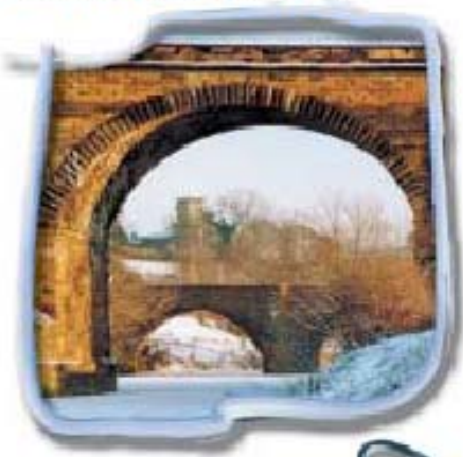


Adopted Boathouse Lane Planning and Design Brief

Supplementary Planning
Document

June 2006



Stockton-on-Tees
Local Development Framework

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1. INTRODUCTION

Background

1.1 This Planning and Design Brief has been prepared to guide future development on the site served by Boathouse Lane, Stockton-on-Tees. The Boathouse Lane area is effectively landlocked by Bridge Road to the north, the 1825 Way (A135 South Stockton Link) to the west and the River Tees to the east. This particular stretch of the River Tees is non-tidal following the installation of the Tees Barrage further down stream in 1993. For the purpose of this Brief, the site will include all land as far south as the A66 (T) Surtees rail and road Bridges. The site has an approximate area of 11.2ha (as shown by the Aerial Photographs at the end of this document).

1.2 The level of commercial and industrial activity on the site has been in decline for many years although a small number of businesses remain, the main user being the Arriva bus depot. There is a relatively high vacancy rate among the industrial units, all of which are generally outdated and require extensive maintenance and/or repair. Land is also often underused and appears to be in excess of the various operators' existing requirements.

1.3 The Boathouse Lane area therefore offers an excellent redevelopment opportunity within the River Tees Corridor, close to Stockton Town Centre, the Teesdale Park development (comprising a mix of office, commercial, educational and residential accommodation) and strong rail, bus and road networks. It is envisaged that the redevelopment of Boathouse Lane will complement the other strategically important sites along the River Tees corridor including North Shore, The Southern Gateway, Stockton Town Centre and the Green Blue Heart (see Section 3).

Purpose of the Brief

1.4 The purpose of this Planning and Design Brief is to outline the Council's aspirations for the area and to aid the area's comprehensive redevelopment. The Council anticipates future development proposals for the site and seeks to provide a sound basis for imaginative development solutions. The Brief seeks to clarify planning parameters within which developers can explore options.

1.5 The Brief will be a material consideration in the determination of any future planning application. Therefore any future redevelopment proposals must pay due regard to the area's features, planning objectives, constraints and opportunities. The Council is not proposing any development itself.

Key Objectives

1.6 The key objectives of this Planning and Design Brief are:

- To ensure the appropriate, comprehensive redevelopment of a key River Tees corridor site within the wider context of the Stockton Middlesbrough Initiative;
- To create a Gateway into the town centre, including a regionally-significant landmark building;
- To create a diverse, attractive and exciting place to live, work and visit;
- To ensure high quality urban design which maximises the potential use of the water frontage location;
- To protect and enhance the natural and historic environment;
- To improve linkages with surrounding land uses.

Status of this Brief

1.7 The draft Planning and Design Brief was subject to a rigorous six week consultation period closing 5pm, Monday 6th March. A summary of all representation made to the draft document can be viewed within the accompanying Statement of Consultation, together with the Council's response and recommendation.

1.8 Under the Planning and Compulsory Purchase Act 2004 the Brief was adopted as Supplementary Planning Document as stated in the Council's adopted Local Development Scheme (March 2006). This Brief is therefore a material consideration in the determination of any subsequent planning application(s) received by the Council for the site.

1.9 Under the requirements of European Directive EC/2001/42 and the Planning and Compulsory Purchase Act 2004, the Brief is accompanied by a Sustainability Appraisal which incorporates the requirements of Strategic Environmental Assessment. A draft Sustainability Appraisal report was also subject to a six-week consultation period alongside the draft Brief. Representations to the draft Sustainability Appraisal report have been duly considered

and incorporated into the final Sustainability Appraisal Report where appropriate. A summary of all responses together with the Council's response and recommendation can be viewed in the final Sustainability Appraisal Report.

2. SITE INFORMATION

Site History

2.1 The Boathouse Lane site is bound by 1825 Way to the west which is historically significant as the route of the 1825 Stockton - Darlington Railway. This was the world's first passenger railway and also carried coal to the riverside docks. The original Grade II* listed booking office of the Stockton - Darlington railway still remains on the site, adjoining the Hostel (number 50-56 Bridge Road) which is also listed (Grade II).

2.2 Historical Ordnance Survey maps (see Figure 2: Historic Plan: 1898) clearly show the industrial development of the area around the railway, Bridge Road and the River Tees dating back to the 18th century. The mixture of uses on the site developed from the railway, and included timber yards, a coal depot, a tramway depot, saw mill, bottle works and engineering works.

2.3 More recently, development of warehouses, factories and builders yards have replaced the original uses and the development has been predominately located to the northern half of the site.

2.4 The site's former SCS building has recently been demolished and this has left a significant area of vacant and derelict land. This site currently has an outstanding planning permission for the erection of a bulky goods store (planning application 04/0474/FUL).

Photograph 1: Looking towards the Boathouse Lane site from Victoria Bridge, Bridge Road



3. BOATHOUSE LANE CONTEXT

3.1 The Stockton - Middlesbrough Initiative (SMI) 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 and their hinterland. The vision is to create a city-scale environment at the heart of the Tees Valley that will radically transform its environment, economy and image.

3.2 The regeneration of Stockton Town Centre is one of the key elements of the SMI. In the early stages of the regeneration the focus will be on development at the southern end of the Town Centre in order to raise economic activity, improved linkages with the River Tees, Teesdale and North Shore, and exploring further development options and riverside linkages on sites in and around the southern end of the Stockton Town Centre (see Figure 1: Site Location and Context).

