of layout, architectural design, and materials that will create a high-value, high quality development;
- b employment development is restricted to the low-lying ground in the northern part of the site;
- c land adjacent to Stainton Way should be developed for non-noise-sensitive uses such as employment and/or structural landscaping;
- d the southern part of the site will also be served by an access off the B1365, employment uses will not be accessed from this point;
- e residential development is provided in neighbourhoods of identifiable character which provide variety and diversity in layout and design. Neighbourhoods on the southern boundary of the site should be developed for higher value family and executive style housing. Apartments will not be permitted within the development;
- f significant areas of woodland should be incorporated into the development, particularly in the highest and most visually prominent parts of the site, to provide screening, structural landscaping and augment existing plantations;
- g green corridors should be incorporated within the layout to facilitate the movement of wildlife and pedestrians, and which contribute to the creation and management of habitats identified in the Tees Valley Biodiversity Action Plan. These corridors should be coincidental with existing desire lines and should link the Gables public house and the existing public right of way network to the south, and should continue through to the Hemlington regeneration area creating linkages with the wider green space network and local facilities;
- h a detailed ecological assessment and hedgerow survey should be undertaken to determine which hedgerows should be retained and incorporated into the development;
- i water bodies should be incorporated into the development to help prevent flooding downstream, create a recreational and ecological resource, and form part of a sustainable urban drainage system;

continued overleaf



POLICY REG4 HEMLINGTON GRANGE – DEVELOPMENT PRINCIPLES

(continued)

- j the public utilities infrastructure requirements are considered holistically and provision should make a demonstrable contribution to sustainable development and move towards a zero carbon footprint;
- k creation of a new junction on Stainton Way, combining vehicular and non-vehicular accesses, to form an attractive entrance and focal point to the Hemlington Grange development and existing Hemlington Estate;
- l pedestrian crossing points should be provided on the B1365 and Stainton Way. Links with the Lingfield countryside centre should also be included if possible; and,
- m bridleways, cycleways and footpaths should be incorporated into the site layout with links to the Unicorn Centre, Hemlington and Coulby Newham.

Further detail will be contained in the Greater Hemlington Supplementary Planning Document.

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



An aerial view of the Hemlington Grange site

HEMLINGTON GRANGE – EMPLOYMENT USES

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

POLICY REG5 HEMLINGTON GRANGE – EMPLOYMENT USES

Within the Hemlington Grange development area, as identified on the proposals map, planning permission will be granted for B1, B2, and B8 employment uses in accordance with the provisions of policy CS3 of the Core Strategy, provided that:

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

Further detail will be contained in a supplementary planning document.

GREATER HEMLINGTON – TRANSPORT INFRASTRUCTURE

- 4.15 An initial appraisal of the transport impacts has been undertaken. This has shown that roads in the area do not have the capacity to accommodate the development without improvement. These improvements include the following:
- a new junction onto the B1365 (to serve the residential element of the development only);
 - a new junction onto Stainton Way;
 - widening of Hemlington Lane between Newham Way and Stainton Way from 7.3m to 10m;
 - widening Stainton Way between Hemlington Lane and Aviemore Road from 7.3m to 12.3m; and
 - widening Stainton Way between Hemlington lane and Dalby Way from 7.3m to 12.3m.

- 4.16 These improvements may be phased over the life of the development, and may be triggered when a particular level of development is reached. These triggers will be identified through a more detailed transport assessment and in the Greater Hemlington SPD.
- 4.17 The opportunity should be taken through development to deliver a sustainable transport system linking Hemlington with the wider Middlesbrough area. Further work will need to be undertaken to examine the feasibility of introducing new bus only lanes/roads adjacent to the B1365 between Stainton Way and Ladgate Lane. This work should also incorporate the feasibility work on the introduction of any light rapid transit (LRT) system and the possible inclusion of Hemlington Grange within the route. Other improvements should include improved passenger facilities at bus stops and re-routing of bus services through the development.

POLICY REG6 HEMLINGTON GRANGE – TRANSPORT INFRASTRUCTURE

As part of the development of Hemlington Grange and the regeneration of Hemlington the following improvements will be required to the transport infrastructure:

- | | |
|---|---|
| <p>a a new junction onto Stainton Way to serve the development site;</p> <p>b a new junction onto the B1365, which will provide access to the residential development to the south of the site, access to the employment area will not be permitted from this access;</p> <p>c widening of Stainton Way from Aviemore Road to Dalby Way;</p> <p>d widening of the B1365 from the new junction serving the development to Newham Way;</p> <p>e improvements to the roundabout at the junction of Stainton Way and the B1365;</p> | <p>f the provision of a bus-only lane adjacent to the B1365 from the development site to the A174 junction. In the longer term this route should be capable of being used for LRT purposes if required;</p> <p>g provision of improved bus passenger facilities at bus stops including real time information systems; and</p> <p>h further exploration of the provision of a park and ride facility to serve Middlesbrough town centre, either within or near to the Hemlington area.</p> |
|---|---|

The above requirements will be subject to confirmation by a detailed transport assessment, the details of which will be reflected in the Greater Hemlington Supplementary Planning Document.



HEMLINGTON REGENERATION AREA

4.18 Hemlington was developed largely during the 1960s. Whilst there are pockets of stable and attractive housing, there are large numbers of voids and a failing housing market. The emerging Hemlington regeneration framework will provide a context for development opportunities by providing a better understanding of recent housing market changes. The framework will prioritise the required physical interventions and link to the wider-ranging Hemlington neighbourhood area plan that will be prepared to take the regeneration proposals forward. The framework and area plan will not be

solely confined to housing issues such as housing market failure and subsequent renewal, but they will also consider the social, economic and physical initiatives necessary to support potential investment and ensure the long-term sustainability of the community.

4.19 There is a great opportunity to link the development activities on Hemlington Grange with the renewal of the Hemlington Estate. These linkages not only include reinvesting monies from the development of Hemlington Grange into the wider regeneration activities of Hemlington, but also ensuring that the two initiatives are truly integrated.

POLICY REG7 HEMLINGTON REGENERATION AREA

Within the Hemlington regeneration area, as identified on the proposals map, development should seek to support the aims of regenerating Hemlington, tackling issues of housing market renewal, and the creation of a sustainable community. The following developments are proposed within the area to support these regeneration activities.

	2004-11	2011-16	2016-21
Hemlington Estate	56 dwellings		
Land adjacent to Hemlington Hall School	30 dwellings		

All developments will be expected to support and assist:

- a the creation of a more balanced housing stock through the development of high quality new dwellings that offer a better choice of housing types and tenures;
- b the retention and improvement of social and private sector housing through external and internal improvement programmes to meet decent homes standards and resident aspirations;
- c the improvement of the external environment through the provision:
 - of community facilities;

- enhancement of open spaces to create a green corridor network integrated throughout the area and linking into the Hemlington Grange development, Coulby Newham and other surrounding residential areas; and
 - enhancement of the economic viability of the Viewley Centre and small local businesses; and
 - where practicable the creation and management of habitats identified in the Tees Valley BAP and integrating with strategic green infrastructure
- d with addressing specific community and social needs.

Further detail will be provided in the Greater Hemlington Supplementary Planning Document.



PROPOSAL REFERENCE	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Hemlington Grange	■	■	■	■	■	■	■	■	■	■	■	■	■	□
Regeneration of Hemlington (Erimus sites)	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Land adjacent to Hemlington Hall School	■	■	■	■	■	■	■	■	■	■	■	■	■	■

Table 4.1 IMPLEMENTATION TIMEFRAME FOR GREATER HEMLINGTON

- Feasibility studies, site assembly, demolition, planning approvals and other consents, as appropriate
- Construction and completion

IMPLEMENTATION AND DELIVERY

- 4.20 The Hemlington Grange site is within Council ownership. Options for delivery of the development are being explored by the Council. This is likely to involve a partnership approach with one or more development partners. Full details of how the scheme will be delivered and implemented will be set out in an SPD. Proposals for the regeneration of Hemlington Estate will be led by Erimus.
- 4.21 Implementation of Hemlington Grange will be phased with the early stages of the development required to pay for infrastructure improvements necessary to deliver both employment and housing elements of the scheme. Future elements of the scheme will be released to ensure that the aims and objectives as expressed in the Core Strategy are achieved.

5 INNER MIDDLESBROUGH OLDER HOUSING AND GROVE HILL



Older terraced housing near the town centre

INTRODUCTION

- 5.1 The Council is actively pursuing housing market renewal activity to transform failing neighbourhoods in the inner older housing area and Grove Hill. New Vision for Older Housing provides a strategy for the regeneration of Middlesbrough's inner older housing area for the next 15 years. The older housing vision study was completed in 2006 and will be followed up with more detailed Neighbourhood Action Plans for the key areas. These will provide a framework for progressing the development and regeneration of sustainable neighbourhoods in central Middlesbrough.
- 5.2 The inner older housing area of approximately 11,500 houses, situated immediately to the south of Middlesbrough town centre, is home to 25,000 residents in six communities: Parliament Road, Ayresome Street, Abingdon Road, Marton Road, North Ormesby and West Lane. This area is confronting an array of challenging and inter-related economic, social and physical issues.
- 5.3 The Grove Hill Regeneration Framework will provide a strategy for the regeneration of the Grove Hill neighbourhood comprising of approximately 2,000 properties. It will contain recommended preferred regeneration options to reflect economic, social and environmental issues raised through the neighbourhood analysis and community consultation.

STRATEGIC CONTEXT

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

LDF Core Strategy

- 5.5 Housing market renewal activity in the inner older housing area and in Grove Hill will seek to deliver the vision and spatial objectives of the Core Strategy, and relates to policies CS1 (Spatial Strategy) and CS9 (Housing Strategy).

Regional Spatial Strategy (RSS)

- 5.6 The Regional Housing Strategy and the published RSS for the north east recognise the need to replace obsolete housing and restructure failing housing markets in order to provide a wider choice of better quality housing to meet future needs.



Victorian Housing, Abingdon



Modern housing in Grove Hill

Middlesbrough Community Strategy

5.7 The Community Strategy establishes housing as a key element in promoting the economic vitality of the town, focusing on addressing housing market failure, and extending quality and choice in the town's housing market. Activity in the inner older housing and Grove Hill areas will contribute towards delivering the following key strategic priorities of:

- increasing the choice of quality housing available across all sectors;
- addressing over-supply of unsuitable, obsolete properties in both private and social sectors;
- supporting the development of sustainable neighbourhoods through improvement and development;
- creating a balanced portfolio of property to meet the needs of the community including higher quality, low density and special needs housing; and
- providing good-quality, readily available locations for new housing to meet the needs of a stable population.

Other relevant plans and strategies

5.8 Tees Valley Living (TVL) aims to apply a Tees Valley-wide perspective to the problem of low demand, encouraging intervention that will tackle the causes of low demand, with appropriate action being focused within those areas that, in housing, socio-economic and environmental terms, will bring lasting improvement and general benefit to the wider sub-region. As such in 2004, TVL commissioned a housing market assessment to identify housing markets within the sub-region, to determine how they inter-relate and to identify the key drivers in those markets.

5.9 Using the national ACORN (A Classification of Residential Neighbourhoods) database, the report identified different types of households and their distribution across Tees Valley:

- A southern and western belt of affluence, particularly in rural locations;
- Urban prosperity groups in town centre locations such as Hartlepool Marina, Stockton Riverside and areas of Darlington and Redcar; and
- Town centre areas principally comprising moderate means and hard-pressed groups

5.10 Migration information from the 2001 census and CORE lettings data (relating to RSLs) was used to identify the relative influence of mobility in defining market areas. Data suggested that across Tees Valley, there are largely self-contained core urban centres with established residents, coupled with mobility of higher-income households who are the main drivers in shaping the nature of housing markets within Tees Valley.

5.11 In terms of identifying the key drivers in the housing market, a range of drivers were identified.

Structural

- Economic change
- Demographic change
- Migration
- B&ME Communities
- Social cohesion



- Student population
- Poor housing conditions

Location

- Environment
- Transport infrastructure
- Layout

Aspirations

- Home
- Neighbourhood
- Tenure
- Meeting aspirations

Policy

- Supply and demand for housing
- Planning policies
- Housing policies



The Turnstile, Ayresome

SUSTAINABILITY APPRAISAL

5.12 The sustainability appraisal recognises that the proposals for neighbourhood and housing market renewal will have positive impacts on economic, social and environmental sustainability objectives. As part of the older housing area falls within a floodplain there is a recognised need that, if necessary, mitigation measures should be incorporated into redevelopment proposals where flooding is identified as a risk. There are also listed buildings within the older housing area, so it is necessary that the presence of such buildings is taken into consideration within the redevelopment proposals. The policy framework is in place to ensure that developments do not impact negatively on these sustainability objectives.

NEW VISION FOR OLDER HOUSING

5.13 New Vision for Older Housing is a strategy for combining refurbishment of remaining homes, and improvements to the local environment, with a supply of attractive, new, high-quality, mixed-tenure homes to:

- bring supply and demand of older housing back into balance thus restoring investment confidence;



St John's housing development, off Marton Road



- stabilise and enhance property values of housing that is retained;
- give more people a greater choice of attractive housing, including both owner-occupied and social home-buy schemes;
- protect and enhance the existing investment in the area by owners, residents, property agents and businesses;
- bring about a positive change in the image of the area;
- provide a better mix of socio-economic groups in the neighbourhoods; and
- build well-designed, attractive homes on previously developed land, thus combating sprawl and outward migration to surrounding suburbs and countryside.

5.14 This vision became Council policy in July 2005. It has since been taken forward as Middlesbrough's contribution to a wider framework for housing market renewal across the Tees Valley in collaboration with neighbouring local authorities.

5.15 Proposals concerning physical development are:

- clearance and redevelopment in Gresham/Middlehaven, North Ormesby and West Lane;
- investment in improving retained existing housing;
- meeting business needs; and
- environmental improvements, including public realm and open spaces works.

5.16 These proposals will be complemented by enhanced management of neighbourhoods, through selective landlord licensing and improving the delivery of local services. This will have implications for the development and relocation of:

- local businesses;
- community facilities;
- primary education; and
- health care.

5.17 The proposals, as part of New Vision, will be taken forward to the stages of masterplanning and



The Gresham area of inner Middlesbrough

delivery through four inter-linked Neighbourhood Action Plans:

- Gresham/Jewels Street area;
- Ayresome;
- Abingdon; and
- North Ormesby.

GRESHAM/JEWELS STREET AREA

5.18 A phased programme of targeted clearance, redevelopment and refurbishment is proposed in the Gresham/Jewels Street area. This involves the phased programme of acquisition and clearance of the streets bounded by Borough Road to the north, Union Street to the west, Parliament Road to the south and Princes Road to the east over the period from 2006 – 2016. Implementation of this programme is dependent on resource availability. As such, the timescale may alter.

5.19 As part of redevelopment activity in Gresham/Jewels Street area, contingency arrangements for community facilities, schools, businesses and neighbourhood services will be provided through both new build within the area and relocation.

