

Stockton Town Centre Eastern Gateway Planning and Design Brief

Supplementary Planning Guidance

May 2004



Stockton-on-Tees
BOROUGH COUNCIL

Stockton Town Centre Eastern Gateway Planning and Design Brief

The Stockton Town Centre Eastern Gateway Planning and Design Brief was approved for publication as a consultation document by Planning Committee on the 19th December 2003, and by Cabinet on 8th January 2004.

The 3 week consultation period allowing interested parties to make representations on the Brief began 21 January and ended 11 February 2004. At the end of the consultation period 8 representations had been received. A summarised list of the responses together with the Council response may be found in annex 6.

The Corporate Director of Development and Regeneration and the Cabinet Member for Regeneration have approved all subsequent revisions under their delegated powers, so that the Brief may now be formally adopted. The Brief may now be used as a material planning consideration in determining planning applications on the site.

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Stockton Town Centre Eastern Gateway Planning and Design Brief

1.0 Introduction

Stockton Town Centre regeneration and the Eastern Gateway site

1.1 Stockton Town Centre is at the heart of the local community and an important factor in the Borough's economy. Recent years have seen a number of significant developments take place that have improved the visual quality and economic viability of Stockton. These include a major pedestrianisation and traffic reorganisation scheme in the High Street, and the development of Wellington Square shopping centre. Alongside the town centre, Teesdale has experienced massive growth in office-based business including the biggest Durham University satellite campus. In turn, this has expanded across the river into the North Bank where more offices, R&D units, houses and other uses will be developed. All major developments are of course supplemented by environmental improvements including the riverside area, which is now an attractive landscaped amenity space. The opportunity now exists to develop another large town centre site to build on this success.

1.2 The site, known as the Eastern Gateway, presents a town centre site boasting a Local Plan allocation for mixed-use development. The site enjoys excellent public transport and road links throughout Stockton Borough and the wider Tees Valley region, as well as an unrivalled location with elevated riverside views. Development of the site is intended to be a major piece of the development jigsaw that will link the Tees Barrage to Stockton town centre, creating over a mile of prestigious mixed use development including offices, homes, cultural venues, water sports centres, restaurants, educational institutions and more.



View south from The Square to Teesdale, showing elevated river frontage.

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Purpose of brief

1.3 At the time of publication, no formal planning application has been submitted either in whole or in part for the site. Instead, it is the purpose of this brief is to make known the Council's aspirations for the site as one of the most important development sites within the town centre. The brief sets out the development opportunities and constraints of the site, as well as the current requirements of the Council as Local Planning Authority and Highway Authority. The Council is not proposing any development itself.

Status of the brief

1.4 This planning brief for the Stockton Town Centre Eastern Gateway site will be a material consideration in determining planning applications on the site. A draft brief was approved by Planning Committee and Cabinet before being published for public consultation for a period of 3 weeks. A number of representations were received from interested parties and where necessary, changes have been made to the Brief. A summary of those representations and officer responses may be found in annex 6. The final draft of the Brief has been approved by the Corporate Director of Development and Regeneration, and the Cabinet Member for Regeneration, under their delegated powers. The Brief has now been formally adopted as Supplementary Planning Guidance.

2.0 Key Objectives

2.1 The key objectives of the Development Brief are to:

- Promote appropriate, comprehensive redevelopment of a key town centre site composed entirely of previously developed land.
- Create a gateway into the town centre from the east, including a regionally-significant landmark building.
- Promote good design that respects the neighbouring Conservation Area and River Tees frontage.

3.0 The Town Centre

Role of the Town Centre

3.1 Stockton town centre is the largest shopping centre in the Stockton Borough, providing most of the Boroughs' residents shopping and service needs in a wide range of commercial units. It is also a strong public transport interchange and has good pedestrian and cycle links to surrounding neighbourhoods. The Council recognises that this shopping economy and environment must be strengthened and its role expanded if it is to meet changing demands and retain its central service function and status as a town centre. Therefore investment and regeneration must be encouraged to maintain, promote and expand a full range of commercial, leisure and social facilities. It is apparent that in order to do so the traditional retailing function of the town centre must be retained and supported by a full range of ancillary activities. (Deposit Local Plan Alteration Number 1, 30 September 2003).

3.2 It could be argued that Stockton Town Centre's pull as a leisure and shopping destination was weakened following the completion of Teesside Leisure Park in the early 1990's. A new 14 screen multiplex cinema, tenpin bowling venue, casino and nightclub complex, together with over 300,000sqm of open A1 retail floorspace drew a significant amount of town centre trade from both Middlesbrough and Stockton, forcing a number of in-town businesses to close. Over the years Teesside Retail and Leisure Park's appeal has waned as the complex ages and newer development has taken place in Middlesbrough and Stockton town centres.