3.3 Consultants are to be appointed to carry out a master-planning exercise to determine development opportunities on a number of sites in and around the southern end of the Town Centre

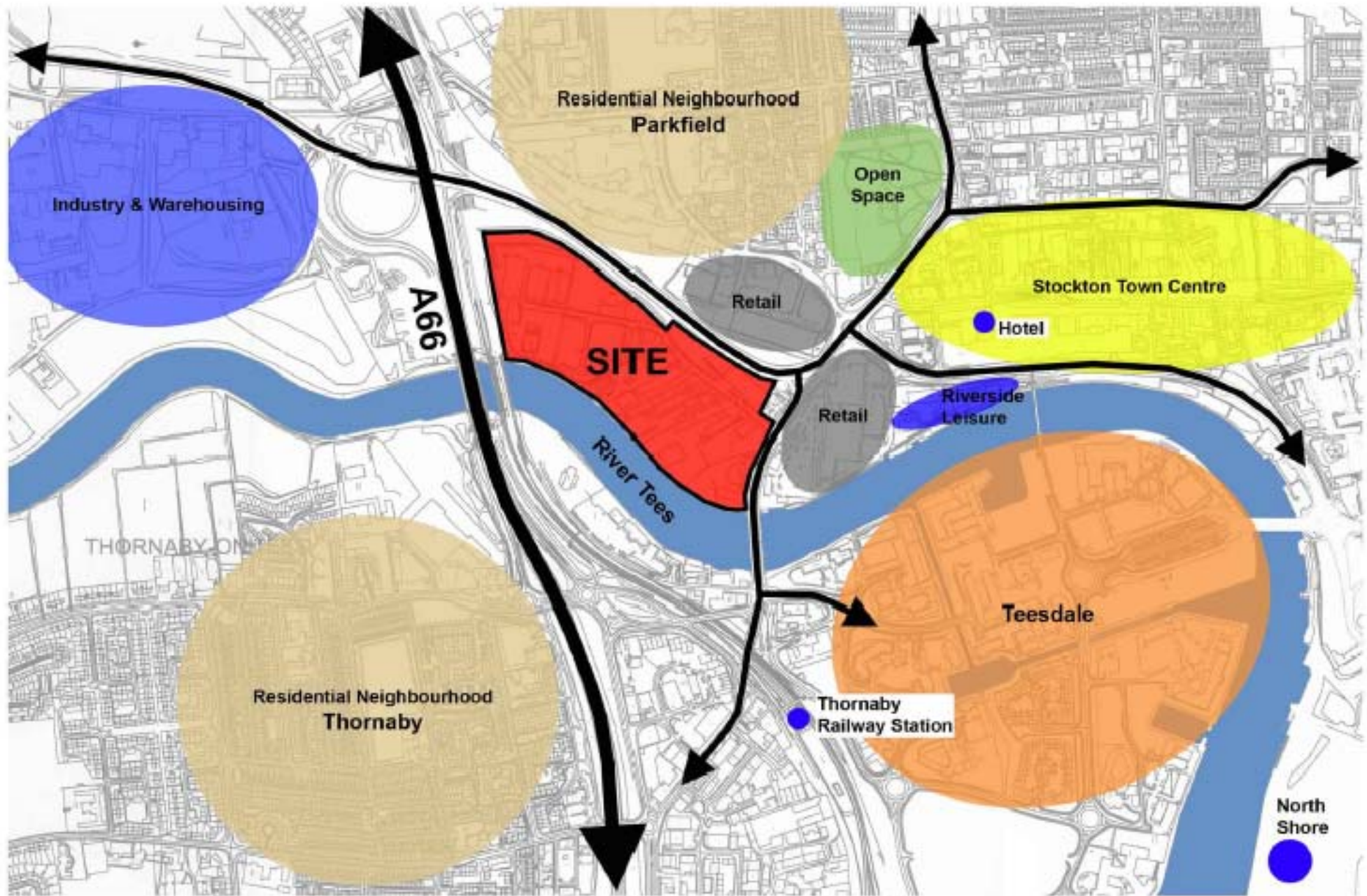
and adjacent waterfront sites. This area is known as the Southern Gateway and emphasis in the Masterplan will be placed on increased connectivity between the Town Centre, River Tees, waterfront development sites and North Shore.

3.4 Development around the core Southern Gateway site is likely to focus on a mix of retail, leisure and office developments focused on improving activity and economic performance. Development on waterfront sites will focus on mixed-use housing, leisure and office development with a view to bringing people and businesses back into the Town Centre, capitalising on the desirable land with riverside frontage and good accessibility.

3.5 The residential area, shown on Figure 1 as Parkfield, is currently part of a Pathfinder Initiative aimed at tackling the problems of housing market failure, dealing with problems of anti-social behaviour, create and provide a better choice of housing, improve the image of the area and attract new residents into the area.



Fig 1: Site Location & Context



4. PLANNING CONTEXT

4.1 National Planning Policy Statement 1: *Delivering Sustainable Communities*, Planning Policy Guidance Note 3: *Housing*, draft Planning Policy Statement 3: *Housing* and Planning Policy Guidance Note 13: *Transport*, seek to encourage the efficient re-use of previously developed land within existing urban areas in addition to reducing the need to travel and reinforcing the local economy and community.

4.2 National Planning Policy Statement 9: *Biodiversity and Geological Conservation*, Planning Policy Guidance Note 15: *Planning and the Historic Environment*, Planning Policy Guidance Note 16: *Archaeology and Planning*, Planning Policy Statement 23: *Planning and Pollution Control*, Planning Policy Guidance Note 25: *Development and Flood Risk* and consultation draft Planning Policy Statement 25: *Development and Flood Risk* are also applicable in addressing some of the environmental constraints whilst looking to maximise the development opportunities.

4.3 Regional Planning Guidance for the North East (RPG1, 2002) provides a regional land use and transport context and aims to achieve sustainable development. RPG1 recognises the importance of the Tees Valley in the regional context but recognises a legacy of dereliction and underused land along the River Tees corridor. RPG1 also illustrates how the Tees Valley has been able to attract new technology and service based industries into the main towns providing significant retail and office employment.

4.4 The adopted Tees Valley Structure Plan (2004) sets out broad policies for sustainable development. Among the numerous applicable policies, the following key themes emerge:

- Promote the redevelopment of vacant or derelict sites within the built up areas to reduce the need for Greenfield development;
- Reduce the need to travel by the private motorcar; and,
- Promote and enhance the quality of the built and natural environment.

4.5 The submission draft of Regional Spatial Strategy (June 2005) suggests all future developments in the North East should aim to achieve a renaissance through the encouragement of

sustainable construction and development. Policy 5 seeks to support the redevelopment of the Tees Valley in addition to Tyne and Wear and Policy 7 recognises that support should be given to prioritising the regeneration of both banks of the River Tees, economic prosperity, sustainable communities, connectivity and the environment. Policy 37 – Flood Risk, looks to ensure a sequential risk based approach to development and flooding is adopted.

4.6 Planning Policy Statement 12: *Local Development Frameworks* explains that Supplementary Planning Documents may be prepared before a Development Plan Document provided there is clear conformity with a saved Local Plan policy. Policy EN17 of the adopted Stockton-on-Tees Local Plan (1997) highlights part of the Boathouse Lane area as derelict and underused. The adopted Policy also encourages the reclamation and reuse of the site and recognises the sites potential for improving the image of the Borough.

EN17

“Within the Urban Development Area, land is allocated at the following sites as appropriate for a range of uses including

industry, commerce, housing, sport, recreation, tourism and education:

a) Cleveland Industrial estate;

b) Teesdale, Thornaby;

c) Boathouse Lane, Stockton;

d) Thornaby Place, Thornaby;

e) Yarm Road (East and West), Stockton

f) Teesside Retail Park.

Other than the commitment to retail development at Teesdale, retail is not appropriate at these sites.”