5.20 The enhancement of the successful Parliament Road neighbourhood shopping centre is a key issue to be addressed along with the relocation of

POLICY REG8 GRESHAM/JEWELS STREET AREA

A phased programme of redevelopment of the Gresham/Jewels Street area, as identified on the proposals map, involving the clearance of up to 1,500 dwellings will be permitted. Further detail will be provided in a Neighbourhood Action Plan. It is envisaged that this will allow for a high quality mix of:

	2004-11	2011-16	2016-21
Residential uses			
Gresham/Jewels Street area	0	375	375
St Paul's/Newport	134	0	0
Commercial uses; leisure uses; and retail uses	No specific proposals identified		

This should incorporate:

- a a mix of housing, including a minimum of 15% affordable provision;
- b a high quality architectural, public realm and environmental design throughout the development;
- c variations in form, use, density and character to ensure that development is designed to be adaptable to accommodate changing demands and circumstances over time;
- d built-in natural surveillance that designs out crime, creates direct, safe routes to neighbouring communities and nearby retail and commercial facilities, and provides a safe, family-orientated environment;
- e proposals that complement and support the long-term growth and viability of:
 - existing neighbourhood shopping facilities centred on Parliament Road; and
 - the growing specialist retail, University campus, and bar and café quarter concentrated in and around Linthorpe Road central;
- f vibrant urban living opportunities are created for existing and future residents; and
- g new local employment opportunities.

Retained housing in the Gresham/Jewels Street area will benefit from this targeted redevelopment of an attractive mix of uses and will be enhanced by selected external facelifts. This balanced strategy will seek to provide a greater choice of better quality housing types, sizes and tenures to all in the Gresham/Jewels Street area. The masterplan will need to be approved by the Council for the redevelopment of the area before planning permission is granted for any constituent part of it.

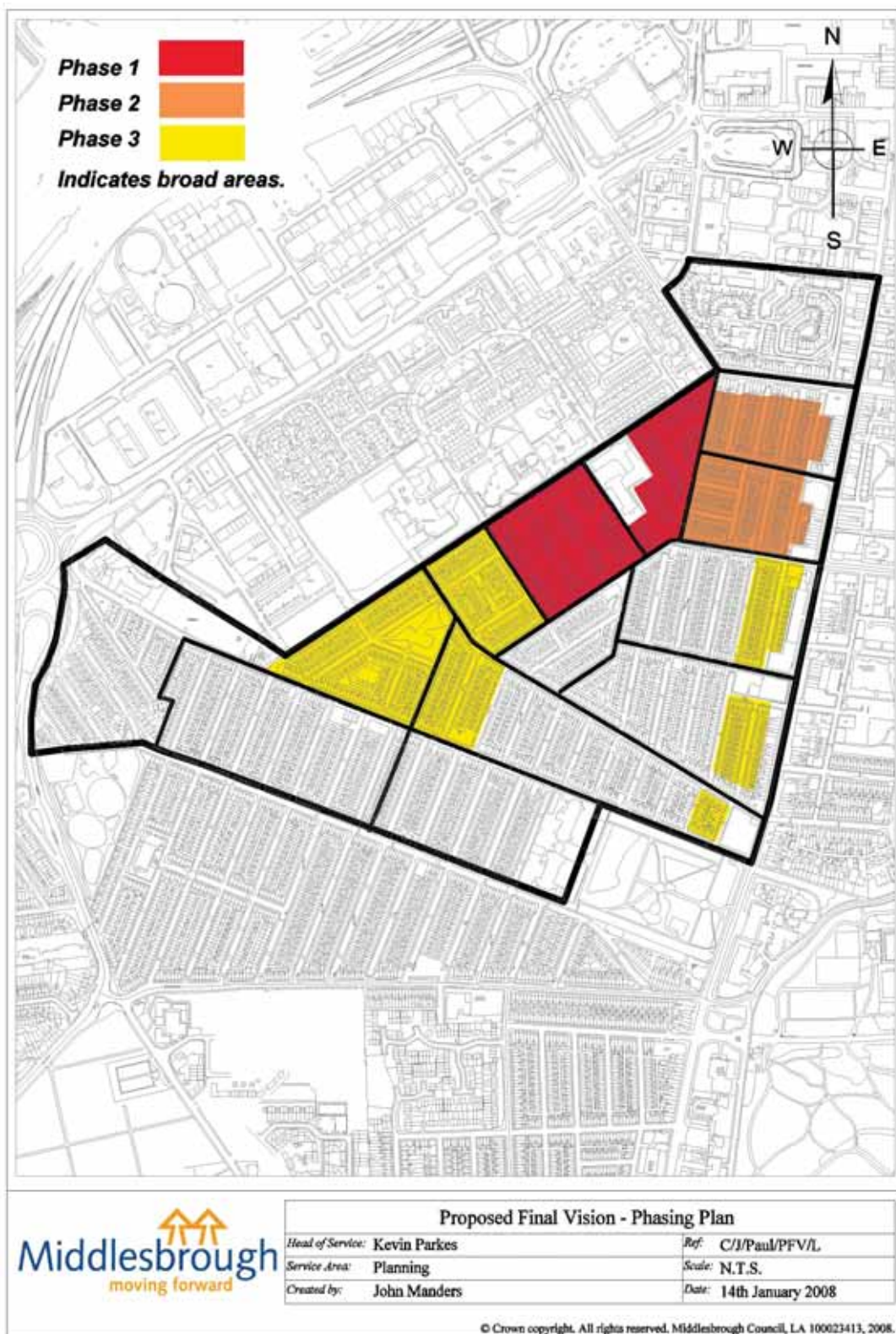


Fig 5.1: OLDER HOUSING VISION PHASING PLAN – GRESHAM/JEWELS STREET AREA



existing businesses in the neighbourhood, particularly on Princes Road and Gresham Road. There is the potential to rationalise and concentrate convenience and specialist retail uses along Parliament Road and Borough Road to enhance their long-term viability.

- 5.21 Areas of low demand housing in Tennyson Street (North) and Pelham Street (South) have arisen because of the conflicts between commercial and residential activities. The area is proposed for clearance in the later stages of the project.
- 5.22 It is proposed that the more stable retained streets in the neighbourhood will undergo a phased programme of external facelifts, particularly along key frontages such as those remaining properties on Parliament Road, Finsbury Street and Portman Street. This will improve the external appearance of the properties and aim to protect and enhance the popularity and existing stability of the neighbourhood, extending the lifespan of the properties and ensuring that the area has a more stable and sustainable long-term future.
- 5.23 Housing to the north of Union Street in the St Paul's Road area is owned by Erimus. They are looking to improve the housing stock, which will be achieved through clearance and redevelopment. This clearance and redevelopment programme should be completed by 2011.

ABINGDON

- 5.24 Building on completed and ongoing activities delivered through the Clarendon and Westbourne Renewal Areas, investment in the Abingdon Road area will mainly concentrate on the focused refurbishment of existing poorer quality housing stock in the area. This potentially includes the enhancement of key frontages along Southfield Road and Woodlands Road.
- 5.25 Reinforcing the stability of the Abingdon Road area as a successful neighbourhood of popular housing market choice is critical to providing a supply of accommodation for residents and tenants relocating from the Parliament Road area, as well as students of the University.
- 5.26 As part of the Abingdon Neighbourhood Action Plan activity a review of existing infrastructure, layout and provision of facilities may be undertaken. Lower-key general environmental and street scene improvement activity is proposed for the Marton Road area. The completed Central Middlesbrough Renewal Area has delivered refurbishment of properties, including those on Marton Road (north) and Borough Road (east) and the St. John's Gate redevelopment. It is envisaged that proposed activity focused on improving the external environment will complement this existing area.

POLICY REG9 ABINGDON

Within the Abingdon regeneration area, as identified on the proposals map, consideration will be given to the:

- a implementation of a combined programme of phased external facelift and internal renovation activity in the Granville Road and Park Lane areas;
- b reconfiguration of uses, infrastructure, layout, parking arrangements for residents and users of local amenities, including the mosque on Waterloo Road; and,
- c integration of the proposed redevelopment of Longlands College site with housing market intervention in the area.

Development proposals that would prejudice the implementation of the above will not be supported.



NORTH ORMESBY

5.27 A range of internal renovation and external enhancement to properties east of King's Road is proposed in North Ormesby. Activity to improve the external environment of the neighbourhood to the west of Westbourne Grove and King's Road (south) is proposed. These proposed activities could combine to complement existing and planned regeneration initiatives in the area, including the masterplanning of the high-profile Trinity Crescent redevelopment. This has incorporated the existing King's Road shopping, community facilities and associated car parking and infrastructure.

POLICY REG10 NORTH ORMESBY

Regeneration and development activity in the North Ormesby regeneration area, as identified on the proposals map, will be required to:

- a complement the new mixed use redevelopment at Trinity Crescent;
- b complement and enhance the choice and quality of housing in the area;
- c incorporate connections with Greater Middlehaven, where appropriate;
- d provide opportunities to improve the provision of local facilities and services on Beaumont Road;
- e complement improvements to the neighbourhood shopping centre on King's Road;
- f address improvements in the quality of open space provision, in particular the open space located between Longlands Road and MacBean Street;
- g consider relationships with the capacity of North Ormesby Primary School/St Alphonsus School and other existing local community facilities and essential local routes (vehicular and pedestrian); and
- h consider relationships with employment opportunities presented by Greater Middlehaven and Lawson Industrial Estate.

GROVE HILL

5.28 The Grove Hill regeneration framework will put forward a strategy for housing market renewal in the area, which will include:

- selective clearance of areas where there is a significant level of abandoned housing;
- improvements to retained housing stock; and
- replacement of cleared properties with new-build and redevelopment, including appropriate house types, density, tenure mix and associated environmental improvements.

The strategy for housing market renewal will be complemented by a framework that maximises opportunities to:

- improve the neighbourhood retail centre at Eastbourne Road/ Palladium buildings; and
- enhance the use of public realm and open space.



Modern housing in Grove Hill

POLICY REG11 GROVE HILL

Future development and regeneration activity at Grove Hill, involving the clearance of approximately 400 dwellings and development of approximately 490 new dwellings. This development will be phased as follows:

	2004-11	2011-16	2016-21
Residential	50	330	110

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

- | | |
|--|--|
| <p>a complement and enhance the choice and quality of housing in the area;</p> <p>b provide opportunities to improve the provision of local retail facilities and public realm at Eastbourne Road neighbourhood shopping centre;</p> <p>c recognise the importance of open spaces,</p> | <p>d consider relationships with the capacity of local education and training provision, existing local community facilities, including Grove Hill Resource Centre, and essential local routes (vehicular and pedestrian).</p> |
|--|--|

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

IMPLEMENTATION AND DELIVERY

5.29 Table 5.1 below sets out the issues and delivery mechanisms for bringing the developments identified above forward.

AREA	BODY RESPONSIBLE FOR DELIVERY	DELIVERY MECHANISMS	DELIVERY FUNDING
Gresham/ Jewels Street Area	Developer in partnership with MBC	Master plan and planning application procedure	A combination of sources including Housing Corporation, English Partnerships, Housing Market Renewal and MBC. The possibility of using an Asset Based Delivery Vehicle (ABDV) is also being explored
St Paul's	Developer in partnership with Erimus	Master plan and planning application procedure	Developer in partnership with Erimus
Grove Hill	Developer in partnership with Erimus and MBC.	Master plan and planning application procedure	Developer in partnership with Erimus

Table 5.1 **IMPLEMENTATION AND DELIVERY MECHANISMS FOR THE INNER MIDDLESBROUGH OLDER HOUSING AND GROVE HILL AREAS**

MBC = Middlesbrough Borough Council



DELIVERY LAND ISSUES

Land in multiple ownership. Developments will be delivered through negotiations between MBC and existing landowners where appropriate. CPO process will be used as a last resort

Land in Erimus ownership

Land in multiple ownership. Development will be delivered through negotiation between Erimus, MBC and with existing landowners where appropriate. CPO process will be used as a last resort

PHASING ISSUES

Will be developed in three broad phases

Will be developed in one phase, 2004-11

Will be developed in two phases.



PROPOSAL REFERENCE	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Gresham/ Jewels Street	■	■	■	■	■	■	■	■	■	■			
Phase 1					□	□	□	□	□				
Phase 2						□	□	□	□	□			
Phase 3										□	□	□	□
St Paul's	■	■	□	□	□								
Grove Hill	■	■	■	■	■	■							
Phase 1					□	□	□	□	□				
Phase 2							□	□	□	□	□	□	□

Table 5.2 IMPLEMENTATION TIMEFRAME FOR THE INNER MIDDLESBROUGH OLDER HOUSING AND GROVE HILL AREAS

■ Feasibility studies, site assembly, demolition, planning approvals and other consents, as appropriate

□ Construction and completion

6 COMPETITIVE BUSINESS INFRASTRUCTURE

INTRODUCTION

6.1 This section deals with the site-specific policies for delivering a competitive business infrastructure. It identifies the sites that are needed to bring forward land and premises to support the retention and expansion of existing businesses, promote enterprise and attract inward investment. Policies dealing with site-specific issues within the town centre, Greater Middlehaven and Greater Hemlington are dealt with elsewhere within this DPD.

STRATEGIC CONTEXT

LDF Core Strategy

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

- CS1 – Spatial Strategy;
- CS2 – Greater Middlehaven;
- CS3 – Greater Hemlington;
- CS7 – Economic Strategy; and
- CS8 – existing employment provision.

Regional Spatial Strategy (RSS)

6.3 Policy 18 identifies a requirement for 185 hectares of land for employment purposes in Middlesbrough for the period 2004 to 2021.

6.4 Policy 10 identifies the development priorities for the Tees Valley city region.

Middlesbrough Community Strategy

6.5 The Community Strategy identifies site-specific business/employment based priorities. These include:

- i establishing an environment that encourages and supports economic vitality and quality of life, including delivering the major regeneration scheme at Middlehaven and continuing the environmental, management and business improvements to strengthen the role of the town centre; and

- ii playing a strong role in the sub-region and region through implementation of the Stockton-Middlesbrough Initiative.

As well as site-specific employment or job creation opportunities, the Community Strategy seeks to boost employment through the creation of new opportunities to meet the needs of the population. This can be translated into the LDF through ensuring that new developments and site allocations include the types of opportunities and schemes that meet employment and training needs.

Other relevant strategies

Stockton-Middlesbrough Initiative (SMi)

6.6 The overall aim of the SMi is to create and develop a Tees Valley city region – one that will be more competitive than Stockton and Middlesbrough acting separately – and one which will aim to perform at the national average rate of economic performance within a 20-year period and deliver a city region as competitive as the best in the Northern Way area. This will be achieved by:

- identifying appropriate development and investment opportunities;
- ensuring that all development delivers the aims and aspirations of the SMi; and the creation of a high quality city region environment in terms of architecture, public realm and landscaping.

Regional Economic Strategy

6.7 The principal implications of the strategy for this DPD are:

- promoting the mixed use development of Middlehaven;
- supporting growth of the University of Teesside;
- supporting proposals that raise the aspirations and profile of the region;
- improving the quality of business accommodation; and
- the general change in the economy's structure from which different demands on the employment generation will arise.

SUSTAINABILITY APPRAISAL

6.8 The sustainability appraisal recognised that the policies of this section are likely to have a major beneficial effect in terms of meeting the economic and social sustainability objectives. Development on Riverside Park has the potential, however, to impact upon the floodplain. It is important that policies and proposals reflect these concerns to minimise potential impacts.