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3.3 A retail revival in Stockton has been started following the completion of Wellington Square shopping centre, coupled with the High Street pedestrianisation and traffic management scheme. The new purpose-built Wellington Square provides sufficient retail space for the foreseeable future, whilst the other stores and the Castlegate Centre attempt to win back some of the trade through refurbishment. The Borough Council is looking to further strengthen the town centre's role and function by commissioning consultants to undertake a regeneration strategy.

3.4 This site offers a unique opportunity to facilitate the town centre revival, strengthening Stockton town centre's appeal as a shopping and leisure destination in the face of out of town competition. Development within the town centre will make it more attractive to key groups by offering a broader range of facilities. In particular, it is hoped that evening attractions may be developed, with an emphasis on families.

4.0 Policy Background

Structure Plan

4.1 The adopted Tees Valley Structure Plan (Feb 2004) sets out broad policies for promoting 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 building on greenfield sites
- Reduce the need to travel by private car
- Strengthen the appeal of the town centre by providing a broad range of services that support the primary retail function

Local Plan

4.2 The adopted plan shows the site to be located within the town centre boundary, and covered by an allocation under Policy SH8, which states:

“The redevelopment of the area east of The Square and south of Church Road will be permitted for uses including retailing, offices, housing, sport and recreation or car parking provided that buildings are designed to respect the character of the street and to present an attractive appearance towards the River Tees.”

4.3 It is proposed to amend this allocation following the construction of the Baptist Tabernacle in 2001, which occupies the south-west corner of the site.

4.4 The deposit draft Local Plan Alteration Number 1 was approved by Cabinet on 19 September 2003 and published for public consultation for a period of 6 weeks on September 30. The alteration will, when adopted, replace the retail chapter of the Adopted 1997 Local Plan. The Local Plan Alteration No.1 identifies the site as being within the town centre boundary, but out with the primary and secondary retail core. The allocation in the Adopted plan is carried over in Policy S15, which states;

“Sites for major retail development are allocated at the following locations within or immediately adjoining the town and district centres as listed in Policy S1:-

- i) Billingham Forum, for convenience shopping*
- ii) Billingham Centre, for mixed use development*
- iii) Thornaby Centre. For mixed use development*
- iv) Land at Allensway, Thornaby, for convenience shopping*
- v) **East of The Square and south of Church Road, Stockton, for mixed use development”***

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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.”

4.5 The policy framework allows a wide variety of uses on the site, however the Council would ideally like to see the site developed in a mixed-use scheme, incorporating a number of commercial and non-commercial uses.

5.0 The Site

Site description

5.1 The site is known as the “Stockton Town Centre Eastern Gateway”, broadly defined by The Square to the west, Bishop Street to the south, Riverside Road to the east, and Church Road to the north.



Site boundaries. Clockwise from top left: The Square looking north, Riverside Road looking north-east, Church Road looking west, Bishop Street looking West



5.2 The site is roughly rectangular, however the south-west corner of the site has already been developed with the Baptist Tabernacle. Therefore, this portion of the site is not included in the site area measurement. A site plan is shown in Annex 1.

5.3 The total site area extends to some 0.85 hectares. The site is currently occupied by ACC dairy (approx 0.5hectares), a vacant former Kwik Fit tyre and exhaust centre and shop unit (approx 0.1 hectares), and the rest is occupied by a Council car park and landscape buffer (approx 0.15 hectares). There is scope to extended the site by a further 0.1 hectares through the appropriate stopping up of Bishop Street, which would also introduce approximately 100meters of elevated riverside views.

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5.4 The site is almost level, having only a gentle slope from the north-west down to the south east. Vegetation is sparse, the only significant element being a small number of mature trees in a belt running north-south approximately in the centre of the site. Public access is limited within the site as it is mainly in private ownership. This, in conjunction with the inner ring road, effectively severs the town centre from the eastern side of Stockton.

Structures



Former Kwik-Fit building and ACC Dairy

5.5 The site has a number of large, one and two storey red brick buildings that have some interesting features such as circular windows and a brick Co-Op Dairy sign, but are generally unremarkable in architectural terms and poorly related to the wider street scene. The former Kwik-Fit building is also unremarkable and poorly related to the surroundings. Therefore these structures could be demolished to allow comprehensive redevelopment of the site. Tees Archaeology would require a photographic record of the site if demolition is undertaken.