4.7 In addition to saved Policy EN17, Policy S15 of the adopted Alteration Number 1 (March 2006) states:

Policy S15

“Sites for major retail development are allocated at the following locations the Town Centre and District Centres as listed in Policy S1:-

i) Billingham Centre, for mixed use development;

ii) Thornaby Centre, for mixed use development;

iii) East of the Square and south of Church Road, Stockton, for mixed used development.

***The following site is allocated for small-scale retail development immediately adjoining Thornaby District Centre:-
lv) Land at Allensway, Thornaby for mixed use development, providing it cannot be accommodated in the adjoining District Centre and would not undermine its vitality and viability, or put at risk the redevelopment and regeneration strategy for the district Centre, which is needed to safeguard its vitality and viability. Proposals with a dominant food retail content will not be acceptable.***

In association with other agencies and authorities, the Council will prepare a series of detailed strategies or action area plans for Stockton Town Centre and the area of the River Tees corridor beyond the defined Town Centre boundary.

4.8 Adopted policies EN32a, EN32b and EN32c in Alteration Number 1 (March 2006), look specifically at minimising flood risk, protecting and enhancing the quality of surface and groundwaters and encourage the implementation of sustainable drainage systems. Draft Supplementary Planning Guidance 3: Sustainable Drainage Systems adds value to adopted policy EN32c.

4.9 Reference may also be made to adopted Supplementary Planning Guidance Note 4: *High Density Development – flats and apartments* and draft Supplementary Planning Guidance 3: *Sustainable Drainage Systems*.

4.10 As previously mentioned, part of the site is occupied by Grade II* and Grade II Listed Buildings (as shown in Photograph 1 and Figure 3: Site Appraisal). The listed buildings and their settings are afforded national protection in addition to adopted Local Plan Policies EN26, EN27 and EN28. Preliminary studies show that the site contains no trees protected by Tree Preservation Orders.

5. SITE CONSTRAINTS AND OPPORTUNITIES

Site Constraints

5.1 There are a number of potential development constraints applicable to the Boathouse Lane site. Where possible, the Brief has aimed to seek ways to address these constraints and has highlighted in Section 9, where a developer may be required to undertake further action;

- The key Gateway site formerly occupied by SCS has full planning permission for the erection of an A1 retail unit including storage, parking, access and a riverside walk and therefore may be developed using its own separate access (application number 04/0474/FUL). This will mean that a second access through this part of the site may no longer be viable and the Boathouse Lane site may be subject to piecemeal development;
- The site can only be accessed from two sides with restricted opportunities to create new access/egress points. Any new junctions will need to be created on a left-in left-out basis;
- There is a possible need to divert the Boathouse Lane access road and utilities;
- There are a large number of landowners within the Boathouse Lane site and so powers of Compulsory Purchase Orders may need to be exercised as a last resort;
- The site lies entirely within Flood Zone 3 (high risk) and so a full Flood Risk Assessment will need to be submitted and agreed by the Environment Agency. Where necessary flood mitigation measures may need to be implemented;
- Due to the industrial nature of the site the land is potentially contaminated and so a ground condition survey will be

required together with an appropriate programme of remediation. The Environment Agency endorse the recently published Planning Policy Statement 23 which states that it is the developer's responsibility to ensure the site is safe and suitable for its intended purpose, having regard to previous contamination. The Framework to achieve this is to carry out investigations in accordance with CLR11, Model Procedures for the Management of Contamination (www.environment-agency.gov.uk/subjects/landquality).

Additionally, it must be remembered that under the Water Resources Act 1991 it is an offence to "knowingly permit" pollution of controlled waters. The Environment Agency reserves the right to undertake its statutory powers.

- Previously developed land can often be rich in biodiversity and so an ecological survey will need to be conducted and appropriate mitigation measures sought and opportunities for enhancement where possible (see paragraph 8.10)

Opportunities

5.2 The area of Boathouse Lane has a number of redevelopment opportunities in addition to the constraints:

- Opportunity to redevelop this key Gateway into the town and ensure that key landmark building or feature is in a prominent location (see paragraph 6.4);
- Within easy walking distance of Thornaby rail station and modern mixed-use development at Teesdale;
- Opportunity to connect the site with the River Tees (see paragraph 6.18);
- Ability to enhance the route of the Teesdale Way and to continue the Eight Bridges Cycleway circular route under Victoria Bridge and along the River Tees, and to improve pedestrian and cyclist movement (see paragraph 6.21);
- Opportunity to reconnect the Listed buildings with their surroundings, and recognise and build upon the area's heritage (see paragraph 8.20);
- Possibility to enhance the street frontage along Bridge Road to help improve the appearance of Stockton and the wider River Tees Corridor (see paragraph 8.27);
- Opportunities exist for the enhancement of existing biodiversity and the introduction of new species on the site as part of any redevelopment (see paragraph 8.10).

6. LAYOUT PRINCIPLES

6.1 The Council will seek to achieve the best possible redevelopment of Boathouse Lane to help support the wider social, environmental and economic regeneration aims of the SMI and development opportunities for the Southern Gateway.

6.2 An independent assessment regarding the viability and potential demand for the proposed uses, as set out below, has been carried out by Lamb & Edge Chartered Surveyors. It is generally agreed that good quality residential development will help to generate demand and activity for other commercial and leisure uses. The assessment concludes that mixed-use scheme is commercially viable on the Boathouse Lane site based on the key elements below (copies of this assessment are available on request).

6.3 The various possible land uses have also been considered in the context of consultation draft PPS25: Development and Flood Risk, in particular table D.2 which examines the vulnerability of certain land uses to flood risk. When considering any potential

layout for the Boathouse Lane site regard will also have to be given to the vulnerability of these uses to flood risk. For example. Residential development will be encouraged on higher ground and open space in areas in the highest area of flood risk.

Key Landmark or Iconic Building and/or Feature

6.4 The area formerly occupied by SCS is the optimal location for an iconic building or feature (see photograph 2). The site is in a prominent location to those approaching Stockton from the west across Victoria Bridge. Careful design principles may need to be applied to enhance the setting of the internationally significant former rail ticket booking office and Victoria Bridge and to avoid the isolation of an iconic building or feature from the remainder of the Boathouse Lane redevelopment.

6.5 An iconic building or feature should be easily recognisable throughout the region and beyond, and should be representative of Stockton, possibly through the recognition of the rail, nautical or industrial heritage. The submission draft of Regional Spatial Strategy for the North East recognises the contribution that the high quality of the built environment and the development of world-class iconic structures have played in the renaissance of the Tyne and

Wear City region. An iconic building or feature in this prominent location should have a visual impact which could generate interest in Stockton and may help in contributing to delivering an urban renaissance. The Council will encourage iconic buildings to be environmentally sustainable and enhance views along the River Tees corridor.

Photograph 2: Former SCS site, looking West from Victoria bridge



Creating Mixed-use Communities

6.6 The Council envisages a mixed-use residential scheme incorporating an element of B1 offices, cafes, restaurants, bars, health and education services, as well as art and cultural facilities. It may also be viable to develop an hotel. The purpose of the creation of a mixed-use development should help to ensure that a

sustainable community is created. Any low intensity development will be discouraged as there may be conflicts with wider sustainability objectives, weaken urban form and conflict with design objectives.