EMPLOYMENT LAND ALLOCATIONS

6.9 The provisions of the RSS identify a need for Middlesbrough to accommodate 185 hectares of land for employment uses between 2004 and 2021. Between 1st April 2004 and 31st March 2007, 5 hectares of land was developed, reducing the employment requirement to 180 hectares.

6.10 In total, 180 hectares of land have been identified for employment purposes in this plan. The figures include 9.35 hectares for the development of South West Ironmasters, this represents approximately 50% of the total site area to allow for the significant

POLICY REG12 EMPLOYMENT LAND ALLOCATIONS

Land is allocated for employment uses in the following locations and as identified on the proposals map:

GENERAL EMPLOYMENT (BI, B2 AND B8 USES)		
1	Riverside Park (including SW Ironmasters)	34.58 ha
2	East Middlesbrough Industrial Estate	4.88 ha
3	Lawson Industrial Estate	0.33 ha
4	Cargo Fleet	16.89 ha
5	Letitia	0.16 ha
6	Coulby Newham	0.46 ha
7	Hemlington Grange	15.00 ha
8	Town Centre	8.00 ha
	Sub total	80.30 ha
MAJOR MIXED USE BROWNFIELD SITES (BI USES)		
9	Middlehaven (excluding Cargo Fleet land – see above)	100.00 ha
	Sub total	100.00 ha
	Total	180.30 ha



amount of open space that will be required as part of any development proposal (policy REG14 refers). This figure should be seen as a guide and not a maximum. The appropriate level of development will be determined through a design led solution.

RIVERSIDE PARK

6.11 Riverside Park is already very successfully established as a high quality, mainly light industrial area with a significant research and development element. The intention is to continue this approach and to encourage continual quality investment to help broaden the local employment base.

South West Ironmasters

6.12 Developing the South West Ironmasters site as a landmark location will give a new and vibrant face to Riverside Park and set the standard for future development. This is an ideal location for a landmark building. This will also form part of the western gateway into Middlesbrough linking Riverside Park with the town centre and also forming a key nodal point within the Stockton-Middlesbrough Initiative area.

POLICY REG13 RIVERSIDE PARK – GENERAL DEVELOPMENT CONSIDERATIONS

Planning permission will be granted for the development of uses in use classes B1, B2 and B8, provided that the proposed development has no significant detrimental impact upon the amenities or activities of neighbouring properties, provided that in all cases:

- a a high standard of building design and finish is achieved including the provision of landmark buildings at gateway locations;
- b development at the interface with Greater Middlehaven is of a high quality that reflects the scale, design, and vision of the Greater Middlehaven development. Proposals that would have an adverse impact upon the delivery of the Greater Middlehaven scheme will not be permitted;
- c use of the river frontage is maximised including the incorporation of public access along its length and pedestrian linkages within Riverside Park;
- d the layout is of medium density in a landscaped setting, incorporating Biodiversity Action Plan habitats where practicable and seeks to integrate habitats with the strategic green infrastructure network;
- e car parking areas incorporate good-quality landscaping, are secure, and attractively designed;
- f outdoor storage areas are effectively screened; and
- g use of the river frontage is maximised without affecting the hydrology of the River Tees and its floodplain and, where practicable seek to integrate habitats with the strategic green infrastructure network. Opportunities to maintain and enhance biodiversity habitats are identified and taken. This should include ensuring that development does not result in damage to the biodiversity that is dependent upon the River Tees, including the interest features of the Teesmouth and Cleveland Coast Special Protection Area (SPA).

Further guidance on the implementation of this policy will be provided in the Riverside Park Supplementary Planning Document.



POLICY REG14 RIVERSIDE PARK – SOUTHWEST IRONMASTERS

For this area, as identified on the proposals map, planning permission will be granted for the following uses:

- employment in use classes B1 and B2;
- leisure uses; and
- open space/recreation.

Provided that in all cases:

- | | |
|---|---|
| <p>a development is set in a high quality landscape setting maximising the use of open space;</p> <p>b development is of a high sustainable quality, and provides landmark buildings appropriate to a gateway location;</p> <p>c provision of a further Tees crossing and direct access from the A66 into Riverside Park is not prejudiced;</p> <p>d substantial areas of open space are incorporated into any development scheme;</p> <p>e the industrial heritage of the site is protected;</p> <p>f use of the river frontage is maximised without affecting the hydrology of the River Tees and its floodplain and, where practicable seek to integrate habitats with the strategic green infrastructure network. Opportunities to maintain and enhance biodiversity habitats are identified and taken;</p> | <p>g suitable highway access is provided to the site;</p> <p>h public access to the river frontage within an appropriate high quality landscaped belt is incorporated along the length of the river frontage;</p> <p>i the setting of the Newport Bridge is enhanced; and</p> <p>j pedestrian and cycle networks are provided to link the site with the wider Riverside Park and town centre areas.</p> |
|---|---|

Further guidance on the implementation of this policy will be provided in the Riverside Park Supplementary Planning Document.

Enterprise centre

6.13 The apex of Riverside Park is another site which at present is under-utilised. This is a strategic point within the industrial estate. This site is earmarked for the development of an enterprise centre to

assist with attracting inward investment. The existing Teessaurus Park has a distinctive character, which needs to be considered with the proposals for adjoining new developments.

POLICY REG15 RIVERSIDE PARK – ENTERPRISE CENTRE

Planning permission will be granted for an enterprise centre including the following uses:

- employment in use classes B1 and B2; and
- open space/recreation, as identified on the proposals map, and provided that:
 - a use of the river frontage is maximised without affecting the hydrology of the Tees and its floodplain and, where practicable seek to integrate habitats with the strategic green infrastructure network. Opportunities to maintain and enhance biodiversity habitats are identified and taken;
 - b development is of a high sustainable quality, and provides landmark buildings appropriate to a gateway location;
 - c public access to the river frontage is incorporated along its length;
 - d Teessaurus Park is protected and enhanced;
 - e pedestrian and cycle networks are provided to link the site with the wider Riverside Park area; and
 - f any ancillary retail does not exceed a total floorspace of 200 sq.m.

EAST MIDDLESBROUGH BUSINESS ACTION ZONE (EMBAZ)

6.14 Middlesbrough Council has secured funding in order to assist with the regeneration of the East Middlesbrough Business Action Zone (EMBAZ) in order to make it a more attractive business location, incorporating the following areas:

- Lawson Industrial Estate;
- East Middlesbrough Industrial Estate;
- Dockside Road; and
- Cargo Fleet/A66 Junction.

6.15 EMBAZ is being developed in line with the adjoining Middlehaven and Trinity Crescent projects in Middlesbrough and will contribute to the wider Stockton-Middlesbrough Initiative. The project will also bring Middlesbrough Council and Redcar & Cleveland Borough Council together, to include the Skippers Lane Industrial Estate within the improvements and also link the project with the South Tees Strategy (Redcar & Cleveland Borough Council).

6.16 The project aims to enhance the profile of the East Middlesbrough Industrial Area by:

- directed environmental improvements;
- crime reduction measures;
- gateway features; and
- enhance the environmental quality of the area by providing grant funding to assist with building facelift/site improvements.

East Middlesbrough Industrial Estate

6.17 After Riverside Park, East Middlesbrough is the largest industrial estate within the town, and provides an important source of employment for the East Middlesbrough and wider area. It is largely privately owned, accommodating a range of manufacturing, light industry and textile businesses. It benefits from strong links to the strategic transport network, in particular the A66.

6.18 The estate suffers from a high rate of vandalism, a number of visually intrusive buildings, and extensive areas of parking and servicing that all contribute to an overall low environmental quality. There are, however, a number of opportunities arising out of these apparent weaknesses. Potential exists for an anchor development adjacent to the Cargo Fleet Lane/South Bank Road roundabout junction,

environmental improvements throughout the estate, and the opportunity to develop site branding and new gateway features.

Lawson Industrial Estate

6.19 Lawson Industrial Estate is located just to the west of the East Middlesbrough Industrial Estate. It is situated between Cargo Fleet Lane and the residential area of North Ormesby. Office accommodation, building supplies and car dealerships are located around the edge of the

estate taking advantage of shop-front sites along the major routes. The rest of the estate is predominantly warehousing, storage, scrap dealers and small start-up units. Like its larger counterpart, the East Middlesbrough Industrial Estate, it suffers from a low environmental quality.

6.20 There is scope and opportunity to improve the overall quality of the estate. Linkages, and the interface with the neighbouring residential areas, are important elements in uplifting the overall quality of the area.

POLICY REG16 EAST MIDDLESBROUGH BUSINESS ACTION ZONE (EMBAZ)

Within the EMBAZ identified on the proposals map planning permission will be granted for B1, B2, and B8 uses, provided that:

- a development at the interface with Greater Middlehaven is of a high quality that reflects the scale, design, and vision of the Greater Middlehaven development. Proposals that would have an adverse impact upon the delivery of the Greater Middlehaven scheme will not be permitted;
- b development fronting onto the A66 is of a high quality design appropriate to a strategic route into the town centre;
- c building facades are improved and site boundaries are replaced/enhanced to renovate and enhance key buildings and edges of development throughout the estate;
- d an integrated and co-ordinated package of environmental improvements is incorporated into development proposals. This package should include footpath and highway resurfacing, replacement of grass verges with more appropriate treatments, lighting, signage, seating and bollards throughout the estate;
- e buildings in gateway locations are of an appropriate high quality design;
- f secondary gateways are created within the East Middlesbrough and Lawson industrial estates to provide new landmarks and improve security; and
- g opportunities to maintain and enhance biodiversity in waterfront settings are identified and taken. This should include ensuring that development does not result in damage to the biodiversity that is dependent upon the River Tees, including the interest features of the Teesmouth and Cleveland Coast SPA.

Other forms of development will only be permitted where there is a specific policy allocating a site for a particular use or mix of uses.

Further guidance on the implementation of this policy will be provided in the Middlehaven to Wilton Supplementary Planning Document.



Green Blue Heart

6.21 The SMi represents the city core of the wider Tees Valley city region. The initiative has evolved from the Tees Valley Vision as one of four strategic opportunities for the sub-region. This envisages the SMi as a rejuvenated urban core at the heart of the Tees Valley, acting as a driver for sub-regional and regional regeneration. It is a 20-year vision for the urban core of the Tees Valley primarily focused on an urban zone encompassing the conurbations of the two towns of Stockton and Middlesbrough and the River Tees corridor that joins them. This vision is to create a city-scale environment at the heart of the Tees Valley that will radically transform the environment, economy and image of the place. It will deliver an ambitious regeneration programme

that is of sufficient scale and ambition to become one of the most significant regeneration projects in the UK, to the benefit of all in the Tees Valley city region and beyond. A masterplan has been prepared jointly between Middlesbrough and Stockton Councils. This will inform the development of the policy framework for the regeneration of the area. Much of the development is envisaged to occur towards the end of and beyond the plan period. It is important however to put in place a policy framework now that will ensure that the necessary infrastructure is in place to deliver the necessary development, and to protect the area from inappropriate developments that could prejudice implementation of the long term proposals.

POLICY REG17 GREEN BLUE HEART

Within the Green Blue Heart, as identified on the proposals map, a comprehensive approach to remediation and improvement to infrastructure will be required to facilitate opportunities for development during and beyond the plan period. Particular consideration will be given to the the delivery of:

- a a high quality urban landscape providing a gateway to the urban core of the Tees Valley city region;
- b a transport interchange;
- c new sport, leisure and recreation uses; and
- d a high quality service environment.

Proposals should demonstrate how they will assist in the achievement and delivery of the aims and objectives of the Stockton-Middlesbrough Initiative as expressed in the Core Strategy spatial vision, objectives, and policies CS1 and CS21. Development proposals include 100 residential units (see policy REG18) in the period 2021 to 2023.

Where practicable seek to integrate habitats with the strategic green infrastructure network and ensure beneficial biodiversity features are incorporated into the design of proposals. This should include ensuring that development does not result in damage to the biodiversity that is dependent upon the River Tees, including the interest features of the Teesmouth and Cleveland Coast SPA. Use of the river frontage should be maximised without affecting the hydrology of the River Tees and its floodplain.

Planning permission will not be granted for development proposals that will prejudice the implementation of the Stockton-Middlesbrough Initiative.

Further detail on the implementation of the Stockton-Middlesbrough Initiative will be contained in a Green Blue Heart Supplementary Planning Document.

7 REVITALISING THE HOUSING MARKET

INTRODUCTION

7.1 This section deals with the site-specific policies for delivery of a revitalised housing market. This section should also be read in conjunction with more detailed site specific policies contained within other sections of this DPD including the town centre, Greater Middlehaven and Greater Hemlington.

STRATEGIC CONTEXT

LDF Core Strategy

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

- CS1 – Spatial Strategy;
- CS2 – Greater Middlehaven;
- CS3 – Greater Hemlington;
- CS9 – Housing Strategy;
- CS10 – replacement dwellings; and
- CS11 – affordable housing.

Regional Spatial Strategy (RSS)

7.3 Policy 30 of the RSS identifies a net housing requirement for Middlesbrough of 6,970 dwellings between 2004 and 2021. This is broken down into three periods: 2004-11, 2011-16, and 2016-21. The requirement for each period is 440, 485 and 300 dwellings per annum. Seventy percent of this requirement should be provided on previously developed land for the period to 2008, increasing to seventy five percent by 2016.

7.4 Policy 28 recognises that strategies, plans and programmes should develop an integrated package of measure to address low demand and abandonment.

7.5 Policy 30 advises that LDFs should set local authority affordable housing provision targets informed by an up-to-date local housing assessment.

Middlesbrough Community Strategy

7.6 The overall housing aim of the Community Strategy is to achieve housing market renewal to provide a supply of housing that will be lived in. This is translated into four priorities as follows:

- rejuvenation and renewal of the housing stock;
- ensuring that the type, mix and range of new housing developments provides choice, quality and affordability, whilst meeting residents' aspirations;
- improve and maintain existing housing in both the social and private sectors, increasing choice and creating sustainable neighbourhoods; and
- address specific community and social needs.

These priorities will need to be reflected in appropriate site-specific policies.

7.7 A number of specific actions have also been identified to take forward these priorities. Actions relevant to this DPD include:

- develop area based housing masterplans in Grove Hill, Hemlington and the central older housing area;
- take forward masterplanning exercises for new housing at Central Whinney Banks, Greater Middlehaven, North Ormesby and Hemlington; and
- provide for a range of housing sites through the LDF by 2008 prioritising high quality, low-density housing on brownfield sites.

Other relevant strategies

Regional Housing Strategy

7.8 The strategy highlights the regeneration priority areas, which are defined within the draft Regional Spatial Strategy, emphasising the fact that development and redevelopment should be concentrated within the conurbations. Middlesbrough is highlighted as a major area for housing renewal where a combination of improvements to existing stock and a rise in the levels of demolition will be key.