Open areas

5.6 A Council-operated short stay car park sits between the Baptist Tabernacle and the former Kwik Fit centre. The parking environment is poor and has unremarkable rear facades of industrial buildings surrounding it. This car park provides a convenient location for short stay visitors, especially to the Council offices and library. However, the proximity of other long and short stay car parks such as those around Splash!, and the need for comprehensive redevelopment, would render the loss of the car park acceptable.



Car Park between the Baptist Tabernacle and former Kwik-Fit, looking east.

Infrastructure

5.7 The prospective developer must assess the availability of on-site infrastructure, however the range of uses currently on the site coupled with the town centre location indicate good accessibility to public services and utilities.

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5.8 A high voltage electricity cable is known in the vicinity of Bishop Street, and this may require 24-hour access. The prospective developer must ascertain the exact location of features such as this and incorporate them into the development proposals. English Partnerships have details of the location of some utilities.

5.9 Northumbrian Water has supplied a plan of their assets in the vicinity of the site, and this may be found in annex 3.

5.10 Potential developers should contact the Environment Agency prior to submitting a planning application in order to evaluate the flood risk, and for guidance on including flood alleviation measures within the development. A recommended minimum floor level of 5m above AOD is suggested by the Environment Agency in case of severe flood.

Transport Links

5.11 The Town Centre location facilitates good transport links by private car, public transport and walking. The site has frontage onto the main inner ring road, which has fast and convenient links to the whole of Teesside via the A19 and A66. There is also ample parking for long and short stay visitors located in Riverside car park to the south and the Splash! car park to the north-west.

5.12 The main bus interchange is located in the High Street, some 300 metres west of the site. From this main terminus routes include destinations such as Yarm, the Stockton suburbs, Middlesbrough, Durham and Newcastle amongst others. A number of bus services pass along Church Road with stops located immediately adjacent the site linking it directly with Norton and Billingham.

5.13 Pedestrian movement around the site is available, but until the North Bank One Way Street Network is implemented, crossing Riverside Road is torturous (see paragraph 6.3). The most frequently used pedestrian route in the vicinity of the site is between The Square and Riverside car park, which must be maintained.

Site Access

5.14 The variety of existing uses of the site means that there are a variety of entry and egress points for vehicles. The dairy has access from Riverside Road however this will be closed following the implementation of the North Bank One Way Street Network (see paragraph 6.3). The Kwik-Fit building has an open frontage on Church Road, rounding the corner into The Square with its main entrance. The Council's car park is accessed directly from The Square. Alongside the site, the Baptist Tabernacle has a small car park, which is currently accessed from Bishop Street.

5.15 Given the imminent closure of the Riverside Road access to the dairy, a new access from Church Road has been agreed in principle. The new access allows the closure of a section of Bishop Street, however the Council may support a scheme designed to extend the road closure all the way up to The Square, providing alternative access to the Baptist Tabernacle car park could be made. This would add significant value to the public realm by opening up the whole area to pedestrians, creating an opportunity to develop a public square.

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Access points into site. Clockwise from top left: ACC Dairy Riverside Road access, former Kwik-Fit main entrance, ACC Dairy and Baptist Tabernacle Bishop Street access, Car Park entrance.



6.0 Development Options and Uses

General

6.1 The site, being in the defined Town Centre, is suitable for a wide variety of uses. However piecemeal redevelopment will be resisted in favour of a comprehensive masterplan approach. A mixed use scheme is also preferred to a single land use in order to ensure the long-term success of any development. Given the location and setting, the highest quality design and materials will be expected to act as a visual ambassador for the town centre. A landmark building of regional significance is expected to occupy the north-eastern corner of the site.

6.2 To the east, the North Bank scheme will see the unsightly industrial units demolished and replaced with a number of modern buildings. Although mixed-use, these will principally be office and R&D units, developed in a similar style to those found in Teesdale. Alongside the offices a range of residential apartment blocks, an hotel and wide ranging environmental improvements will transform the appearance of the riverside.

6.3 As part of the North Bank scheme, a major traffic reorganisation programme called the North Bank One Way Street Network is being implemented which will improve the flow of traffic around the inner ring road and make it easier for pedestrians to access the North Bank scheme from the town centre and vice-versa. A plan of the North Bank One Way Street Network may be found in Annex 2. Development schemes on the Eastern Gateway site must take into account the North Bank and North Bank One Way Street Networks.