Residential

6.7 Residential use should be the dominant use throughout the site. As already mentioned, the Boathouse Lane site lies in a sustainable location within easy walking distance to Stockton Town Centre, Thornaby railway station and Teesdale Park. The Council will seek to achieve housing densities in accordance with PPG3 and adopted SPG4 see (Table 1 opposite).

6.8 The Boathouse Lane site lies within 500m from Stockton Town Centre and coupled with the proximity to Thornaby rail station and Teesdale it is considered that higher densities than suggested in PPG3 may be appropriate. The residential density of the development should not compromise the quality of the living environment and the ultimate density will be assessed in the light of potential highway and public transport improvements, education provision and design issues.

Table 1 : Flats and Apartment Densities

Centre Type	Distance from centre					
	Within	100m	250m	500m	1000m	Outside
Convenience Store	N/A	50 dph	No flats	No flats	No flats	No flats
Neighbourhood Centre	60 dph	60 dph	50 dph	No flats	No flats	
Local Centre	70 dph	60 dph	60 dph	50 dph	No flats	
District Centre	By Negotiation	70 dph	60 dph	60 dph	No flats	
Town centre	By negotiation	80 dph	70 dph	60 dph	50 dph	

Source: Adopted SPG4: High Density Flats and Apartments, April 2005

6.9 The redevelopment should provide for a range of dwellings, to meet family and non-family housing requirements. A mixture of dwelling sizes is important, and ideally should incorporate 1,2,3 and 4 bed properties.

6.10 Changing economic conditions have made it increasingly difficult for those on low incomes to obtain a dwelling either by purchase or to rent. Adopted Local Plan policy HO4 seeks to ensure affordable housing is provided in developments exceeding 2 hectares. The Council's Housing Strategy 2005-08 gives an overview of the local housing market and the current housing need

within the Borough. As a guide to developers for negotiating Section 106 Agreements for affordable housing, the Council will require 50% of the affordable units to be shared ownership and 50% social rented. This is intended to act as a rough guide and the exact mix will be a matter of negotiation in each case to take account issues of viability and mix.

HO4

“In housing developments exceeding 2 hectares (5acres), affordable housing shall be provided to an extent agreed between the Council and the developer as appropriate to help meet any local need. There shall be arrangements to ensure that the benefits will be passed on to subsequent, as well as initial, occupiers.”

Size of dwelling	Percentage Mix
1 bed	10
2 bed	25
3 bed	40
4+ bed	15
2 bed bungalow	10

6.11 Although the issue of housing for disabled people is identified in the adopted Local Plan, the Council does not have an adopted Local Plan policy. Nevertheless, developers should adopt the Lifetime Home principle to make dwellings easily adaptable to reflect changes in personal circumstances. The Council’s Housing Needs Survey will identify the needs of people with disabilities. In the interim the amount of housing suitable for people with disabilities will be subject to negotiation and agreement with any developer. However, it is considered that at least the ground-floor properties should be disable-friendly as a matter of principle. Developers are reminded that the added space and convenience of disability-friendly homes may be attractive to able-bodied people as well as the disabled.

Commercial

6.12 In order to maintain economic activity on the site and to create a mixed-use community, Use Classes B1a) and b) (offices, research and development, studios, laboratories and high tech facilities) may be appropriate on the site. Suitable accommodation for B1 a) and b) business uses may be acceptable. New opportunities for small businesses (incubator) and office development integrated into the residential fabric will provide the

opportunity for greater diversity of employment land, create a livelier mixed-use neighbourhood and help to reduce travel to work distances.

6.13 The design of B1 accommodation should help to strengthen the high quality design of the environment, and complement the residential uses in architecture, scale, and massing.

6.14 New residential development will be served by the existing Town Centre, which lies within 500m of Boathouse Lane. It is envisaged that the Town Centre's retail function will be strengthened due to the potential increase of the population catchment area. Major retail proposals on this site will be strongly resisted in line with PPS6 and Alteration Number One to the Adopted Local Plan.

6.15 Proposals for Use Classes A3 (Restaurants and Cafes) and A4 (Pubs and Bars) may also be acceptable and should be encouraged at ground level. Proposals for such uses need to be fully integrated into the working and living environment, need to be ancillary to the whole scheme, and fully justified in accordance with the adopted Alteration Number 1 (March 2006). Any proposal for

A3 or A4 must ensure that appropriate measures are taken to minimise potential conflicts with neighbouring uses in accordance with adopted Policy S14. For example, the provision of appropriately designed and located bins and refuse stores, appropriate fume extraction and filtration to be located out of sight.

Community Uses

6.16 The Council has a statutory duty to ensure that sufficient school places are available to meet the needs of pupils within the Borough. The number, size and type of residential dwellings proposed will depend on whether the Council will require capital investment from the developer to provide additional primary and secondary school places (see Table 3). Any developer is advised to make early contact with the Council for further guidance.

6.17 A significant mixed-use or residential development may generate demand for additional community facilities such as a doctor's surgery, library or nursery places. The Council will expect additional community facilities commensurate with the need created by the development.

Leisure and Recreation

6.18 The Boathouse Lane length of the River Tees is already used for angling. This water-based activity should be retained wherever possible and disabled access in the form of angling platforms together with environmental enhancements to the river edge habitat would help create a valuable amenity and an enhanced ecosystem. The Environment Agency receives many enquiries from disabled anglers each year requesting the provision of disabled angling platforms.

6.19 Part of the 'Teesdale Way' runs through the Boathouse Lane site along the waterfront and then along Boathouse Lane itself. The Teesdale Way stretches 160km along the River Tees and links to the Pennine Way and the Cleveland Way to form part of a wider network. It would be desirable to realign the Teesdale Way in accordance with an agreed layout (see Figure 5: Access and Layout Principles). The opportunity also exists to enhance the actual route of the Teesdale Way itself.

6.20 In addition, the Council will seek a continuation towards the "Eight Bridges Cycleway" along this stretch of River Tees. The Cycleway provides a circular route along the Tees Corridor linking

all eight bridges of the River Tees from Victoria Bridge in the west to the Transporter in the east. The cycleway will link points of interest and landmarks attracting tourists and local people whilst encouraging greater access to the river.

6.21 In addition to the public realm, the Council will also seek a provision of public open space to meet the needs of the community. Ideally the Council will seek for the provision of 0.6 hectares of usable and adoptable public open space on site. If the provision of open space on site is not feasible then the Council will require a developer contribution for off-site provision. Design criteria for public open space can be found in paragraph 8.47.