7.9 The strategy identifies the trend of out-migration from Middlesbrough to other sub-regional authorities and to Yorkshire and Humber as an issue. One of the key reasons for this trend is the quality and amenity of the existing stock. In terms of providing housing choice, the strategy recognises that there is currently a shortage of housing which meets the aspirations of households who want to move to better quality homes and neighbourhoods, or of those considering whether to move into the region. The strategy however does cite Coulby Newham as an example of where the provision of the right type of housing has reduced the urban to rural migration drift. To realise economic growth aspirations the strategy recognises that across the north east there is a demand for executive or prestige housing. Other sites will need to be identified in Middlesbrough for this type of housing as Coulby Newham is nearing completion. Unless this type of housing environment is provided, Middlesbrough will continue to lose population to neighbouring local authorities.

Regional Housing Aspirations Study

- 7.10 The study identified that high build rates have influenced migration patterns. Both of these factors are evident within the Tees Valley. Higher new build in Stockton has resulted in out-migration from Middlesbrough to Stockton. Middlesbrough also has a higher proportion of people in lower socio-economic groups compared to neighbouring authorities, and a high proportion of terraced stock. In simple terms, high levels of build in Stockton have contributed to population growth and a more balanced socio-economic profile. The reverse is true in Middlesbrough.
- 7.11 Compared to aspirations, Tees Valley has an undersupply of detached properties, flats and apartments, with an oversupply of other property types. Middlesbrough has the lowest proportion of detached housing of all the authorities.

Tees Valley Sub-Regional Housing Strategy (draft)

7.12 The strategy sets out an overview of the housing market within Tees Valley, clearly referencing the higher incidence of housing market weakness in

Middlesbrough compared to the other local authorities. It also makes reference to the predicted reduction in population up to 2023 and continued out-migration from Middlesbrough. The strategy acknowledges that there are a number of initiatives underway (Middlehaven) which will start to address these, including the priority areas identified for funding by Tees Valley Living of North Middlesbrough (West Lane, Whinney Banks, St Hildas, Gresham/Middlehaven, Trinity Centre and North Ormesby) and secondary areas of Grove Hill. Hemlington is also highlighted as an area that will require intervention to address housing market weaknesses.

Tees Valley Living Housing Market Assessment

7.13 The document acknowledges that there is a high level of committed new house building across the Tees Valley for the immediate future, but highlights several issues that need to be considered, including the need to achieve a high quality of housing to help address the negative image and perceptions of the main urban areas. The DPD suggests that the strongest demand within the sub-region will be for housing of a suburban nature, in safe areas with a nice environment, although the development of attractive housing within urban areas should be successful, given the right environment, as many people in Tees Valley are averse to moving long distances.

SUSTAINABILITY APPRAISAL

- 7.14 The sustainability appraisal recognised that the policies of this section are likely to have a major beneficial effect in terms of meeting housing needs and the provision of better quality homes. In addition, the policies are likely to contribute towards stemming out-migration as more attractive homes of varying types, sizes and tenures will be provided.
- 7.15 In developing site-specific policies it is important that the proposals of this DPD carry through these beneficial impacts.
- 7.16 The published RSS sets out a requirement of 7,825 net additional dwellings for Middlesbrough in the period 2004 to 2023. Table 7.1 sets out the sources of supply that will deliver this housing requirement.



POLICY REG18 HOUSING ALLOCATIONS

The following sites are allocated for housing development within the specified phased release dates.

	2004-11	2011-16	2016-21	2021+	AFFORDABLE UNITS ¹
Greater Middlehaven	400	1,015	1,015	350	278 (10%)
1 Hemlington Grange	85	375	280		74 (10%)
2 Hemlington Estate	56				6 (10%)
3 Land adjacent to Hemlington Hall School	30				3 (10%)
Greater Hemlington	171	375	280		
4 Gresham		375	375		112 (15%)
5 Grove Hill	50	330	110		Phase 1 – 30 (15%) Phase 2 – 58 (20%)
6 St Pauls	134				20 (15%)
Inner Middlesbrough/Grove Hill	184	705	485		
7 Former Odeon/Cleveland Scientific Institute	160				0
8 Roworth Road	130				26 (20%)
9 Hutton Road	75				12 (15%)
10 Site 44 Longridge	72				11 (15%)
11 Dunning Street Police Station	70				11 (15%)
12 Arundale Garage site	60				9 (15%)
13 Swedish Mission Field	40				6 (15%)
14 Former Kwik Save, Linthorpe Road	40				6 (15%)
15 Church Walk	30				3 (10%)
16 Fulbeck Road (Netherfield House)	30				3 (10%)
17 Sandringham Road	25				3 (10%)
18 Rainham Close (Albert Cocks)	25				3 (10%)
19 Westerdale Road, Berwick Hills	24				2 (10%)
20 Trimdon Avenue	20				3 (15%)
21 Cottingham Drive, Pallister Park	19				2 (10%)
22 Endeavour	15				2 (15%)

POLICY REG18 HOUSING ALLOCATIONS (continued)

	2004-11	2011-16	2016-21	2021+	AFFORDABLE UNITS ¹
23 Marton Avenue	12				2 (15%)
24 Land adjacent MTLC	40	160			20 (10%)
25 Station Street	50	50			15 (15%)
26 Netherfields	30	20			5 (10%)
27 Acklam Hall (residential development may form part of a sensitive refurbishment and new build scheme that respects the grade 1 listed building)	25	25			8 (15%)
28 Middlesbrough Warehousing (this site is being promoted for either an employment or residential scheme. Release for residential uses will be dependent upon it not being required for employment uses)	30	45			11 (15%)
29 Ladgate Lane		180			27 (15%)
30 Prissick		140			21 (15%)
31 Church House		110			0
32 Ashdale PRU		40			6 (15%)
33 Green Blue Heart				100	15 (15%)
Non-strategic sites	1,022	770	0	100	
Total	1,777	2,865	1,780	450	793

continued overleaf

POLICY REG18 HOUSING ALLOCATIONS (continued)

Sites phased to commence development in the periods 2011-2016, 2016-2021, and 2021+ will only be granted planning permission for residential development before April 2011, April 2016, and April 2021 respectively, if:

- a the annual monitoring report identifies a need for additional housing to be brought forward pre-2011 and 2016 in order to achieve the strategic housing requirement; or,
- b the certainty of planning permission is needed to ensure that prior investment required to develop the site takes place.

The Council will monitor the housing land supply and housing clearances on a regular basis, and will vary the phasing of sites and/or bring forward safeguarded housing land through supplementary planning documents where this is considered necessary. When considering which sites should be brought forward into an earlier phase, if

necessary, the Council will have regard to the following criteria:

- i the capacity of the site in relation to RSS requirements;
- ii the contribution the site has to make in achieving the spatial vision and development priorities identified in the LDF Core Strategy;
- iii the contribution the site has to make in support of the Council's regeneration activities; and
- iv the ability to create a sustainable community.

Masterplans will be required for each of the above allocations to govern layout of development, detailed design considerations, and general planning requirements. A masterplan will need to be approved by the Council for an allocated site before planning permission is granted for any constituent part of the area.

HOUSING ALLOCATIONS

- 7.17 The housing allocations in policy REG18 consist of two main types: strategic housing locations and non-strategic locations. The strategic locations are phased in accordance with the Core Strategy policy CS9 (housing strategy). The non-strategic sites have been phased to give priority to the redevelopment of previously developed land and to ensure that Middlesbrough achieves the RSS target for the re-use of brownfield land of 70% for the Tees Valley city region. These sites have been identified as those that contribute to the delivery of the LDF's spatial and housing strategies.
- 7.18 Taking account of completions, commitments and housing allocations, projected previously developed land recycling levels are forecast to be 83% between 2004-11, 88% between 2011-16 and 84% between 2016-21.



The Turnstile, Ayresome – successful inner housing



	2004-11	2011-16	2016-21	2021-23	2024-23
Net additional dwelling requirement in Regional Spatial Strategy	3,080	2,425	1,500	820	7,825
Gross completions	1,600				1,600
Commitments	1,450	860	40		2,350
Housing allocations	1,705	2,865	1,780	450	6,800
Less replacement dwellings	-1,330	-805	-400		2,535
Projected net additional dwelling completions	3,425	2,920	1,420	450	8,215

Table 7.1 **NET ADDITIONAL DWELLING REQUIREMENT 2004-23** (Figures rounded)

AFFORDABLE HOUSING

7.19 The approach to affordable housing adopted in this DPD is based upon the findings of the Local Housing Assessment (LHA) completed in 2006 (amended in 2007) and the Housing Regeneration Strategy (HRS) completed in the same year. The LHA findings identified a requirement for 515 affordable housing units per annum. This is clearly above the RSS housing target of 410 dpa for the district (across the plan period) and as such undeliverable. The recommendations of the study recognised that it would be unviable to seek a 100% contribution to affordable housing on development sites and identified a suitable level of affordable housing as being between 17% and 25%. In reaching the targets included in this DPD the Council also had regard to the HRS which examined viability and sustainability issues. This identified a range of affordable housing targets for different areas of the town. Using the evidence available the Council has set a target of 10% of new housing should be affordable in those areas where there is already a significant level of social housing provision i.e. East Middlesbrough, Hemlington. This will have the effect of new developments maximising their contribution to the diversification of the housing stock, one of the key elements of the housing strategy contained in policy CS9 of the Core Strategy. In other locations

the figure has been set at 15% in order to ensure a higher level of affordable provision without compromising the viability of schemes. The figures for Greater Hemlington and Greater Middlehaven reflect those contained in the CSDPD.

7.20 Where a different figure is included in policy REG18 this is either because negotiations are well advanced on disposal of the site/bringing it forward for development and the figure reflects that negotiated for affordable housing, or it is considered that asking for an element of affordable housing would make the scheme unviable (e.g. Church House which is the refurbishment of a 1970s redundant office block in the town centre).

7.21 In arriving at any figure for affordable housing provision it has also been necessary to consider how it fits with the overall spatial strategy contained in the Core Strategy which is to arrest the decline of population and to provide housing that meets the needs of the economically active.

7.22 A joint Tees Valley Strategic Housing Market Assessment has been commissioned, as advocated in PPS3. Early indications from this work are that the gross affordable housing requirement will be lower than that identified in the LHA but still higher than the RSS annual housing target. Net affordable housing requirements whilst lower still represent a significant proportion of the RSS annual



housing target, and on the basis of information available still likely to make housing schemes unviable. Further work is required on the SHMA to refine its findings and to identify recommendations. Owing to conflicting timescales it has not been possible to include reference to this document in this DPD.

- 7.23 No details have been provided on potential tenure mix for the schemes identified within this DPD. The mix of any particular scheme will be negotiated with developers having regard to an up to date SHMA and particular site/scheme circumstances.
- 7.24 The site threshold adopted by the Council in seeking affordable housing on unallocated schemes is proposals for 15 units or more. This reflects national policy as set out in PPS3. As this is set out in national policy it has not been felt necessary to reflect this in the DPD.

7.26 These two sites have been safeguarded within this DPD, and will only be allowed to be developed for alternative uses if a suitable alternative site can be provided or there is no longer a requirement for a particular site. A Tees Valley Gypsy and Traveller Accommodation Needs Assessment is currently in preparation and will inform future requirements.

Gypsy and travelling show people

- 7.25 There is one gypsy/travellers site in Middlesbrough, at Metz Bridge, and one travelling showpeople site at North Ormesby. The site at Metz Bridge has 15 pitches and is managed by the local authority. It is the Council's intention to continue to maintain facilities at this site and to monitor its continued suitability for this purpose. The travelling showpeople site is privately owned and makes provision for 10 pitches.

POLICY REG19 GYPSY AND TRAVELLING SHOW PEOPLE SITES

Proposals for development of alternative uses of the existing gypsy site at Metz Bridge, or the existing travelling show people (members of the Showmen's Guild of Great Britain) site at North Ormesby will not be permitted unless the Council is satisfied that there is no longer a local need for the provision, or an alternative site can be provided. In considering the suitability of any replacement provision the Council will have regard to the criteria contained in policy CS12 of the Core Strategy.

8 A 21st CENTURY RETAIL AND LEISURE CENTRE

INTRODUCTION

- 8.1 As identified in the Core Strategy, the protection and enhancement of a hierarchy of vital and viable retail centres in Middlesbrough is a priority of the Council. Middlesbrough's role as the sub-regional shopping centre is an important element in the delivery of the spatial vision.

STRATEGIC CONTEXT

LDF Core Strategy

- 8.2 The policies in this section detail how those of the Core Strategy will be taken forward. Relevant Core Strategy policies include:
- CS1 – Spatial Strategy;
 - CS13 – Retail Strategy;
 - CS14 – leisure development; and
 - CS15 – casinos.

Regional Spatial Strategy (RSS)

- 8.3 The principal policy of the RSS relevant to this section of the DPD is policy 10, Tees Valley city region, which identifies the development of new city-scale retail and leisure development in Middlesbrough and Stockton as a priority. Other relevant policies include: policy 25 – urban and rural centres; policy 27 – out-of-centre leisure development; and policy 17 – casino development.

Middlesbrough Community Strategy

- 8.4 The Community Strategy identifies the town centre as an economic driver for Middlesbrough. Relevant priorities of the Community Strategy include:
- establishing an environment that encourages and supports economic vitality;
 - creating a quality of life that attracts people; and
 - promoting the economic vitality of the town centre.

Middlesbrough Retail Study (MRS)

- 8.5 The overall objective set out in PPS6 is to provide more sustainable patterns of retail and leisure in the future. As detailed in the Core Strategy the MRS identifies capacity for around 3,000 sq.m (net) convenience floorspace and 42,000 sq.m comparison floorspace by 2016. The MRS identifies that the best way to provide more sustainable patterns of retail will be to focus new convenience and comparison goods retail development within an expanded town centre. By reinforcing Middlesbrough town centre's role, it is evident that the centre will have a greater ability to compete with major out-of-centre retail developments that have occurred beyond the borough boundary that currently draw significant car borne trade from the borough. The future expansion of Middlesbrough town centre will need to maximise the wider benefits for the town centre and reinforce its role at the heart of the economy within the borough and the wider city region.

SUSTAINABILITY APPRAISAL

- 8.6 The sustainability appraisal recognised that the town centre policies are likely to have a beneficial effect on expanding and developing the town centre, promoting economic growth and ensuring high and stable levels of employment.



Psyche – the designer department store on Linthorpe Road

MIDDLESBROUGH TOWN CENTRE

- 8.7 The town centre is the principal retail centre for the Tees Valley city region. As identified in the Core Strategy, it is also the focus of the service economy and the basis of a leisure and evening economy. Policy CS13 of the Core Strategy encourages and supports proposals for retail, leisure, commercial and cultural use that assist in maintaining and enhancing the role of Middlesbrough town centre.
- 8.8 As identified in the Core Strategy, due to the constrained nature of the town centre boundary, it is difficult to identify sites within the existing boundary for new development to meet the identified capacity. Consequently, it is proposed to extend the town centre boundary, as shown on the proposals map. Cannon Park is the preferred location for the majority of this identified capacity, due to its location adjacent to the existing retail sector.