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6.4 Pedestrian permeability will be improved through the provision of pedestrian crossings associated with the North Bank One Way Street Network, and this must be extended through and around the Eastern Gateway site through the implementation of wide pavements. A new footbridge from The Square to Riverside car park would greatly improve the pedestrian flow.

Potential primary land uses

6.5 As with all mixed-use schemes, there needs to be a primary use. Given the policy background for the site, the Council has no specific primary use outlined, however, as stated in the introduction, the Council would prefer a use that improves the night-time attraction of the town centre to families. A range of ancillary uses may include a small number of shops, restaurant, offices and residential accommodation.

Highways and parking issues

6.6 Although the final use of the site is yet to be determined via a formal planning application, it is likely that the Council will not support a development that provides a significant degree of parking. The site is within the defined town centre, and therefore the reduced standards will be applied, as there is good public transport and parking provision in existence. The Council's parking standards are shown in Annex 3. A Traffic Impact Assessment will be required whatever the proposed use is.

6.7 Where parking is essential, the use of underground parking will be encouraged, as the topography is such that it may be accommodated relatively easily. In the interests of good urban environmental planning, surface car parks will be vigorously opposed.

7.0 Design Issues – specific themes

Church Road (Conservation Area)

7.1 Church Road, which forms part of the designated Stockton Town Centre Conservation Area, is dominated by the row of Georgian townhouses, many of which are Listed. Although few are still in use as residential accommodation today, the new uses including offices, shops and restaurants have not significantly altered the character of the buildings. Further east on Church Road are more modest terraced houses, most of which have been converted into shops at ground floor level. None of the site is included in the Sites and Monuments Record.

7.2 The Church Road frontage of the development site, although not within the defined Conservation Area boundary, must respect the character of the street, but not slavishly copy the Georgian architecture. The key themes (below) should be used as a basis for designing buildings that front Church Road.

Key themes for the Church Road frontage

- Vertical emphasis
- Maximum of 3 floors
- Strong symmetry/regularity in features, especially window and door openings
- Brick as main building material
- Pitched roofs on an east-west axis
- Large door and window openings with detailed cases

North-east corner

7.3 The existing Church Road roundabout is one of the busiest roads in Stockton, and therefore a great many car-borne journeys pass the site. Many first impressions are formed at this roundabout as the entrance to the town centre from the east, and therefore it is essential that the redevelopment of the North Bank is not undermined

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through 'bland' development of this important site. The north-east corner of the site is expected to house a landmark structure of local and regional importance.

7.4 The site will be visible from all approach roads and must maximise long-distance views and vistas. The building should not close off views along any of the four main approach roads, but be a significant feature within the context of the wider street scene.

Key requirements of landmark building

- Regionally recognised design
- Enhance long-distance views from Princess Diana Bridge, Church Road and Maritime Road.
- Maximum of 6 storeys
- Wide footpath of 4-6 metres to emphasise importance of the building
- Oversized main entrance to emphasise the importance of the building

Riverside frontage

7.5 As one of the site's greatest assets, the riverside frontage should maximise views across to Teesdale, both from the building itself and from open public areas. Equally, the building must be an attractive feature in the riverside urban landscape when viewed from Teesdale.

Key themes for riverside frontage

- Maximum of 4 floors
- Designed to maximise views across the river and Teesdale – Glass wall, balconies and viewing platforms may be appropriate
- "Public square" to be developed in Bishop Street
- High quality landscaping

8.0 Design Issues – general themes

Street scene

8.1 The development must be designed at human scale on the ground floor, with windows and doors that maintain activity at street level. Given the site surroundings, there is no obvious front and back of the site, and therefore each side will have to be designed as if it were the primary elevation.

8.2 The building's mass should be disguised through variation in the elevations. The appearance of many terraced buildings with vertical emphasis will be significantly less dominating than that of a single large building with a horizontal emphasis. Large expanses of blank walls are unappealing and create an impression of excess bulk to a building. More breaks in walls with fenestration, pattern, texture, colour or depth will reduce any proliferation of brick.

8.3 Broad footpaths will aid pedestrian movement and also add a sense of importance to the development by improving the public realm. High quality footpath surfaces are expected, and these should extend beyond the boundaries of the development site. Street furniture and lighting must also be high quality, matching those found in Church Road and the Promenade.

Roofscape

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8.4 Traditional features such as tall chimneys, dormer and roof dormer windows may be appropriate. Away from the Church Road frontage, more varied roof shapes may be introduced, however flat roofs will generally be discouraged.

Away from Church Road, the Baptist Tabernacle introduces new roof shapes, but maintains a timeless quality.