Table 2: Potential Land uses

Land use	Comments
Residential (C3)	Residential development should provide for a range of dwellings to provide for a range of sizes, affordability and tenure.
Employment (B1)	In order to maintain economic activity on the site, it is important that office accommodation (use class B1) is provided. A range of sizes should be provided to encourage small enterprises, headquarter offices, B1 workshops and studios.
Restaurants and Cafes (A3)	Restaurants and cafes are acceptable and should be encouraged at ground level. They

	should be integrated into the working and living environment.
Drinking Establishments (A4)	Pubs and bars are also acceptable and should be encouraged at ground level. They need to be integrated into the working and living environment.
Hotel (C1)	A hotel may be acceptable.
Non-residential institutions (D1)	Community uses are encouraged to meet a range of needs and aspirations. Health and education facilities may be required depending on the final number and type of residential units.
Assembly and Leisure (D2)	Leisure uses should be encouraged which make best use of the waterfront location.

7. ACCESS PRINCIPLES

7.1 The development site will need to align with the Transport Policies as set out in the Provisional Local Transport Plan 2006 – 2011. The highways and transport solutions for the development site will therefore consider the five key objectives of Congestion, Road Safety, Accessibility, Air Quality and Other Quality of Life. The development infrastructure shall be constructed in accordance with the requirements of the Design Guide and Specification (Residential and Industrial Estates). Where the development does not align with the above policies and specifications, a departure from standard will have to be submitted in accordance with the Council approved procedure.

7.2 The size and nature of proposed development will require two separate access/egress points to be provided onto the existing adopted highway network. Two points of access are available in engineering terms and therefore feasible from this development and this criteria **will be adopted** to ensure site permeability, good access for site occupants, quality and direct links to the Trunk Road Network, facilitates choice and provides for effective highway network management and distribution. A single access to this

development will only be considered should the total number of properties on the whole development site be between 1 and 50. If the total number of properties exceeds 50 but not 100, then one full access and provision of an emergency access will be considered. Development above the threshold of 100 properties across the whole site **will require a second access.**

7.3 The primary access shall be via the existing signal controlled junction at Boathouse Lane off the A1130 Bridge Road. The second access may operate as a left in/left out only junction and be located either on the A1130 Bridge Road or the A135 1825 Way. Junction spacing criteria is set out in the Council's Design Guide and Specification (Residential and Industrial Estates). Within this Brief, Figure 5: Access and Layout Principles, shows the concept of how this latter access option would work.

7.4 It should be noted that the A66 will be widened to three lanes across the Surtees Bridge between the A135 '1825 Way' and the A1045 Thornaby Road.

7.5 The existing Roundabout at the A135 '1825 Way' and Riverside Road junction, will be operating near to it's traffic capacity

following the completion of the A66/A135 Interchange in 2007. Validated traffic modelling indicates that this roundabout does not have sufficient capacity to manage any additional traffic other than current predicted low growth with no redevelopment over and above the scale of traffic generation associated with the current uses on the Boathouse Lane site. As a result, any new development proposals, that will generate additional traffic above the predicted low growth forecast through this roundabout, will be required to make a realistic and reasonable proportional contribution towards additional infrastructure works to create the necessary capacity. Any such capacity, would be delivered by the roundabout being remodelled and controlled by traffic signals.

7.5 All works to be carried out on the existing adopted highway would be carried out by the Council under a section 278 agreement of the Highways Act 1980.

7.6 The Council would seek to adopt all internal roads constructed in accordance with paragraph 7.1 above, under a section 38 agreement of the Highways Act 1980.

7.7 The development proposals will be required to have a supporting Transport Assessment prior to the submission a planning application. The Transport Assessment will need to be agreed in full with the Head of Engineering and Transportation.

7.8 The transport assessment will need to address the following issues:

- Traffic Modelling. The Highways Agency is carrying out a full VISSIM model of the A66 (T). This development modelling must take into consideration this model and feed into its development. The Highways Agency will not consider any application from this development until the VISSIM model has been completed (April 2006) and the A66 (T) traffic is truly represented.
- Circulation and Distribution within, to and from the development.
- The transport assessment needs to address modifications to this junction to demonstrate that any additional traffic generated from any future development of the site works with a signalised cross roads junction instead of a roundabout. A contribution to the Council's

planned junction re-modelling scheme is set out in table 3.

- Associated trip generation to and from the development.
- Public Transport links and provision of adjacent infrastructure.
- Cycleway links provision
- Walking links provision and safe pedestrian routes.

7.9 Car parking provision including that of cycle parking and service/emergency vehicle requirements must be in accordance with the requirements of paragraph 7.1.

7.10 The Council will require the developer to provide funds through a section 106 of the Town and Country Planning Act for the provision of off site infrastructure improvements identified in the above.

7.11 The Council will require a full Green Travel Plan to be submitted for the whole of the development to show sustainable transport modes are actively promoted and at the heart of the development proposals.

8. DEVELOPMENT PRINCIPLES

Sustainability Principles

8.1 The promotion of sustainable development is a key objective of the Council and this site is considered to offer significant potential in view of its location. The objective is broad and depends on a number of diverse and linked issues, including growth of the economy, sustainable design and layout of development, protection of environmental assets, building a strong community, transport policy, air pollution, re-use of previously developed land and buildings, crime reduction and provision of local facilities.

8.2 Any developer should realise opportunities presented by this development site, to incorporate sustainable development principles and practices into the design, construction, development and future maintenance of the site. The developer in evaluating the sustainability of options to achieve sustainable designs should adopt sustainability appraisal techniques. Some key issues that should be taken into account in the preparation of any development proposal include the protection and enhancement of biodiversity, waste

minimisation, recycling and re-use of materials, energy use, transport links and sustainable urban drainage.

8.3 The development should be designed to minimise any construction waste, to re-use waste materials where possible and to maximise the use of locally derived sustainable materials.

8.4 The development will be required to provide waste and recycling storage facilities according to the Council's specification contained.

8.5 The Council's Draft Supplementary Planning Guidance Note 3: Sustainable Drainage (www.stockton.gov.uk) encourages the use of sustainable drainage systems (SUDS) within the construction of 'significant' development. SUDS is a method by which new developments can deal with surface water run off and minimise flood risk on and off site.

8.6 Maximum use of renewable energy opportunities should be taken such as the orientation of buildings to achieve solar gain perhaps through the replication of long narrow building plots and the

location of solar panels for hot water and photovoltaic panels where feasible.

8.7 In addition to the installation of renewable energy systems the development will be expected to achieve high levels of energy conservation through careful design and use of materials. Both of these aims may be achieved through community heating schemes that can demonstrate energy efficiency gains and the effective use of renewable energy sources.

8.8 All properties will be expected to achieve the BRE ECO Homes level of “very good” or “excellent”. The developer will be required to prepare an ECO home prediction of how the development and individual dwellings will achieve the excellent standard. To assist the developer attention is drawn to the EcoHomes predictor that is available from www.sustainabilityworks.org.uk. The BREEAM standard should be ideally applied to all development including commercial.

8.9 The developer will be requested to appoint a BRE licensed assessor to undertake this assessment. Details of the initial assessment are to be forwarded to Stockton Borough Council. Final

assessment of the properties is to be made available to homeowners upon the occupation of the properties.