Middlesbrough's busy town centre

POLICY REG20 PRINCIPAL USE SECTORS

To support the role of the town centre as expressed in policy CS13 of the Core Strategy, appropriate uses will be directed to the principal use sectors identified on the proposals map as follows:

Retail sector:	primary retail area (A1, A2, A3), including an opportunity for a new convenience superstore, contains the primary shopping frontage.
Cannon Park sector:	town centre growth area for retail warehousing and employment uses.
Central sector:	location for leisure, culture and the evening economy and also a location for offices.
Middlehaven sector:	town centre growth area for the digital economy, strategic leisure, office, and residential.
Southern sector:	(University of Teesside and Linthorpe Road) town centre growth area for retail (A1, A2, A3 and A4) and university uses (complementary to those in the retail sector particularly specialist retail uses).
East sector:	mixed residential and business uses.

Other uses may be acceptable within these principal use sectors, provided they are complementary and will not harm the principal function of the sector.



Principal use sectors

8.9 The Core Strategy identifies in policy CS13 a retail strategy based on protecting and enhancing a hierarchy of vital and viable retail centres, including the town centre. To achieve this strategy, and to maintain and enhance the role of Middlesbrough town centre, a number of principal use sectors have been identified. Within each principal use sector a predominant use has been identified; this does not mean that other uses will not be appropriate, however, they should be complementary to the principal use. These sectors are as follows:

Retail sector

8.10 The retail sector is based around the four main shopping centres and Linthorpe Road and is the primary shopping area of the town centre, containing the primary shopping frontage. Uses other than retail (A1) may be appropriate in this area, particularly A2 and A3 uses, provided they contribute to the vitality and viability of the 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.

8.11 A key finding of the Middlesbrough Retail Study is that the current town centre boundary is too constrained and therefore the expansion of the primary retail area into Cannon Park to accommodate additional retail floorspace is necessary. Further work into the potential

expansion of the town centre confirmed this and showed that other areas in the town centre, including Middlehaven and the Central Sector are more appropriate for other main town centre uses such as offices and leisure. An area of Cannon Park, to the east of Marsh Street, is considered most appropriate for this expansion as it adjoins the retail sector of the town centre. Existing retailing already occurs and the site is located close to the bus station. This is also in keeping with the sequential approach in Planning Policy Statement (PPS) 6. This area currently comprises of a Royal Mail sorting office, car parking and retail units. Cannon Park has been identified as a location for additional convenience retailing in accordance with the findings of the Middlesbrough Retail Study.

Primary shopping frontage

8.12 Within the retail sector of the town centre it is important that there is an area of primary shopping frontage, which is dedicated to shopping. To preserve its character, it is proposed that limits are applied to non-retail uses for example banks, cafes and pubs in this area. Previously the limit on non-retail uses was 10% in the Local Plan. However, following the study of the west sector (identified in the Local Plan) it is thought appropriate to increase this percentage to 15% to allow greater flexibility. It would be more appropriate that such non-retail uses are located elsewhere in the wider retail sector rather than in the primary shopping frontage.

8.13 A key finding of the Middlesbrough Retail Study is that the current town centre boundary is too

POLICY REG21 PRIMARY SHOPPING FRONTAGE

Within the area of primary shopping frontage identified on the proposals map, use class A1 retail uses will be appropriate. Other uses within use classes A2, A3 and other complementary uses may be acceptable provided:

- a they will not harm the function and character of the shopping area; and
- b they will not impact on the vitality and viability of the town centre.

The proportion of non-A1 uses within the primary shopping frontage should not exceed 15%. Concentrations of non-A1 uses within particular blocks should also be avoided.



constrained and therefore the expansion of the retail sector into Cannon Park to accommodate additional retail floorspace is necessary.

Cannon Park sector

- 8.14 For the purposes of this DPD the Cannon Park sector comprises that part of Cannon Park not included in the retail sector. It is broadly the area to the west of Marsh Street/Bulmer Way and bounded by the A66 to the North and Newport Road to the South.
- 8.15 Cannon Park is currently a mixed-use employment and non-food retail estate to the west of Middlesbrough town centre. While the area has been fairly successful in terms of its retail and employment function, there are a number of vacant sites. The quality of the environment is also poor in some areas and not commensurate with its gateway location.
- 8.16 A need in quantitative and qualitative terms for retail development has been established within the MRS. Appropriate uses within the Cannon Park sector will include comparison retailing complementary to that provided in the retail sector. This is most likely to be in the form of retail warehousing.
- 8.17 A phased approach will be taken to bring the development of Cannon Park forward. The west sector will be developed out during the first phase, up to 2011. During this phase the existing business units in the central area will be retained. The situation will be kept under review.

Cannon Park Central

- 8.18 This area includes a number of small employment units. The intention is to minimise impact on existing businesses and there are no current plans to relocate businesses. However, in the interests of achieving a high quality comprehensive development in future, it may be necessary for there to be some impact on existing businesses. Retailing in this area of Cannon Park will therefore be resisted unless it is ancillary and complementary to the employment function. This area will only be released for retail purposes when there is a quantitative need, and after other development areas in the site have been brought forward.

Cannon Park West

- 8.19 This area is currently home to a number of retail uses including retail warehousing and car showrooms. The Middlesbrough Retail Study identified a deficiency in Middlesbrough in relation to certain aspects of comparison retailing, particularly retail warehousing.

Middlehaven sector

- 8.20 This sector is identified as the town centre growth area for the digital economy, strategic leisure, office and residential. Middlehaven, whilst it will become a destination in its own right, has an important role to play in supporting the growth of the Town Centre at the heart of a successful and vibrant Tees Valley city region. Some retail development will be permitted, this will essentially be ancillary to the other uses and help with the creation of a sense of place.

POLICY REG22 CANNON PARK SECTOR DEVELOPMENT CRITERIA

Within the Cannon Park area, as identified on the proposals map, planning permission will be granted for a high quality, mixed-use development as follows:

- Cannon Park west (west of Marsh Street) – retail warehouse uses complementary to the retail sector. Other retail development will only be permitted where a need has been clearly established, and there would be no adverse impact on the vitality and viability of the retail sector.
- Cannon Park central (east of Marsh Street) – to be retained in employment uses within use classes B1, B2 and B8 with limited ancillary retail development, provided the goods sold are manufactured on the premises and the main use of the premises is for manufacturing. This area will only be released for retail purposes (use class A1) where there is a quantitative need, and after the development of the area to the east, within the retail sector, and the Cannon Park west area, provided that:

- | | |
|---|---|
| a there is no detrimental impact on the vitality and viability of the retail sector or other recognised centre; | f improved and attractive links and access, in particular, pedestrian and cycle links to other town centre sectors; |
| b urban and architectural design is of a high quality commensurate with the gateway location of Cannon Park; | g improved access and movement through Cannon Park is incorporated into the development; and |
| c landscaping is provided to a high quality; | h the wider development of the area is not prejudiced. |
| d any car parking lost through redevelopment should be replaced on site; | |
| e suitable alternative provision is made for the lorry park; | |

A Cannon Park master plan will be required to identify how the above criteria will be incorporated into the development proposals. The master plan will need to be approved by the Council before planning permission is granted for any constituent part of the development area.

POLICY REG23 MIDDLEHAVEN SECTOR

Within the Middlehaven sector of Middlesbrough town centre, as defined on the proposals map, the following mix of uses will be allowed:

a Retail

- i A1 uses, up to a maximum of 5000 sq.m. (gross) total floorspace, with no single unit larger than 500 sq.m. (gross). Other A1 uses will be permitted where they are ancillary to the main use of a property;
- ii A2 uses, up to a maximum of 400 sq.m. (gross) total floorspace in any one unit, and A3, and A4 uses up to a maximum of 500 sq.m. (gross) total floorspace in any one unit will be permitted at ground floor level provided that proposals complement and enhance the retail and leisure offer of the town centre and are complementary to the cultural and retail sectors of the town centre. Such uses will not generally be allowed above ground floor level unless they are ancillary elements of a larger development;
- iii A5 uses will only be permitted where they can be demonstrated to be an essential component in the overall retail and leisure offer of Greater Middlehaven, and can be shown to fit into the overall design concept for the area. Where necessary, restrictions will be placed upon A5 uses to ensure that the overall high design quality of the area is maintained, to achieve this permitted development rights may be removed.

In all circumstances proposals will not be permitted where they would have a detrimental impact upon the vitality and viability of the retail sector. Proposals that exceed the above thresholds will only be permitted where a need has been clearly established, and there would be no adverse impact on the vitality and viability of the retail sector.

b Leisure

- i D2 uses, up to a maximum of 20,000 sq.m. (gross) total floorspace. These uses should be integrated into the overall design concept of Greater Middlehaven and enhance its offer as a destination location, and contribute to enhancing the role of Middlesbrough town centre at the heart of the Tees Valley City Region. Proposals that will have a detrimental impact upon the cultural and western sectors of the town centre will not be permitted;
- ii Hotel uses;
- iii Other leisure uses will be permitted where they are ancillary to the main use of the property and are an integral part of the scheme.

c Commercial

- i B1(a), and B1(b) uses only.

d Residential

- i the number and type of dwellings permitted within this area will be required to be in conformity with the numbers and phasing identified within the Core Strategy, and policies REG1 and REG18 of this DPD.



POLICY REG23 MIDDLEHAVEN SECTOR (continued)

e Education

- i proposals ancillary to and supportive of the functioning of Middlesbrough College; and
- ii a new primary school, if required.

In all cases development will be expected to comply with the requirements of policies REG1 to REG3 of this DPD.

Southern sector (University of Teesside and Linthorpe Road South)

- 8.21 The southern sector is defined in the Core Strategy as the town centre growth area for secondary retail and the University. The Linthorpe Road central area illustrated on the proposals map is centred on the area of Linthorpe Road central, which is south of Borough Road to Parliament Road. This area has developed a specialist retail use with a number of designer stores.
- 8.22 The University of Teesside, located immediately south of the town centre core area, and alongside the Linthorpe Road central shopping area, provides an important academic and cultural focus. 20,000 students are enrolled at the University and it is a major source of economic growth for the town. In recent years the University has invested more than £60 million in its town centre campus, providing an exciting place to study. It is also in the process of building two major developments: the Institute for Digital Innovation and the Centre for Creative Technologies, as part of its Digital City initiative. The University of Teesside area is illustrated on the proposals map to the area east of Linthorpe Road and incorporates a small area of older housing and

includes the University campus. It is envisaged that this area should provide sites for potential expansion of the University campus and to provide complementary retailing to the retail sector.

- 8.23 Parts of the Gresham/Jewels Street regeneration area are included within both sectors. Any development here will need to have regard to the requirements of policy REG8 and respect the regeneration activities of that area as expressed in the Neighbourhood Action Plan.

Central sector

- 8.24 This sector is based on the cultural quarter of the town centre (central library, the new art gallery and civic square), Middlesbrough Leisure Park and Albert Road. Appropriate uses in this sector include offices, leisure, culture and the evening economy. It will help Middlesbrough develop assets appropriate to the scale of the town.



POLICY REG24 THE SOUTHERN SECTOR

The southern sector is divided into two areas.

University of Teesside

- 1 Within the University area of the Southern Sector identified on the proposals map, the following uses will be considered appropriate:
 - i development that is for, or supports the continued growth of the University of Teesside, including
 - a suitable expansion sites and premises to improve and extend the existing campus; and
 - b requirements for additional student accommodation needs; and
 - ii retailing uses ancillary to the University, providing these do not undermine the role of the town centre or the Linthorpe Road area of the Southern sector.

Provided that:

- a adequate off-street parking to serve development is provided in line with an approved parking and transport strategy for the area;
- b there is no detrimental impact on other uses within or adjacent to the University area.

Linthorpe Road South

- 2 Within the Linthorpe Road area identified on the proposals map the following uses will be considered appropriate:
 - i retail (use classes A1, A2 and A3) complementary to the retail sector;
 - ii A4 and A5 uses will be permitted where it can be demonstrated that they are of a suitable high quality that supports the role of the Linthorpe Road area as a bar and café quarter; and
 - iii uses that support the growth of the University, which cannot be accommodated in the University area of the Southern sector, and do not undermine the retail role of Linthorpe Road.

Provided that:

- a adequate off-street parking is provided to serve development in line with the Council's approved parking standards;

In both areas development proposals will also be considered acceptable provided that:

- i they contribute to the vitality and viability of the area; and
- ii the successful regeneration of the Gresham/Jewels Street regeneration area (policy REG8) is not compromised.

Other uses may be acceptable in this sector provided they are complementary and do not harm the principal functions of the southern sector.

Centre Square East

- 8.25 Centre Square East is one of the principal public spaces in the heart of Middlesbrough and offers a superb development opportunity to create a vibrant and exciting centre at the heart of Middlesbrough. It is a collection of key spaces that includes the Civic Centre Courtyard, Middlesbrough House Plaza and Law Court, Register Square, Watson Street Boulevard and Centre Square East itself.
- 8.26 There are numerous problems that exist currently in these areas. Traffic dominates the space in the Civic Centre Courtyard and discourages other users and activity in the square. The views and linkages to Watson Street Boulevard are blocked or discouraged, making the area feel isolated. This leads to a feeling of lack of safety. The whole area is blighted with inactive frontages, little direct access, and is cluttered with dated poor-quality street furniture. The north end has no immediate focal point to link to the leisure park and nightlife zone.
- 8.27 Centre Square East itself has weak south and west boundaries and with little direct access to the gardens the space remains underused and empty, not helped by the lack of attraction to remain in the space. There are no attractive focal points and direct linkages to Middlesbrough Institute of Modern Art are weak.
- 8.28 The preferred option is to redevelop Centre Square East with several new buildings to provide a more defined enclosed and contrasting public realm. Central Middlesbrough lacks modern 21st Century buildings and Centre Square East provides the perfect opportunity for further innovative architecture to complement mima and enhance the quality of the overall townscape.
- 8.29 In order to achieve this, it is the collective potential of the network of small spaces that needs to be realised. The network needs strengthening and modernising with a coherent design theme to link with the major public realm to the south. A need for strong linkages on the perimeter of the site to these spaces and the surrounding public realm must be considered. Various large public buildings, walled and gated frontages and ground level changes act as barriers across the civic quarter. Some are related to building function but could be readily improved by redesign of the public realm. Both the redeveloped Centre Square East and Middlesbrough Square will have a major influence on pedestrian movement patterns throughout the town centre. When completed, the new gallery will be a key node centrally placed within this major civic space.
- 8.30 It is important to ensure that stronger north-south linkages are created, specifically to Corporation Road and beyond to Middlehaven via the network of small spaces.



Centre Square East

POLICY REG25 CENTRE SQUARE EAST

A modern civic open space, surrounded by high quality development complementing mima, will be created within the Centre Square East area as identified on the proposals map. Appropriate uses include:

- hotel;
- residential;
- offices;
- leisure;
- retail (A1, A2, A3 and A4 uses); and
- cultural.

It is not possible to identify maximum or minimum levels of development as the final scheme will be a design led solution. Proposals will be required to satisfy the following criteria:

- a pedestrians have priority, keeping vehicular access to the site to a minimum. Essential parking and servicing access is from the edges of the area (Corporation Road and Grange Road);
- b the spacing, height and density of surrounding new buildings is well considered to ensure that enclosure provides for safe and memorable pedestrian passage through the area whilst creating a distinctive and high quality environment for leisure time and other public activities in the space;
- c the height of new development has regard to the height of the surrounding office and public buildings and is not overbearing on the open space or skyline;
- d high quality contemporary feature buildings frame the eastern end of the civic centre to inject vital activity into and at the edges of major spaces; and
- e. retail development that is not ancillary to the principal uses within the scheme must enhance the vitality and viability of the town centre.