Usability

8.5 The final use of the buildings will ultimately dictate their form, however effort should be made to design the building to indicate its function. Flexibility must be built in to the buildings to accommodate a number of possible uses in the future (change of use). Public buildings should have large, obvious entrances, whilst private buildings should feature more modest entrances.

Public art

8.6 Public art is not simply a statue or sculpture, it encompasses the whole public appearance of the building and the spaces around it. Where single pieces are to be used, locally-appropriate designs linked with the “birthplace of railways” inspiration will be sought. Opportunities to maximise views, vistas and townscapes should be pursued. The Council has an Arts officer who should be contacted at an early stage.

8.7 Use of lighting is very much encouraged throughout the site. Internal lighting can create interesting and attractive features, which change the appearance of the building at night. Lighting set into the pavement and spotlights may also add night time interest to the development.

Movement



Buses stop adjacent the site in Church Road and cause obstructions to traffic flow

8.8 On-site pedestrian and car conflicts will be limited because of the small amount of parking to be provided. Service access will be available from Church Road but this should not interfere with pedestrian routes. Pedestrian routes must be wide, direct, well-lit and clearly defined. Such well-designed footways will be expected to extend beyond the site boundary to form clear links with other parts of the town centre.

8.9 Cycle access will need to be provided as part of a major cycle route to be implemented in the area. The cycleway must be distinct from the footway, but be equally well lit, direct

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and wide. A significant quantity of secure and sheltered cycle parking must be provided on-site.

8.10 Presently, a number of westbound buses pull in to the kerb to pick-up and drop-off passengers. This often causes a considerable obstruction to traffic in both directions. As part of the Eastern Gateway development a bus pull-in bay is required to prevent traffic congestion.

9.0 The way forward

9.1 The site is in a mix of ownership including Stockton-on-Tees Borough Council, the ACC Dairy company, and other unidentified ownership. Whilst the mix of ownership is potentially an obstacle to comprehensive development of the site, both English Partnerships and Stockton Council may be prepared to assist in site assembly, subject to an appropriate scheme being put forward.

9.2 There is no definitive timetable for developing the site, as ACC are still to make a definite decision as to whether to move. However in the short term, the opportunity exists to develop the former Kwik-Fit centre and Council car park in the first phase of development.



9.3 Potential developers are advised to contact the Council at an early stage in order to discuss any development proposals, especially given the timescales involved in potential compulsory purchase orders and road closures should these be deemed necessary.

10.0 Contacts

10.1 If you require any more information regarding the Planning and Design Brief, or would like to discuss potential development options, please do not hesitate to contact Andy McMillan at

Development Plans
Stockton Borough Council
Municipal Buildings
Church Road
Stockton-on-Tees
TS18 1LE

Tel: 01642 391292
andrew.mcmillan@stockton.gov.uk



11.0 Annexes

- 1 Site Plan
- 2 North Bank One Way Street Network indicative plan
- 3 Northumbrian Water Ltd indicative infrastructure plan.
- 4 Parking standards
- 5 List of consultees
- 6 Summary of representations

Annex 1: Site Plan.



Key

Site boundary	
Potential site extension	

Not to Scale

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Annex 2: North Bank One Way Road Network Indicative Layout

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2003-2004
Rethinking Construction



Rev	Description	Drm	Chk	Date

Drawing Status PRELIMINARY APPROVAL INFORMATION TENDER CONTRACT

STOCKTON-ON-TEES
BOROUGH COUNCIL
Serving: BILLINGHAM · STOCKTON · THORNABY · YARM · & AREA
Local services for local people