Ecological Considerations

8.10 Biodiversity enhancements should be a key part of any proposals for the waterfrontage.

8.11 Otters have re-colonised the lower Tees in recent years, and the provision of suitable habitat is entirely appropriate for this Biodiversity Action Plan species. The presence of such an engaging and charismatic species on the site would enhance the status of the development for businesses, residential and visitors alike.

8.12 Ecological Surveys will need to cover bats in existing buildings and breeding birds, along with otter use of the waterfront. It is not thought that great crested newts are likely to inhabit the site. However areas of cleared ground may have the potential to support early successional semi-natural grassland and Local BAP species such as the dingy skipper butterfly.

8.13 There is a high possibility that the invasive plant Japanese knotweed is present due to it growing on nearby sites, including the opposite riverbank and on land along the railway. If the ecological surveys find that it is present the developer will need to make provision for a programme of control in accordance with the Wildlife and Countryside Act 1981.

8.14 The River Tees at Boathouse Lane contains a good population of resident coarse fish species and migratory salmonids, which move through the system each year. Water quality and disturbance of habitat will need to be protected especially during the construction period and the Council envisages suitable planning conditions to be attached to any planning consent.

Design Principles

8.15 Central Government guidance has highlighted the importance of design quality in order to achieve an urban renaissance. The comprehensive redevelopment of the Boathouse Lane area offers an opportunity to help achieve this principle and to integrate the site with the surrounding urban form and the River Tees through routes and vistas.

8.16 The enhancement of this prominent Gateway site into Stockton Town Centre is considered to be key to the enhancement of Bridge Road and this area of the River Tees Corridor. Buildings should front onto the waterfront with a concentration of public uses and active frontages. Achieving pedestrian scale interest and activity may present a challenge given the difficulties in the changes of levels from Victoria Bridge to the waterfront.

8.17 Adopted Policy HO11 of the Stockton-on-Tees Local Plan (1997) states:

“New residential development should be designed and laid out to:

- i) Provide a high quality of built environment which is in keeping with its surroundings;***
- ii) Provide a layout that respects the site’s existing vegetation, landform, neighbouring land uses and orientation;***
- iii) Incorporate open space for both formal and informal use;***
- iv) Ensure that residents of the new dwellings would have satisfactory degree of privacy and amenity;***

v) *Avoid any unacceptable effect on the privacy and amenity of the occupiers of nearby property.*

8.18 In addition to the above requirements any comprehensive redevelopment will need to take due consideration of gradients and views, biodiversity, contamination, flood risk, archaeological remains, ground and water conditions and any existing structures.

Flood Risk Considerations

8.19 In accordance with the latest Environment Agency advice and Planning Policy Guidance Note 25: Development and Flood Risk, detailed proposals for the development of Boathouse Lane must give consideration to the following principles:

- i) Finished floor levels should be set to a minimum 5.0 metres AOD (above ordnance datum) (1:200 year level plus an additional allowance of 600mm for wind and wave action plus 200mm climatic change allowance to give protection against sea level rise and geological tilt);
- ii) Safe, dry, access and egress from site needs to be provided in times of flooding;
- iii) Surface water systems designed to take account of tide-locking of system during flood event, which will involve storage on site;

iv) No net loss of floodplain – i.e. wholesale raising of sites may displace further flood waters onto third parties.

Existing Buildings

8.20 There are a number of listed buildings within the Boathouse Lane site forming a small terrace fronting Bridge Road. Numbers 50, 52, 54 and 56 Bridge Road are Grade II Listed Buildings, and number 48 Bridge Road is Grade II* listed (see Photograph 3). This is considered to be an iconic building which in itself has an iconic building of international status.

8.21 Planning Policy Guidance Note 15: Planning and the Historic Environment (www.odpm.gov.uk), states that listed building control is the statutory requirement on local planning authorities to 'have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses' (section 16). This reflects the great importance to society of protecting listed buildings from unnecessary demolition and from unsuitable and insensitive alteration.

8.22 It also states that the building's setting and its contribution to the local scene, may be very important as a material consideration

in the determination of a planning application e.g. where it forms an element in a group, park, garden or other townscape or landscape, or where it shares particular architectural forms or details with other buildings nearby.

Photograph 3: Grade II* and Grade II Listed Buildings



8.23 Applicants proposing works which would affect the character or setting of a listed building will be required to show why the proposed works are desirable or necessary. They should provide the local planning authority with full information, to enable them to assess the likely impact of their proposals on the special architectural or historic interest of the building and on its setting.

8.24 Any proposed building works affecting the setting of these listed buildings would have to demonstrate the affect of the

proposals on the setting of the listed buildings in particular number 48 Bridge Road as this is a grade II* listed building of outstanding architectural and historic importance.

8.25 New buildings should not try to imitate the existing listed buildings but they should be respectful to their modest scale and form, materials and use.

8.26 The scale, form, massing and detailing of the proposed buildings will be required to be sympathetic to the listed buildings and their settings which have been somewhat compromised by the existing road system. The position of a secondary access must not isolate the listed buildings further to the detriment of their setting. Care will be required to ensure potential development and any Gateway art features do not further compromise the setting of the buildings, as they are an intrinsic element of the site.

Built Frontages

8.27 The Council envisages that the Boathouse Lane site will be developed at a higher density (see paragraphs 6.4) with eye-catching buildings to allow the site to be noticed for the right reasons. A strong building line should be evident along Bridge Road and the River Tees as well as along each individual street.

New buildings should turn corners and have 'two fronts' so to maximise natural surveillance and to avoid blank elevations.

8.24g A comprehensive site analysis should be undertaken which would typically look at existing context, massing, scale and structures; this may require photographic evidence of salient features. It would be beneficial if elevation drawings were provided showing views from key strategic approaches including skyline silhouettes and the linking of internal site and external neighbourhood spaces.

8.29 New buildings should respect the positioning of existing buildings on site whether they are retained or not to allow the new buildings to blend in more easily with the surroundings. Sites adjacent areas of strong identity must have regard for their setting and building pattern, and seek to integrate with the existing layout through sympathetic orientation.

8.30 Design to limit overlooking/overbearing or shadow casting. Detached dwellings should not appear to be terraced through siting them too close together.

8.31 The pattern and frequency of buildings and spaces shall be designed to give visual interest and to provide visual cues as to the relative location and direction of nearby focal points. This will aid in pedestrian legibility and a simple urban grain that assists navigation.

Internal Layouts and Design

8.32 There should be adequate privacy in habitable rooms, gardens and other outdoor areas of the proposed dwellings. Overlooking and shadow casting should be avoided. It is essential that each dwelling has its own private outdoor amenity space for residents to relax and use for private informal leisure pursuits. Private amenity space should be clearly defined and defensible by suitable enclosure methods. Where the development of flats restricts the availability of private amenity space then communal garden areas should be fully integrated into design layouts.

8.35 Buildings should be orientated towards the waterfront and also the southern aspect where possible, both to maximise natural light and passive solar gain. There should be adequate day and sunlight entering the habitable rooms of any proposed dwellings.