Development will be phased in accordance with the provisions of a masterplan. The masterplan will need to be approved by the Council before planning permission is granted for any constituent part of the development area.



Gurney Street Triangle

8.31 Gurney Street Triangle is a strategic site linking the town centre with BoHo/Middlehaven. If redeveloped successfully it can help create a vitally important and attractive link between the cultural and civic area of the town centre, the historic heart around the station and Middlehaven. It is currently a mix of commercial, retail and residential uses, but is generally characterised by a poor quality public

realm that does not support the aspirations for the town centre. Within this area is the only four star hotel, The Thistle, within the town centre. A setting more appropriate to its status is required.

POLICY REG26 GURNEY STREET TRIANGLE

Within the Gurney Street Triangle area, as identified on the proposals map, planning permission will be granted for a high quality, mixed use development as follows:

- residential;
- car parking;
- office; and
- active ground floor ancillary retail.

Provided that:

- a residential accommodation is of three to five storey flats and apartments embracing ancillary and supporting retail and leisure infrastructure;
- b replacement car parking is in multi-storey form. Such car parking will provide a mix of both short and long-stay provision and will be configured to allow it to be used on a 24 hour basis to support both adjacent residential and hotel uses as well as function as the nominated car park for audiences attending the Town Hall, Empire Theatre and mima;
- c office accommodation is linked to dedicated car parking space; and
- d proposals incorporate a significantly upgraded public realm driven by the importance of this site to contribute to linking the Town Centre and Middlehaven as well as creating an appropriate setting for the Thistle Hotel.

It is not possible to identify maximum or minimum levels of development as the final scheme will be a design led solution

Development will need to be undertaken in accordance with an approved masterplan. The masterplan will need to be approved by the Council before planning permission is granted for any constituent part of the development area.



East sector

8.32 This sector includes the business and industrial uses of North Ormesby Road and the residential St Johns Gate area. Appropriate uses are mixed residential and business.

Middlesbrough Leisure Park

8.33 It is envisaged that the existing Middlesbrough Leisure Park will be developed further to enhance the facilities provided.

POLICY REG27 MIDDLESBROUGH LEISURE PARK – DEVELOPMENT SITE

As part of the development of phase two of Middlesbrough leisure park appropriate uses will be leisure and hotel uses. Other uses may be considered if complementary to the Leisure Park. Development will need to:

- a be complementary to those facilities already provided within the leisure park;
- b be of a commensurate design to fit with the gateway location of the site;
- c re-provide any car parking lost as part of the development;
- d provide high quality landscaping; and
- e provide access for pedestrians and cyclists.

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



Middlesbrough town centre

DISTRICT CENTRES

8.34 The Core Strategy in policy CS13 identifies two district centres within Middlesbrough, these are Coulby Newham and Berwick Hills. These district centres provide a range of shopping facilities, both contain a superstore and a number of community and leisure uses for the wider community. They act as a focal point for public transport. These facilities need to be maintained and enhanced in order for them to provide a vital facility and resource to the community. While it is important that they contain a strong shopping element, other complementary uses are important to their continued success.

8.35 District centres should, through the application of the sequential test, be the focus, along with the town centre, for new retail development.

POLICY REG28 DISTRICT CENTRES

Within the district centres of Berwick Hills and Coulby Newham, identified on the proposals map, the predominant use will be retail (use class A1) of a scale appropriate to the district centre.

Other complementary uses (particularly including use class A2 and A3 and leisure and community uses) will be permitted provided:

- a they add to the vitality and viability of the district centre;
- b they do not harm the shopping function of the district centre; and
- c they do not have a detrimental impact on the character and amenity of the surrounding area.

LOCAL AND NEIGHBOURHOOD CENTRES

Local centres

8.36 In addition to the two district centres, the Core Strategy identifies in policy CS13 a number of medium and small local centres. These local centres provide a range of shopping and other uses to meet the day-to-day needs of communities. There are medium-scale and small-scale local centres. Medium-scale local centres contain a variety of retail and service uses and

often a post office. Small-scale local centres normally consist of only a few retail and service uses.

8.37 The study recommends that none of the local centres in Middlesbrough need to be upgraded through significant retail provision. These centres are normally suitable for small-scale retail development to serve the local catchment area. Larger-scale development should be directed to the town and district centres in line with policy CS13 of the Core Strategy and PPS6.

POLICY REG29 LOCAL CENTRES

Within the local centres defined on the proposals map and listed in policy CS13 of the Core Strategy, planning permission will be granted for retail development use class A1 provided:

- a development is of a scale appropriate to the size of the centre and serves a local catchment area;
- b it is of scale, design and materials to fit with its surroundings; and
- c it does not impact either on its own or cumulatively on the vitality and viability of the town or district centres.

Other complementary uses (including use class A2 and A3 and community uses) will be permitted provided that they do not:

- d detract from the vitality and viability of the local centre; and
- e have a detrimental impact on the character and amenity of the surrounding area.

Neighbourhood centres

- 8.38 There are a number of centres which are too small to be classified as a local centre as they are made up of only a few units and do not provide the range of uses associated with a local centre. However, they can still perform an important role in the community as they can become a hub for other community uses and, in some cases, be appropriate for other employment uses.

POLICY REG30 NEIGHBOURHOOD CENTRES

Within the neighbourhood centres identified on the proposals map and listed in policy CS13 of the Core Strategy, planning permission will be granted for:

- i small scale neighbourhood retail and service uses (use classes A1, A2, A3, and A5);
- ii community uses; and
- iii employment uses within use class B1 where they support the vitality and viability of the centre or contribute to the successful regeneration of the local area.

In all cases the development must:

- a be of a scale appropriate to the size and function of the neighbourhood centre;
- b not have an impact on the character and amenity of the nearby area; and
- c incorporate a sufficient level of car parking.



LEISURE

Prissick Base

8.39 The Council and its partners are seeking to develop Prissick Base for sport and recreational uses and to develop it as a sporting centre of excellence. To this end a £500,000 skate park/plaza was completed in 2005. Other proposed uses include a multi-use games area, a velodrome and new changing facilities. Policy CS14 of the Core Strategy identifies Prissick Base as a location for major sport and leisure development.

POLICY REG31 PRISSICK BASE

Within the area of Prissick Base identified on the proposal map, planning permission will be granted for a range of sport and leisure uses, to include:

- skate park/plaza;
- changing facilities/pavilion;
- velodrome; and
- multi-use games area.

provided that:

- a pedestrian and cycle links with the surrounding area are incorporated into the proposal including the redevelopment of the Middlesbrough College, Marton Campus and Stewart Park;
- a satisfactory level of car parking is provided, that it is adequately landscaped and incorporates security measures to reduce car crime and maximise security;
- a high quality design reflecting the status of the development as a major leisure destination within the Tees Valley city region is achieved;
- d the boundary treatment is of a high quality that adequately screens the development from nearby residential areas, and does not detract from the appearance or functioning of the adjacent green wedge;
- e there is no detrimental impact upon the amenities of occupiers of nearby properties; and
- f the internal layout of the proposed uses does not prejudice the incorporation of future leisure and recreational opportunities within the site.

A masterplan will be required showing how the above uses and criteria will be incorporated into the development. This should also include any phasing proposals for bringing aspects of the scheme forward at different rates. The masterplan will need to be approved by the Council before planning permission is granted for any constituent part of the development area.

9 A REGIONAL CENTRE FOR EDUCATION, HEALTH AND CULTURE

INTRODUCTION

- 9.1 The Core Strategy identifies that the provision of good community facilities, such as education, health and cultural aspects are essential to maintain and improve the quality of life of the people living and working in Middlesbrough. Community facilities can also assist in the delivery of the regeneration agenda for Middlesbrough and the surrounding area.

STRATEGIC CONTEXT

LDF Core Strategy

- 9.2 The policies in this section detail how those of the LDF Core Strategy will be taken forward. Relevant policies include
- CS1 – Spatial Strategy; and
 - CS16 – Education Strategy.

Regional Spatial Strategy (RSS)

- 9.3 The RSS supports the growth and increasing role of the University of Teesside and Middlesbrough College. It also supports the development of business and financial services and new city-scale leisure, cultural and retail development in Stockton and Middlesbrough.

Middlesbrough Community Strategy

- 9.4 As part of the Community Strategy, access to high quality health care, good education and the promotion of regeneration through culture, arts and learning, are main priorities for the Council.

SUSTAINABILITY APPRAISAL

- 9.5 The sustainability appraisal recognises that this section of the Core Strategy will have a major beneficial effect upon social sustainability objectives, in particular those concerning health. It is important that for proposals involving educational, health and cultural facilities, consideration is given to the availability and quality of public transport. Where possible, such developments should be located to take into

account accessibility issues and incorporate measures for improving public transport access within them.

ST LUKE'S HOSPITAL

- 9.6 The St Luke's/James Cook University Hospital site has long been accepted as a location in which health services will be concentrated to serve the South Tees area, and extensive hospital redevelopment has occurred in the south of the site. The northern part of the site, which includes buildings set in extensive landscaped grounds, was formerly identified for redevelopment in the Middlesbrough Local Plan. This site, the St Luke's Hospital, is now expected to be required for hospital uses. Proposals are likely to involve the demolition of the existing buildings and the construction of a new facility.
- 9.7 The location is an important one, adjoining one of the main radial road and bus routes, Marton Road. It is important to ensure that development has adequate access to this busy road, does not generate excessive traffic, and is able to make full use of public transport on Marton Road and the public transport potential of the railway corridor to the east. There is scope for the possible development of a new rail halt on the adjacent Esk Valley railway and for a direct link onto the proposed East Middlesbrough Transport Corridor. It is important that this potential is incorporated into the design of any redevelopment and is at the least not prejudiced by development.
- 9.8 The existing green open space is an important feature of the site and is visually important both as a setting for development, including adjoining housing, the setting of the Marton Road transport corridor, and as open space associated with the Ormesby Beck Green Wedge.



POLICY REG32 ST LUKE'S HOSPITAL

Planning permission will be granted to redevelop the St Luke's Hospital site for health uses, provided that:

- a the layout of the proposed development preserves:
 - i the protected open space fronting onto Marton Road;
 - ii the mature trees adjoining Marton Road; and
 - iii the existing space forming part of the Ormesby Beck Green Wedge.
- b uses on the site are arranged to ensure that they are mutually compatible;
- c suitable highway access is provided to the site from Marton Road;
- d convenient access to public transport on Marton Road, and an option for access to public transport on the Esk Valley railway line are incorporated; and
- e any buildings or structures of historic merit are retained where feasible.

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

CARGO FLEET MEDICAL CENTRE

- 9.9 A need for a new medical centre to serve the Thorntree area has been identified. It should provide a modern, high quality integrated health facility. The site chosen is that of the tennis courts/playing field (part) of the former St Anthony's school, now the Middlesbrough Learning and Teaching Centre, off Cargo Fleet Lane. As

development will result in the loss of playing fields, the Council will require a replacement facility or a contribution to improve facilities elsewhere. It is important that development does not prevent access to the land behind the site, which will become landlocked by the proposed development. Access arrangements will therefore need to incorporate measures enabling the land to the rear of the site to be served off Cargo Fleet Lane.

POLICY REG33 CARGO FLEET MEDICAL CENTRE

Planning permission will be granted for a medical centre on land off Cargo Fleet Lane, as shown on the proposals map, provided that:

- a an adequate access can be provided off Cargo Fleet Lane to service the facility;
- b access arrangements allow for land to the rear of the site to be accessed and serviced; and
- c a suitable package of mitigating measures is included with the proposal to compensate for the loss of playing fields and tennis courts.

A masterplan will need to be approved by the Council before planning permission is granted.

10 CONNECTING MIDDLESBROUGH

INTRODUCTION

- 10.1 This section deals with the site specific policies for ensuring that Middlesbrough has the necessary transport infrastructure in place to deliver the spatial vision and development priorities identified in the Core Strategy. The approach taken is to group the policies and proposals geographically by transport corridor. Outside of these areas, policies and proposals are arranged on a topic basis.

STRATEGIC CONTEXT

LDF Core Strategy

- 10.2 The policies in this section detail how those of the Core Strategy will be taken forward. Relevant Core Strategy policies include:
- CS17 – Transport Strategy;
 - CS18 – demand management; and
 - CS19 – road safety.

Regional Spatial Strategy

- 10.3 Theme 3D of the RSS is improving connectivity and accessibility within and beyond the region. Policy 49 sets out the policy for the regional transport corridors. Relevant corridors for consideration in the LDF are the A66 and A19 and associated railway corridors.
- 10.4 Policy 50 identifies the need to develop public transport provision, and policy 51, identifies Middlesbrough as a strategic public transport hub within the Tees Valley city region. In policy 51 the Tees Valley is identified as one of the areas where congestion is at its most acute in the region. Demand management measures should be considered and incorporated into development proposals where possible, and the impact of development on congestion should be taken into consideration when examining potential sites and opportunities.
- 10.5 Policy 55 recognises the need to improve accessibility within and between the city regions. Development proposals should assist in the delivery of this aim.

Middlesbrough Community Strategy

- 10.6 One of the themes of the Community Strategy is meeting local transport needs more efficiently. This contains five priorities, which give rise to fifteen specific actions.

The most relevant of these actions to this DPD include:

- develop clear and consistent car parking policies that assist businesses and promote economic growth;
- encourage the Trans-Pennine franchise holder, with responsibility for Middlesbrough railway station, to improve the overall passenger environment and experience at this key transport gateway; and
- work closely with the Northern Rail franchise holder and the Esk Valley Rail Development Company on the Community Rail Development pilot project to improve services on the Middlesbrough to Whitby line, for example by aiming to reintroduce a commuter service into Middlesbrough and create a new station at James Cook University Hospital.

Middlesbrough Local Transport Plan (LTP)

- 10.7 The LTP is one of the principal documents that the LDF has to have regard to in considering transport policies and proposals. It is the LTP that sets out the Council's transport policies and investment priorities over a five-year period. The 2006-11 provisional Middlesbrough LTP is currently out to consultation.
- 10.8 The provisional LTP identifies three major schemes that need to be reflected within the LDF. These are:
- North Middlesbrough accessibility improvements. This will improve accessibility to the town centre, Greater Middlehaven and Riverside Park. In doing so it will help deliver a number of development priorities identified in policy CS1 of the Core Strategy.
 - Tees Valley bus network review. This identifies the need for 'super core' and 'core' bus routes. The LDF will need to ensure that these routes are safeguarded and that development facilitates



their implementation and other improvements that are identified for the bus network.

- East Cleveland gateway. This is the link road between Stainton Way and Swan's Corner. The LDF will need to ensure that land is protected from inappropriate development.
- 10.9 The provisional LTP also identifies a number of outcomes that are being sought. A number of these have implications for the LDF and need to be considered when devising policies and proposals to bring forward sites for development. These include:
- better accessibility to services;
 - reduced congestion;
 - an increase in walking and cycling; and
 - an improved streetscape.