Project
North bank Roadworks

Development & Regeneration
Corporate Director: A.Edwards B.A., M.A., M.C.D., M.R.T.P.I.
Head (Engineering & Transportation): Mike Robinson B.Sc., C.Eng., M.I.C.E.
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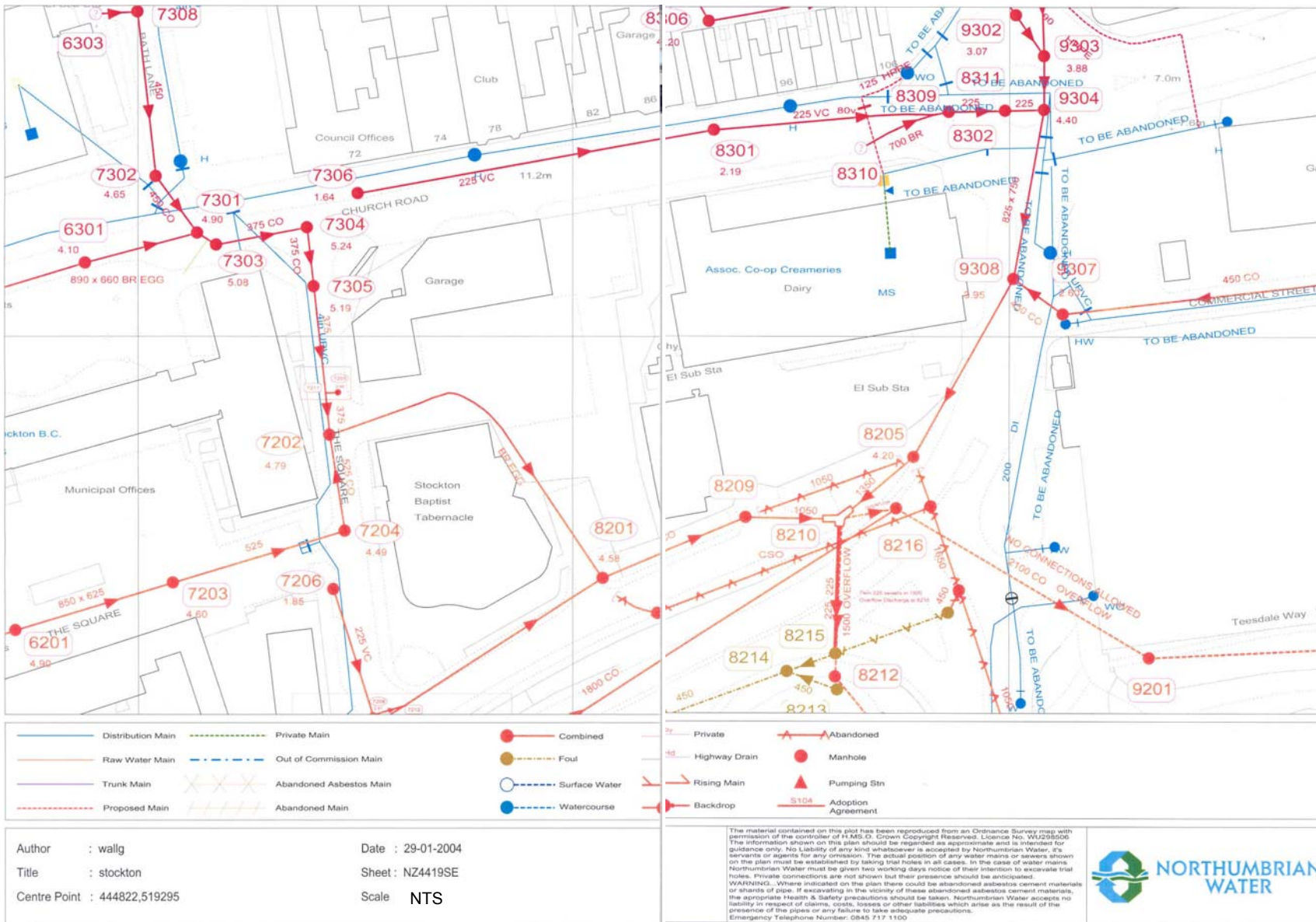
Content
**SBC One-Way Street Network
Layout at Dec 2003**

Scales Not to scale	Date 17-12-03	Drawn IB	Job No. 'Extract' of D2/H573/1/92
		Checked	

AA Original

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Annex 3: Northumbrian Water assets indicative plan.



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Annex 4: Parking Standards

The following table is a simplified set of standards taken from the Stockton Borough Council Design Guide and Specification January 1998 Design Guide for Parking Standards, and used here as a guide only. A complete set of parking standards is available for the Council's Highways section.

Land Use	Use Class	Parking requirement for central areas
Residential	C3	1 space per dwelling, may be reduced
Office	B1, A2	Sufficient operational parking and area for manoeuvring within the site 1 space per 350msq gross floor area 2 cycle bays per 200msq gross floor area
Industrial	B1/B7	Sufficient operational parking and area for manoeuvring within the site 1 space per 450msq gross floor area or 4 spaces per 100 employees (whichever is greater) 2 cycle bays per 200msq gross floor area
High Tech	B1	1 space per 300msq gross floor area or 1 space per 20 employees (whichever is greater) 2 cycle bays per 200msq gross floor area
Retail (supermarket/ warehouse)	A1	Sufficient operational parking and area for manoeuvring within the site Exact amount will vary depending on the proposed use 2 cycle bays per 200msq gross floor area
Shops	A1	Sufficient operational parking and area for manoeuvring within the site 1 space per 300msq gross floor area 2 cycle bays per 100msq gross floor area or per unit, whichever is greater
Car showrooms	Sui Generis	Sufficient operational parking and area for manoeuvring within the site 1 space per 500msq internal/external display areas for customers 2 cycle bays per 400msq gross floor area
Places of worship	D1	Sufficient operational parking and area for manoeuvring within the site 2 cycle bays per 150msq gross floor area