8.36 The development should be designed for safer communities and must be developed in close co-operation with the Police Crime Prevention Design Advisor. Buildings should face outwards and overlook public areas such as paths, roads and open spaces. These paths, roads and open spaces should be well lit and designed to deter people from loitering. Activity should be encouraged in street to promote natural surveillance and good visibility across the public realm is essential.

8.37 Any proposal should integrate reference to the site's heritage and to create an attractive and individual place to live. This may replicate the historical relationship with the river of long narrow building plots and the short end of the properties facing onto the water. This would be consistent with the approach to maximising the orientation of the buildings for the benefit for passive solar gain (paragraph 8.6).

8.38 The use of public art and specifically street furniture can help to create individual new developments. The Council will seek to avoid the monotony of modern housing estates and therefore more inspiring designs and proportions are encouraged.

8.39 Developers will be encouraged to create a highway network that conforms with the Home Zone principle. Home Zones work to encourage motorists to drive with greater care and attention. Street furniture, play areas, shrub beds, lamp columns, fences and trees are often used to strike a balance between traffic, pedestrians and cyclists.

Urban Realm and Landscaping

8.40 Urban realm areas should be provided of suitable quality and quantity. Imaginative design combined with high quality should be used to create an environment with a sense of place.

8.41 There should be common themes; design approaches and a palette of materials should be identified for elements of the external environment within the development. Paved surfaces should be simple, robust and complement adjoining architecture and street furniture. The hierarchy of spaces should be reflected in the quality of materials; however, the importance of certain spaces may be reinforced through the use of additional innovative or artistic paving features.

8.42 There is an opportunity for contemporary expression including feature lighting and environmental art. This will be encouraged dependent on their scale and location. This may take the form of enhanced street furniture and floorscapes or individual pieces of sculpture.

8.43 Boulevards will be established to form a series of main routes lined with trees. These will link primary routes, cycleways and footways with emphasised provision for pedestrians and cyclists. The boulevards are to feed from the entrance gateways, into the centre of the development and link through to the existing cycle routes. These boulevards are to form the spine of the green routes and are envisaged to provide a direct and visibility line to allow views from urban to green and vice versa.

8.44 Tree planting should be functional as well as aesthetic, with the range of species limited and the planting principles bold and simple. A variety of native species (preferably of local provenance) should be planted, in order to provide maximum biodiversity benefits. Changes in species should be used to highlight junctions, special urban features or buildings, or to define routes and spaces.

8.45 Landscaped areas should be linked throughout the development and should link in with the surrounding environment, especially to other areas of green urban structure.

8.46 The Council requires that within the design and development of this site, landscaping (soft and hard) should be treated as an integral consideration and a thorough scheme should be presented to the Council accompanying any planning application

8.47 Any on site informal recreational space shall be provided for by the creation of a grassed area of not less than 0.6 hectare. In addition fixed play equipment suitable for toddlers and juveniles shall be provided. This should be designed in accordance the SBC Design Guide for Open Space

8.48 The high elevation of the 1825 Way means that this is a very dominant feature and as part of the proposed linear park (see Figure 5: Access and Layout Principles), a suitable landscape buffer along this edge would be required to compensate from any noise and visual intrusion. The buffer however will need to take into consideration the sites proposed urban structure and views through the site; particularly views through to primary focal points. The linear

park itself will need to be of a high urban spatial quality and identity. The park will need to integrate with the proposed landscape structure of the site with clearly defined routes, boulevard planting and a continuation of high quality materials that will tie the park into the infrastructure of the proposed site and waterfront.

8.49 The riparian margin of the site should incorporate stretches of suitable river-side planting (will, alder etc) and ideally artificial otter holts. Otters have re-colonised the lower Tees in recent years and the provision of suitable habitat is entirely appropriate for this Biodiversity Action Plan species. Furthermore, the presence of such an engaging and charismatic species on Boathouse Lane would enhance the status of the development for businesses, residential and visitors alike.

8.50 Public Art is a great way to identify and celebrate local identity and historical heritage. Ideally the provision of public art should involve the local community and will help to provide a high quality, well designed urban environment valued by those who live and work in the vicinity. The developer will be expected to contribute an agreed percentage of public art provision (see Table 3: Developer Contributions).

9. THE WAY FORWARD

9.1 It is envisaged that this Planning and Design Brief will provide any prospective developers with clear planning guidance for the comprehensive redevelopment of the Boathouse Lane site. It is accepted that the development of the site may have to be phased. To ensure comprehensive redevelopment takes place developers will be requested to demonstrate how an individual proposal or phase fits into an overall view of how the site will be developed. The Council would wish to see appropriate high quality design which is consistent across the site. Any subsequent planning application(s) should seek to ensure design consistency and sustainability standards across the development site.

9.2 Potential developers are advised to contact the Council at an early stage in order to discuss any development proposals especially given the lengthy timescales involved in road closure orders and compulsory purchase orders if these are deemed necessary.

Land Owners

9.3 The most effective and efficient redevelopment of the Boathouse Lane area will be assisted by negotiated, mutually beneficial agreements between landowners. The Council urges landowners and prospective developers to hold negotiations between themselves to achieve the most sensible way forward. Further piecemeal development may prejudice the comprehensive regeneration of the site and will not be acceptable to the Council.

Planning Application Requirements

9.4 Planning application should include access and siting proposals. Any works to Listed Buildings will also require Listed Building consent and so a separate application for this will be required. Where works are proposed in close association with listed buildings, developers should be required to submit full applications with full details of the impact of the scheme upon those listed buildings.

9.5 Any planning application should be accompanied by the following evidence:

- a detailed Flood Risk Assessment, to be considered and agreed by the Environment Agency;

- a Transport Assessment in accordance with paragraph 7.5 including a feasibility study examining the most appropriate means of achieving pedestrian/cycleway improvements between the site, Stockton Town Centre and Thornaby Rail Station;
- a noise and vibration assessment associated with the potential noise generation from the 1825 Way;
- a Ground Condition Survey and remediation proposals with regard to the potential of contaminated land in accordance with Planning Policy Statement 23: Planning and Pollution Control and CLR11, Model procedures for the Management of Contamination;
- a Phase 2 habitat survey, to include details of any important wildlife habitats including bats in existing buildings and breeding bird and otters. Proposals for possible mitigation and enhancement measures will be required;
- a desktop Archaeological and Cultural Heritage assessment of existing buildings and any potential remains on the site to fulfil the requirements of Tees Archaeology. This work may include mitigation measures and / or further appropriate studies;

- a detailed Urban Realm Scheme – for Hardworks and Softworks including means of enclosure and street furniture and street lighting and;
- a Design Statement – setting out a Design Code for development to conform to, and an illustrated justification for the development in the context of its surroundings.