Other relevant strategies

- 10.10 The Stockton-Middlesbrough Initiative (SMi) has a number of implications and proposals that affect the local and strategic transport network. Further feasibility work is required before these can be incorporated as proposals into the Regeneration DPD. The policies contained in the Core Strategy should provide sufficient protection until it is possible to integrate proposals into the LDF.



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

SUSTAINABILITY APPRAISAL

- 10.11 The sustainability appraisal recognises that the transportation section of the Core Strategy focuses on providing an effective and efficient transport network. As such, it will have major beneficial effects on achieving economic and social sustainability objectives. Inevitably, any policy framework concerning transport makes reference to roads and road improvements. Such policies by their nature will be seen to have adverse effects upon environmental sustainability criteria. It is important that these potential negative impacts are recognised when considering road proposals and mitigating and protection measures are incorporated. The sustainability appraisal does, however, recognise that there may be some environmental improvements arising out of the Core Strategy policy framework to improve the public transport network and accessibility.
- 10.12 The transport issues are dealt with in this section on a geographical basis by corridors, as identified in the Core Strategy. A number of policy areas are, however, common to more than one of the corridors. Where possible, policies and proposals have been grouped geographically according to the transport corridor in which they occur. To avoid repetition, the background to the common policy areas is given in the following paragraphs. These topic areas are park and ride, and light rapid transit (LRT).

PARK AND RIDE

- 10.13 The Council will promote the introduction of a park and ride system across the town as part of a co-ordinated transport strategy for Middlesbrough to reduce congestion and improve accessibility. Until further feasibility work is undertaken, however, it is not possible in this plan to identify sites for facilities. Potential locations will be on the periphery of the district where commuters approach the town. Areas of search will include:
- South East Middlesbrough – preferably adjacent to the Esk Valley Railway line, in a location accessible and attractive to commuters coming from the south (for example, from Stokesley and Great Ayton), and east (for example, from Guisborough);



- South West Middlesbrough – close proximity to the A174/A19 junction, in a location accessible and attractive to commuters coming from the south up the A19; and
- North Middlesbrough – close proximity to the A66 on either the eastern or western approach to the town centre, accessible and attractive to commuters coming from these directions, or possibly south along the A19.

10.14 As the criteria against which a park and ride facility will be considered will differ from area to area, a generic policy covering all possibilities has not been included. Instead, policies for park and ride facilities for each of the corridors have been prepared and included in the appropriate sections below.

LIGHT RAPID TRANSIT (LRT)/TEES VALLEY METRO

10.15 For a considerable time, there have been proposals to develop a LRT/metro system within the Tees Valley as part of a package of measures to reduce traffic congestion and improve accessibility to the town centre. The Middlesbrough Local Plan identified an LRT route to be protected for future implementation, but the economic case for the introduction of such a system has yet to be made.

10.16 In line with the completion of the second LTP and the publication of the RSS, there is the opportunity to assess whether there are wider grounds for pursuing a metro system of some form. In addition, the Northern Way growth strategy (September 2004) outlined the need for each of the eight city regions to have a high quality transit system, and this has been reflected in the Tees Valley city region development programme.

10.17 To improve competitiveness of the sub-region, it is accepted by all of the key stakeholders that the provision of a modern, integrated, sub-regional public transport system remains central to the long-term transport and economic strategy for the Tees Valley. At present, the rail and inter-urban bus networks do not provide such a system, although geographical coverage is generally good. The future system needs to create a high quality, fast and reliable solution to assist regeneration and avoid the transport problems that would otherwise arise as economic activity gathered pace. It would also play

a key role in raising the area's regional and national profile and encourage greater inward investment and sustainable economic growth.

10.18 A decision has yet to be made as to whether a route for a LRT should be reserved and therefore protected from inappropriate development. As such, no line is protected within the Regeneration DPD preferred options. The proposals for a Tees Valley metro offer a viable alternative that is currently being considered. A number of options are being considered for the metro.

Principal options that affect Middlesbrough are as follows:

- 1 improved heavy rail service making full use of the existing railway Infrastructure;
- 2 convert Darlington to Saltburn line to light rail on the existing railway alignment, with additional stations (for example Teesside Park, and Middlehaven) and express bus links to service other key locations; and
- 3 as per option 2, plus a new shuttle light rail service from Middlesbrough to Nunthorpe to link with the Darlington to Saltburn service. New stations would include the hospital, and a park and ride at the Nunthorpe terminus.

10.19 In terms of providing an integrated transport strategy for Middlesbrough, the last option above is the preferred option. Proposed timescales for delivery are estimated as phase one beginning in 2012.

TRANSPORT CORRIDORS

10.20 The Core Strategy identifies a number of transport corridors that are central to the delivery of the spatial vision and the development priorities.

East Middlesbrough transport corridor

10.21 The corridor is identified in the adopted structure plan as a route to be protected for future transport uses. A line for protection was identified in the Middlesbrough Local Plan. The protected corridor includes both the railway and adjacent land that may be needed if a road is found to be a desirable option in the longer term. The final use of the

- corridor will form part of a package of measures that will result in a reduction in congestion on the principal north-south routes into the town.
- 10.22 There are a number of potential uses of the corridor ranging from improved rail services and facilities, through to the creation of a new general purpose road. Whilst not all of the possible uses of the corridor may be viable at present, this may change with time. Changes in national policy, attitudes, funding mechanisms and increased congestion may all have an impact on the deliverability of any particular scheme. It is important that the corridor is protected for its future contribution to providing an efficient and effective transport network. Development that will prevent the corridor from coming forward for transport uses in the future should be resisted.
- 10.23 The successful implementation of any transport solution will involve close collaborative working with landowners, the Highways Agency, Network Rail, and Redcar & Cleveland Borough Council.
- 10.24 As part of the proposals for the East Middlesbrough transport corridor a link road is proposed between Stainton Way and Swan's Corner. This proposal, known as the East Middlesbrough Gateway, is identified in the provisional Local Transport Plan for Middlesbrough 2006-2011. Should the joint study with Redcar & Cleveland Council, commenced in July 2008, indicate that either the East Middlesbrough transport corridor or the East Middlesbrough Gateway have no strategic benefits, the DPD will be reviewed to remove the protection of the route in question.

A66 corridor

Zetland car park

- 10.25 Land was protected for a new access road off the A66 into the Zetland car park in the Middlesbrough Local Plan. Whilst the proposal has not been implemented it is still included as a potential scheme. It may be possible to incorporate the scheme into the proposals for the North Middlesbrough accessibility improvements.

POLICY REG34 EAST MIDDLESBROUGH TRANSPORT CORRIDOR

No permanent development will be permitted within the East Middlesbrough transport corridor, as shown on the proposals map, which would prejudice its future use for transportation purposes.

POLICY REG35 EAST MIDDLESBROUGH GATEWAY

No permanent development will be permitted within the East Middlesbrough gateway corridor, as shown on the proposals map, which would prejudice the construction of a new link road between Stainton Way and Swan's Corner.

POLICY REG36 ZETLAND CAR PARK

Planning permission will not be granted for development that would prejudice the construction of a new access road into, or an extension to the Zetland car park, as shown on the proposals map.

BUS ROUTES

10.26 As part of the Tees Valley bus network review there are a number of changes planned to bus and coach operations throughout the Tees Valley, many of which impact on Middlesbrough. The aim is to develop a network built upon a hierarchy that reflects both 'hard' measures (network links, priority measures, service frequencies, vehicles) and 'soft' measures (publicity, funding, ticketing).

The hierarchy developed comprises 'super core', 'core', secondary, tertiary/rural, inter urban express and cross boundary routes, see table 10.1.

10.27 Specific infrastructure improvements being considered for super core routes include measures such as segregated busways on the B6541 Stockton Road and Newport Road, as well as

dedicated bus only links within the town centre to and from the bus station. In addition selective vehicle detection is proposed at a number of locations throughout the town, including junctions of Marton Road/West Terrace and Longlands Road/Kings Road/Ormesby Road. Other proposals comprise the provision of bus boarders on corridors such as Kings Road, Ingram Road, Linthorpe Road, The Avenue and Acklam Road.

10.28 Many of the measures to facilitate improvements to the network will take place within the highway and are unlikely to require planning permission. It is important however that these routes are protected from inappropriate development that could detrimentally impact upon either the attractiveness of such routes or their ability to function as super core or core routes.

POLICY REG37 BUS NETWORK 'SUPER CORE' AND 'CORE' ROUTES

Planning permission will not be given for development proposals that will have a detrimental impact upon the attractiveness or functioning of the following super core or core bus routes:

Super core routes

- route 52 Middlesbrough to Park End; and
- route 18/19 Middlesbrough to Thornaby.

Core routes

- service 12 Middlesbrough to Coulby Newham;
- service 26 Middlesbrough – Eston – Redcar; and
- service 27 Marton – James Cook University Hospital – Middlesbrough – Netherfields.

Proposals along these routes will be required to contribute to improvements to infrastructure and passenger facilities.



ROUTE	DESCRIPTION	MIDDLESBROUGH EXAMPLES
Super core routes	High-frequency, car-competitive, radial, trunk urban routes linking multiple high-demand areas with town centres and substantial growth potential.	Park End - Middlesbrough - Stockton. Middlesbrough - Linthorpe - Thornaby.
Core routes	High frequency, car competitive, radial urban routes linking multiple high demand areas with town centres.	Middlesbrough - Coulby Newham. Netherfields - Middlesbrough - Marton. Thornaby - Middlesbrough - Ormesby - Easterside - Saltersgill.
Secondary local routes	Regular interval urban service routes.	Services that serve South Bank, Grangetown, Eston, Guisborough, Acklam and Nunthorpe.
Tertiary/local routes	Low frequency urban service routes fulfilling tertiary and low volume needs and meeting urban social accessibility criteria.	Access to the hospital.
Inter-urban express routes	Regular interval longer-distance links offering direct fast services to multiple centres with limited stop operation.	Towns served from Middlesbrough include Darlington, Stockton, Durham and Newcastle.
Cross-boundary	Majority of originating passengers commence journeys outside of the study area.	

Table 10.1: **PROPOSED HIERARCHY OF BUS NETWORK ROUTES UNDER TEES VALLEY BUS NETWORK REVIEW**

APPENDIX A: IMPLEMENTATION FRAMEWORK

INTRODUCTION

As part of the process of preparing the LDF it will be necessary to identify how the policies and proposals

contained within it will be delivered. Where possible the agencies responsible, the resources required and the timescales for implementation will be identified.

POLICY	IMPLEMENTATION MECHANISMS	LEAD AGENCIES
REG1	<ul style="list-style-type: none"> • Middlehaven SPD; • masterplans; and • determination of planning applications 	<ul style="list-style-type: none"> • MBC • TVR • ONE • MTCC • developers • land owners
REG2	<ul style="list-style-type: none"> • Middlehaven SPD, and • determination of planning applications 	<ul style="list-style-type: none"> • MBC • TVR • ONE • MTCC • developers • land owners
REG3	<ul style="list-style-type: none"> • Middlehaven SPD; and • determination of planning applications 	<ul style="list-style-type: none"> • MBC • TVR • MTCC • ONE • developers • land owners
REG4	<ul style="list-style-type: none"> • Greater Hemlington SPD; • RSL investment programmes; and • determination of planning applications 	<ul style="list-style-type: none"> • MBC • developers • land owners • RSL
REG5	<ul style="list-style-type: none"> • Greater Hemlington SPD; and • determination of planning applications 	<ul style="list-style-type: none"> • MBC • developers • land owners
REG6	<ul style="list-style-type: none"> • Greater Hemlington SPD; and • determination of planning applications 	<ul style="list-style-type: none"> • MBC • developers • land owners
REG7	<ul style="list-style-type: none"> • Greater Hemlington SPD; • Hemlington Regeneration Framework • RSL investment programmes; and • determination of planning applications 	<ul style="list-style-type: none"> • MBC • developers • land owners • RSL
REG8	<ul style="list-style-type: none"> • Gresham Neighbourhood Action Plan; • Masterplan; • RSL investment programmes; • housing strategy; and • determination of planning applications 	<ul style="list-style-type: none"> • MBC • developers • land owners • RSL • private landlords • GONE/DCLG



POLICY	IMPLEMENTATION MECHANISMS	LEAD AGENCIES
REG9	<ul style="list-style-type: none"> Abingdon Neighbourhood Action Plan; RSL investment programmes; housing strategy; and determination of planning applications 	<ul style="list-style-type: none"> MBC developers land owners RSL private landlords GONE/DCLG
REG10	<ul style="list-style-type: none"> North Ormesby Neighbourhood Action Plan; RSL investment programmes; housing strategy; and determination of planning applications 	<ul style="list-style-type: none"> MBC developers land owners RSL private landlords GONE/DCLG
REG11	<ul style="list-style-type: none"> Grove Hill Regeneration Framework; RSL investment programmes; housing strategy; and determination of planning applications 	<ul style="list-style-type: none"> MBC developers land owners RSL private landlords GONE/DCLG
REG12	<ul style="list-style-type: none"> economic strategy; employment generating initiatives; Riverside Park SPD; Greater Middlehaven SPD; Greater Hemlington SPD; Green Blue Heart SPD; and determination of planning applications 	<ul style="list-style-type: none"> MBC developers land owners private businesses
REG13	<ul style="list-style-type: none"> economic strategy; employment generating initiatives; Riverside Park SPD; and determination of planning applications 	<ul style="list-style-type: none"> MBC developers land owners private businesses
REG14	<ul style="list-style-type: none"> economic strategy; employment generating initiatives; Riverside Park SPD; and determination of planning applications 	<ul style="list-style-type: none"> MBC developers land owners private businesses
REG15	<ul style="list-style-type: none"> economic strategy; employment generating initiatives; Riverside Park SPD; and determination of planning applications 	<ul style="list-style-type: none"> MBC developers land owners private businesses
REG16	<ul style="list-style-type: none"> economic strategy; employment generating initiatives; and determination of planning applications 	<ul style="list-style-type: none"> MBC developers land owners private businesses



POLICY	IMPLEMENTATION MECHANISMS	LEAD AGENCIES
REG17	<ul style="list-style-type: none"> • Green Blue Heart SPD; • Environment DPD; • green spaces strategy; • economic strategy; • employment generating initiatives; and • determination of planning applications 	<ul style="list-style-type: none"> • MBC • ONE • developers • land owners • private businesses • Wildlife Trust
REG18	<ul style="list-style-type: none"> • housing strategy; • masterplans; • neighbourhood action plans; • RSL investment programmes; • housing market renewal; • supplementary planning documents; and • determination of planning applications 	<ul style="list-style-type: none"> • MBC • RSLs and other house providers • developers • land owners • private landlords • GONE/DCLG
REG19	<ul style="list-style-type: none"> • determination of planning applications 	<ul style="list-style-type: none"> • MBC • gypsy and traveller organisations
REG20	<ul style="list-style-type: none"> • determination of planning applications; • Cannon Park masterplan; and • Greater Middlehaven SPD 	<ul style="list-style-type: none"> • MBC • developers • land owners • private businesses • TVR
REG21	<ul style="list-style-type: none"> • determination of planning applications 	<ul style="list-style-type: none"> • MBC • developers • land owners • private businesses
REG22	<ul style="list-style-type: none"> • Cannon Park masterplan; and • determination of planning applications 	<ul style="list-style-type: none"> • MBC • developers • land owners • private businesses
REG23	<ul style="list-style-type: none"> • Greater Middlehaven SPD; and • determination of planning applications 	<ul style="list-style-type: none"> • MBC • TVR • developers • land owners • private businesses
REG24	<ul style="list-style-type: none"> • determination of planning applications; • University estates strategy 	<ul style="list-style-type: none"> • MBC • developers • land owners • University of Teesside • private businesses