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Public Halls	D1	Sufficient operational parking and area for manoeuvring within the site 1 space per 25 seats 1 space per 3 staff 2 cycle bays per 150msq gross floor area
Libraries/art galleries	D1	Sufficient operational parking and area for manoeuvring within the site 1 space per 350msq public floor area 1 space per 20 staff 2 cycle bays per 150msq gross floor area
Community centres	D2	Sufficient operational parking and area for manoeuvring within the site 1 space per 100msq public floor area 2 cycle bays per 150msq gross floor area
Cinema	D2	Sufficient operational parking and area for manoeuvring within the site 3 space per 100 seats 1 space per 30 staff 2 cycle bays per 150msq gross floor area
Bingo hall	D2	Sufficient operational parking and area for manoeuvring within the site 1 space per 100 seats - patrons 1 space per 30 staff 2 cycle bays per 150msq gross floor area
Sports centres		Sufficient operational parking and area for manoeuvring within the site Exact number of spaces will vary depending on facilities developed and area of use 1 space per 100 patrons for sports users 1 space per 35 spectators appropriate standard for bar/restaurant facilities 1 space per 20 members of staff 2 cycle bays per 200msq gross floor area
Hotel	C1	Sufficient operational parking and area for manoeuvring within the site 1 space per 20 bedrooms 1 space per 50msq public floor area 2 cycle bays per 10 bedrooms
Restaurant	A3	Sufficient operational parking and area for manoeuvring within the site 1 space per 20 seats individual assessments will be made

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Annex 5: List of Consultees

Ian Braithwaite Co-operative Group	Cllr Bob Cook Cabinet Member for Regeneration and Development
Kwik-Fit Autocentres	Cllr Mick Stoker Chair of Planning Committee
Matthew McIntosh Lambert Smith Hampton	Cllr Dick Cains Vice Chair of Planning Committee
Peter Nicholl English partnerships	Cllr Bob Gibson Leader of the Council
Integrated Utility Services	
Northumbrian Water LTD	
BG Transco PLC	Owner/occupier 100A Church Road
Cleveland Archaeology Section	Owner/occupier, 106 Church Road
Environment Agency	Owner/occupier, First Floor Flat ,100A Church Road,
One North East	Owner/occupier, 96A Church Road
Sarah Robson Tees Valley Regeneration	Owner/occupier, 104 Church Road
Bryan Huntley Joint Strategy Unit	Owner/occupier, Ahed Building,61 Maritime Road
Andy Edwards Corporate Director Development and Regeneration	Owner/occupier, 74 - 76 Church Road
Steve Barker Head of Planning and Environment	Owner/occupier, 102 - 104 Church Road
Ian Thompson Head of Regeneration and Economic Development	Owner/occupier, 82 Church Road
Mike Robinson Head of Engineering and transportation	Owner/occupier, 86 Church Road
Keith Noble Head of Property Development	Owner/occupier, 90 Church Road
Gordon Mallory Architectural manager	Owner/occupier, 92 Church Road
Colin Snowdon Environmental Health	Owner/occupier, 94 Church Road
Julie Grant Head of Legal Services	Owner/occupier, 96 Church Road
Peter Shovlin Landscape	Owner/occupier, 98 Church Road
Sarah Edwards Leisure	Owner/occupier, Flat Above, 102 - 104 Church Road
Nigel Gibb Car Parking	Arriva Peugeot Ltd, Church Road
Simon Dale Service Stockton	Owner/occupier, Abacus Suite, 88 Church Road
Fiona Short Historic Buildings Officer	Owner/occupier, 100 Church Road
	Owner/occupier, 80 Church Road
	Minories Garage Limited, Church Road
	Baptist Tabernacle, The Square
Cllr David Coleman Portrack and Tilery Ward	Owner/occupier, Flat 1 ,Baptist Tabernacle
Cllr Paul Kirton Portrack and Tilery Ward	Owner/occupier, First Floor Flat, 100 Church Road