Developer Contributions

9.6 The Council envisages that a legal agreement and/or planning conditions will be required to ensure that the cost of additional service provision generated by new residential development is met by the developer. It is anticipated that contributions will be required in the following areas:

Table 3: Developer Contributions

Developer Contribution	Comments
Education	The Council has a statutory duty to ensure that sufficient school places are available to meet the needs of pupils within the Borough. If, as a result of a new housing development, pupil numbers in any part of the Borough should rise beyond the capacity of schools in that area, the Council would be

	obliged to provide additional school places. This would require capital investment that is not fully supported by government allocations. Once a developer has an idea of the number and types of dwellings proposed, contact should be made with the Council as soon as possible.
Flood Risk Assessment	Boathouse Lane lies within Flood Zone 3 (high-risk) and any Flood Risk Assessment must be approved by the Environment Agency. Where development is permitted which may increase the risk of flooding then appropriate alleviation or mitigation measures must be funded by the developer.
Road and Junction Works	It is expected that the opening of the A66/1825 Way east facing slip roads in Spring 2007 will result in a significant reduction in traffic flow across Victoria Bridge. In addition to a secondary means of access, the Transport Assessment will be expected to show how the existing Boathouse Lane junction can be modified to accommodate pedestrian/cycleway facilities and bus priority measures. It is possible that the development of the entire site will have a material impact on the Riverside Roundabout. Any contribution to the improvement of the roundabout

	will be in accordance to the level and the nature of the development and its impact.
Public Transport	Public transport infrastructure improvements to serve the development will include a new bus lay-by with low floor platform, shelter and Real Time information display.
Ground Condition Survey	A survey of ground conditions and contamination will be required, together with an appropriate programme of remediation. The Environment Agency endorse the recently published PPS23 (www.odpm.gov.uk) which states that it is the developers responsibility to ensure the site is safe and suitable for its intended purpose, having regard to previous contamination. The framework to achieve this is to carry out investigations in accordance with CLR11, Model Procedures for the Management of Contamination. The link for this document (www.environment-agency.gov.uk/subjects/landquality).
Wildlife Habitats	Survey and mitigation packages should be provided up-front with any planning application. Where an Ecological Assessment indicates there may be disturbance of protected wildlife species i.e. bats, the developer will be expected to

	undertake further studies and implement protection and enhancement measures as seen fit by English Nature and Tees Valley Wildlife Trust.
Affordable Housing	A percentage of affordable housing may be required. The Council is awaiting findings from the Council's Housing Needs Survey.
Public Open Space	If open space cannot be provided on site then the Council will expect a contribution to open space elsewhere.
Open Space, Environmental Improvements and Public Art	A full urban realm strategy with appropriate details will be required in addition to a high standard of lighting, street paving, street furniture, signage and an agreed percentage of public art.
Archaeology	Tees Archaeology require an initial archaeological and cultural heritage assessment of the existing site and buildings including historic plans and photographs to identify if any historical buildings are worthy of re-use or perhaps require more in depth recording prior to demolition or if any underground remains represent good examples of our industrial heritage. The developer would be expected to undertake this initial assessment and may be required to contribute monies for the repair and interpretation of the listed buildings.

10. FURTHER CONTACT DETAILS

Development Plans

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View looking South



Figure 2: Historic Plan: 1898





Fig 3: Site Appraisal

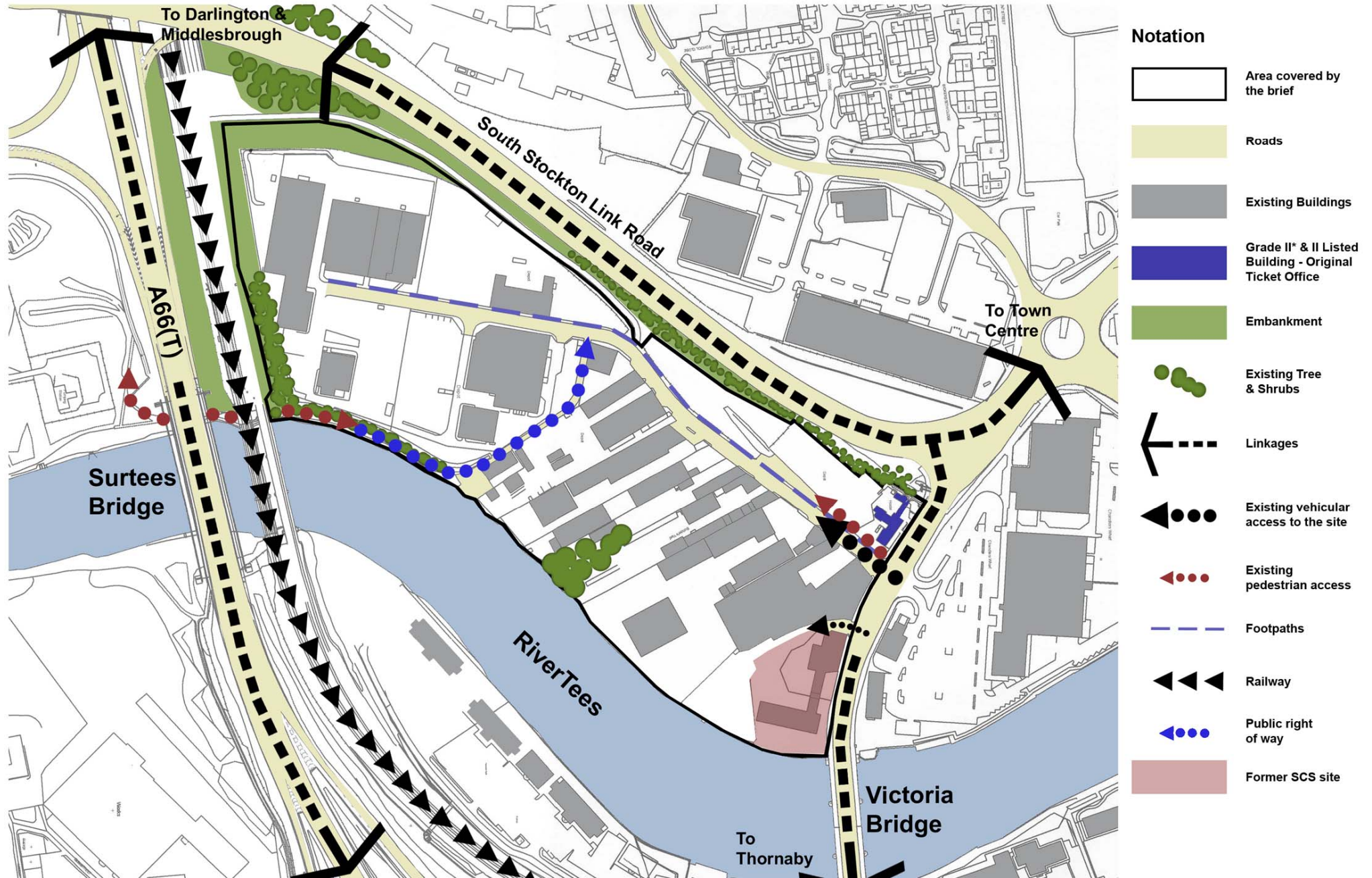




Fig 4: Access & Layout Principles