POLICY	IMPLEMENTATION MECHANISMS	LEAD AGENCIES
REG25	<ul style="list-style-type: none"> • masterplan; and • determination of planning applications 	<ul style="list-style-type: none"> • MBC • developers • land owners • private businesses
REG26	<ul style="list-style-type: none"> • masterplan; and • determination of planning applications 	<ul style="list-style-type: none"> • MBC • developers • land owners • private businesses
REG27	<ul style="list-style-type: none"> • masterplan; and • determination of planning applications 	<ul style="list-style-type: none"> • MBC • developers • land owners • private businesses
REG28	<ul style="list-style-type: none"> • determination of planning applications 	<ul style="list-style-type: none"> • MBC • developers • land owners • private businesses
REG29	<ul style="list-style-type: none"> • determination of planning applications 	<ul style="list-style-type: none"> • MBC • developers • land owners • private businesses
REG30	<ul style="list-style-type: none"> • determination of planning applications 	<ul style="list-style-type: none"> • MBC • developers • land owners • private businesses
REG31	<ul style="list-style-type: none"> • Prissick masterplan; • green spaces strategy; and • determination of planning applications 	<ul style="list-style-type: none"> • MBC • Sport England • British Cycling Federation • developers
REG32	<ul style="list-style-type: none"> • masterplan; and • determination of planning applications 	<ul style="list-style-type: none"> • MBC • Health service
REG33	<ul style="list-style-type: none"> • masterplan; and • determination of planning applications 	<ul style="list-style-type: none"> • MBC • PCT
REG34	<ul style="list-style-type: none"> • LTP; and • determination of planning applications 	<ul style="list-style-type: none"> • MBC • Highways Agency • Network Rail • R & C BC

POLICY	IMPLEMENTATION MECHANISMS	LEAD AGENCIES
REG35	<ul style="list-style-type: none"> • LTP; and • determination of planning applications 	<ul style="list-style-type: none"> • MBC • Highways Agency • Network Rail • R & C BC
REG36	<ul style="list-style-type: none"> • LTP; and • determination of planning applications 	<ul style="list-style-type: none"> • MBC • Highways Agency • MTCC
REG37	<ul style="list-style-type: none"> • LTP; and • determination of planning applications 	<ul style="list-style-type: none"> • MBC • Bus operators

MBC = Middlesbrough Borough Council

TVR = Tees Valley Regeneration

ONE = One North East

MTCC = Middlesbrough Town Centre Company

RSL = Registered Social Landlord

GONE = Government Office for the North East

DCLG = Department for Communities and Local Government

PCT = Primary Care Trust

RCBC = Redcar and Cleveland Borough Council

APPENDIX B: MONITORING FRAMEWORK

INTRODUCTION

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

PERFORMANCE INDICATORS

Indicators will be identified to show how the performance of the Regeneration DPD will be measured. The government identifies the monitoring process as one that will evolve over time as new information becomes available and lessons are learnt. Indicators may as a consequence change or be refined over time to reflect this evolving process. It is not practicable to include an indicator for every policy in the Regeneration DPD or other LDF documents. Where possible policies will be grouped and common indicators identified. A number of the indicators included in the Core Strategy are also applicable to the monitoring of policies contained in the Regeneration DPD. These indicators have not been repeated here.

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 LDF into one place. It will be published by December each year and will include an assessment of:

- i whether policies and related targets or milestones in LDDs have been met or progress is being made towards meeting them or, where they are not being met or not on track to being achieved, the reasons why;
- ii what impact the policies are having in respect of national, regional and local policy targets and any other targets identified in LDDs;

- iii whether the policies in the LDD need adjusting or replacing because they are not working as intended;
- iv whether the policies need changing to reflect changes in national or regional policy; and
- v whether policies or proposals need changing, and the actions needed to achieve this.

The targets and indicators needed to monitor implementation of the LDF will be identified within the AMR. This will include indicators for both the Core Strategy and Regeneration DPD.



INDICATOR	TYPE OF INDICATOR	REGENERATION DPD POLICIES	CORE STRATEGY POLICIES	TARGET	EXISTING BASELINE WHERE APPROPRIATE	SOURCE
Greater Middlehaven						
Number of dwellings completed	Local	REG1 REG2 REG3 REG18	CS1 CS2 CS9	2004-11 2011-16 2016-21 2021-23	400 dwellings 1,015 dwellings 1,015 dwellings 350 dwellings	Planning applications/ completion certificates
Office floorspace completed	Local	REG1 REG2 REG3	CS1 CS2 CS7	2004-11 2011-16 2016-21 2021-23	20,000 sq.m. 25,000 sq.m. 15,000 sq.m. 2,000 sq.m.	Planning applications/ completion certificates
Retail floorspace completed	Local	REG1 REG2 REG3 REG23	CS1 CS2 CS13	2004-11 2011-16 2016-21 2021-23	2,000 sq.m. 2,000 sq.m. 1,000 sq.m. 400 sq.m.	Planning applications/ completion certificates
Retail warehousing	Local	REG1 REG2 REG3	CS1 CS2 CS13	2004-11 2011-16 2016-21 2021-23	9,000 sq.m.	Planning applications/ completion certificates
Leisure floorspace completed	Local	REG1 REG2 REG3	CS1 CS2 CS14	2004-11 2011-16 2016-21 2021+	20,000 sq.m. 25,000 sq.m. 15,000 sq.m. 2,000 sq.m.	Planning applications/ completion certificates
Hotel floorspace completed	Local	REG1 REG2 REG3	CS1 CS2	2004-11 2011-16 2016-21 2021-23	15,000 sq.m. 15,000 sq.m. - -	Planning applications/ completion certificates
Education floorspace completed	Local	REG1 REG2 REG3	CS1 CS2	2004-11 2011-16 2016-21 2021-23	30,000 sq.m. 2,000 sq.m. - -	Planning applications/ completion certificates
Greater Hemlington						
Number of dwellings completed	Local	REG4 REG6 REG7 REG18	CS1 CS3 CS9	2004 -11 2011-16 2016-21	171 dwellings 375 dwellings 375 dwellings	Planning applications/ completion certificates
Amount of employment land developed (B1/B2 and B8 uses)	Local	REG4 REG5 REG6 REG12	CS1 CS3 CS7	2004-11 2011-16 2016-21	1.5 ha 7.5 ha 6 ha	Planning applications/ completion certificates

INDICATOR	TYPE OF INDICATOR	REGENERATION DPD POLICIES	CORE STRATEGY POLICIES	TARGET		EXISTING BASELINE WHERE APPROPRIATE	SOURCE
Inner Middlesbrough Older Housing and Grove Hill							
Number of dwellings completed in the Gresham/ Jewels Street area	Local	REG8 REG18	CS1 CS9	2004 -11 2011-16 2016-21	134 dwellings 375 dwellings 375 dwellings		Planning applications/ completion certificates
Number of dwellings completed in the Grove Hill area	Local	REG11 REG18	CS1 CS9	2004 -11 2011-16 2016-21	50 dwellings 330 dwellings 110 dwellings		Planning applications/ completion certificates
Competitive business infrastructure							
Amount of employment land developed	Local	REG5 REG12 REG13 REG14 REG15 REG16 REG17 REG24 REG25 REG26	CS1 CS7	Riverside Park East Middlesbrough Industrial Estate Lawson Industrial Estate Cargo Fleet Letitia Coulby Newham Hemlington Grange Town Centre	34.58 ha 4.88 ha 0.33 ha 16.89 ha 0.16 ha 0.46 ha 15.00 ha 8.00 ha		Planning applications/ completion certificates
Revitalising the housing market							
Number of dwellings completed	Local	REG1 REG4 REG8 REG11 REG18	CS1 CS9	2004 -11 2011-16 2016-21 2021-23	5,176 dwellings 3,292 dwellings 1,780 dwellings 450 dwellings	1,077 dwellings completed between 01/04/04 and 31/03/07	Planning applications/ completion certificates
Number of affordable dwellings provided	Local	REG1 REG4 REG8 REG11 REG18	CS1 CS9 CS11	2004 -11 2011-16 2016-21 2021-23	212 dwellings 336 dwellings 215 dwellings 50 dwellings		Planning applications/ completion certificates

INDICATOR	TYPE OF INDICATOR	REGENERATION DPD POLICIES	CORE STRATEGY POLICIES	TARGET	EXISTING BASELINE WHERE APPROPRIATE	SOURCE
A 21st Century retail centre						
Amount of completed retail development	Local	REG20 REG21 REG22 REG23 REG24 REG25 REG26 REG27 REG28 REG29 REG30	CS1 CS13 CS14 CS15	Convenience floorspace: 2006-16 = 2,800 sq.m. Comparison floorspace: 2006-16 = 41,900 sq.m.	N/A	Planning applications/ completion certificates
A regional centre for education, health and culture						
Provision of high quality health facilities	Local	REG32 REG33	CS1	Development of new facilities at: • St Lukes Hospital; and • Cargo Fleet Lane	N/A	Planning applications/ completion certificates
Connecting Middlesbrough						
Implementation of transport schemes for East Middlesbrough Corridor	Local	REG34 REG35	CS17	No permitted development that would prejudice the implementation of transport schemes	N/A	Planning applications
Provision of new park and ride facilities to serve South Middlesbrough	Local	REG6	CS17	Provision of park and ride facilities in the general locations of Hemlington/A19/A174 junction	N/A	Planning applications/ completion certificates

APPENDIX C: SUPERSEDED POLICIES

LOCAL PLAN POLICY	REPLACED BY
EM2 General Employment Sites for Development	REG12 Employment Allocations REG5 Hemlington Grange – Employment Uses REG14 Riverside Park – Southwet Ironmasters REG15 Riverside Park – Enterprise Centre REG16 East Middlesbrough Business Action Zone (EMBAZ)
EM3 High Quality Employment Areas	REG12 Employment Allocations REG5 Hemlington Grange – Employment Uses REG14 Riverside Park – Southwet Ironmasters REG15 Riverside Park – Enterprise Centre REG16 East Middlesbrough Business Action Zone (EMBAZ)
EM4 Prestige Employment Site, Hemlington Grange	REG5 Hemlington Grange – Employment Uses
EM7 Middlesbrough General	Deleted
EM8 South Cleveland Hospital (part)	REG32 St Lukes Hospital
EM9 Longlands College	REG18 Housing Allocations
EM10 Coulby Newham District Centre	REG28 District Centres
EM11 North Riding Infirmary, Alternative Use	Deleted
EM12 Acklam Hall Complex	REG18 Housing Allocations
EM13 All Saints Refinery, Alternative Use	REG1-REG3 Middlehaven
SA2 Town Centre Secondary Retail Area	REG24 Southern Sector
SA3 Retail Warehouse and Retail Development in Employment Areas	REG22 Cannon Park Sector
SA4 District Centre Retail Development	REG28 District Centres
SA5 Local Shops, New and Extended	REG29 Local Centres
SA6 Local Shops, Proposals	REG29 Local Centres
SA10 Non-A1 (shop) Use in Primary Shopping Frontages	REG21 Primary Shopping Frontage
HO1 Housing Land Supply – Sites for Development	REG18 Housing Allocations REG4 Hemlington Grange – Development Principles REG 8 Gresham/Jewels Street Area REG9 Abingdon REG10 North Ormesby REG11 Grove Hill
	continued overleaf



LOCAL PLAN POLICY	REPLACED BY
HO5 Housing Renewal	REG18 Housing Allocations REG4 Hemlington Grange – Development Principles REG8 Gresham/Jewels Street Area REG9 Abingdon REG10 North Ormesby REG11 Grove Hill
HO15 Provision of Community Facilities in New Development	REG17 Green Blue Heart
TR3 Protection of Corridors for Public Transport	REG34 East Middlesbrough Transport Corridor REG35 East Middlesbrough Gateway
TR4 Bus Priority Measures, Radial Routes	REG37 Bus Network ‘super core’ and ‘core routes’
TR5 Middlesbrough to Nunthorpe Transport Corridor	Deleted
TR7 Town Centre Pedestrian Priority Zone, Proposals	REG1-REG3 Middlehaven REG1-REG3 Middlehaven REG22 Cannon Park Sector REG24 Southern Sector REG23 Middlehaven REG25 Centre Square East REG26 Gurney Street Triangle REG27 Middlesbrough Leisure Park
TR8 Development in the Pedestrian Priority Zone	REG1-REG3 Middlehaven REG22 Cannon Park Sector REG24 Southern Sector REG23 Middlehaven REG25 Centre Square East REG26 Gurney Street Triangle REG27 Middlesbrough Leisure Park
TR15 Road Schemes; Trunk and Primary Route Protection	REG35 East Middlesbrough Gateway
TR16 Roads; Junction Improvements Realignments and New Links	Deleted
TR17 Restriction of Access to Major Roads	Deleted
TR18 Car Parking (Public) Middlesbrough Town Centre	REG22 Cannon Park Sector Development Criteria REG27 Middlesbrough Leisure Park
TR19 New Road Access to Zetland Car Park	REG36 Zetland Car Park

LOCAL PLAN POLICY	REPLACED BY
LT7 Tourism: New Facilities and Attractions	REG25 Centre Square East REG23 Middlehaven Sector REG27 Middlesbrough Leisure Park – Development Site
LT10 Conference and Exhibition Facilities	REG1-REG3 Middlehaven REG24 Southern Sector REG20 Principal Use Sectors REG23 Middlehaven Sector REG4-REG6 Hemlington Grange
COM5 South Cleveland Hospital	Deleted
TC2 Retail Key Development Sites	REG20 Principal Use Sectors REG21 Primary Shopping Frontage
TC3 Office Key Development Sites	REG20 Principal Use Sectors
TC5 France/ Montague St. Key Development Site	REG20 Principal Use Sectors REG29 Local Centres
TC8 University Key Development Site	REG22 Southern Sector
TC9 Middlehaven Prestige Multiple Use Site	REG1 Greater Middlehaven – Phasing REG2 Greater Middlehaven – Development and Design Principles REG3 Greater Middlehaven – Transport Infrastructure REG20 Principal Use Sectors REG23 Middlehaven Sector
TC10 ‘Gateway Developments’	REG1 Greater Middlehaven – Phasing REG2 Greater Middlehaven – Development and Design Principles REG3 Greater Middlehaven – Transport Infrastructure REG20 Principal Use Sectors REG23 Middlehaven Sector REG28 District Centres REG29 Local Centres

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

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سوف نحاول ان نجل ملخص هذه الوثيقة متوفرة بلغات اخرى، الابره وكتابة كبيرة عند الطلب.

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