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Owner/occupier, Flat, 102 - 104 Church Road
Arriva, Church Road
Dcm Caravans, Church Road
F V S Transport Ltd, Church Road
Francis Brown, Church Road
H And V Fabrications, Church Road
Hewden Stuart Plc, Church Road
Precision Eng Ltd, Church Road
R Pickersgill And Son, Church Road
Shorrocks Security Systems, Church Road
T Norman, Church Road
Owner/occupier, 72 Church Road
Owner/occupier, 72 Church Road
Owner/occupier, 74 - 76 Church Road
Cafe Martyn, 74 - 76 Church Road
Owner/occupier, 78 Church Road
Owner/occupier, Ground Floors,80 Church Road
Owner/occupier, Ground Floor,80 Church Road

Owner/occupier, First Floor And Second Floor Part,80 Church Road
Owner/occupier, Second Floor Part,80 Church Road
Owner/occupier, Rear Of, 84 - 86 Church Road,
Cut Price Wallpaper, 84 - 86 Church Road
Owner/occupier, 84 - 86 Church Road
Owner/occupier, 88 Church Road
Owner/occupier, Ground Floor, 88 Church Road
Owner/occupier, First Floor, 88 Church Road
Owner/occupier, Ground Floor, 96 Church Road
Owner/occupier, Flat Above, 92 Church Road
Owner/occupier, First Floor Flat, 96 Church Road
Owner/occupier, Flat 1, 96 Church Road,
Owner/occupier, Ground Floor, 98 Church Road
National Tyre Service Church Road
Owner/occupier, First Floor Flat, 98 Church Road
Owner/occupier, 98A Church Road

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Annex 6: Summary of representations.

Respondent	Issue	Representation	Development Plans response
Peter Nicol English Partnerships St. Georges House Team Valley 0191 497 7653	Para 5.8	EP has details of location of high voltage cables and surface water outfall.	The Brief states that it is down to the potential developer to ascertain the presence and location of services, utilities and other such operational equipment. However it may be useful to state that EP has the information, but that the developer must verify it.
	Para 5.13	SBC understood to be selling further land to Baptist Tabernacle	The plan of land ownership is only indicative, however the Baptists are to supply a more detailed plan of land in their ownership to update the Brief.
	Para 6.5	Is it possible to give more guidance on 'Primary Use'. Is a casino, public house welcomed as a venue for 'families'.	The Brief attempts to state at considerable length that in policy terms 'anything goes' because it is a town centre site, and has two Local Plan designations – one adopted (1997) and one in the first deposit draft of Alteration No 1 (2003). Ideally, more family oriented uses would be preferred, but as far as Policy is concerned the suggested uses would be considered acceptable. However, given the openness of the policy it would not be accurate to state some acceptable or unacceptable uses.
	Para 6.7	The topography means undercroft parking could be accommodated	Agreed, it is simply surface parking that is unwelcome. Will amend Brief to make that more clear.
	List of consultees	Information supplied regarding freehold interests and change of ownerships	Information welcome for future consultation.
Martin James Church Secretary Stockton Baptist Tabernacle The Square Stockton on Tees TS18 1TE	Land ownership Plan	Tabernacle has acquired a plot of land not shown on the map in the Brief. There are plans to build on this land.	The site plan shows the extent of the Gateway Site, regardless of ownership. If there are plans to develop the land in a piecemeal fashion, this does not necessarily remove the possibility of a new comprehensive plan.
	Access to	Concern over potential closure of Bishop	Bishop St closure is only a possibility, subject to a

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	Tabernacle car park	St. leading to loss of access to car park.	good scheme being proposed. Car Park access will need to be maintained as part of such a scheme.
	Car park	Concern over loss of Council car park, impact on Tabernacle users especially elderly, infirm, young and disabled.	Car Park Manager considers that the loss of the car park can be accommodated by alternative facilities close by, both long and short stay.
	Restriction of light	Loss of light to windows of Tabernacle from new development.	Issue of light, shadows and overlooking is premature, as no application has been lodged at this time to show any impact on Tabernacle.
	Restriction of site lines.	Tabernacle is a building of architectural significance on the waterfront. Concern that inferior buildings will spoil its setting.	The Brief is written to prevent poor design and promote good modern design that compliments its surroundings.
	Loss of business during construction	Loss of business during construction.	Not a planning consideration.
	Potential land uses	Potential land uses may cause concern, and suggested some uses such as: Fitness centre, Nursery, residential care home, dry ski slope, college.	The Brief attempts to state at considerable length that in policy terms 'anything goes' because it is a town centre site, and has two Local Plan designations – one adopted (1997) and one in the first deposit draft of Alteration No 1 (2003). Ideally, more family oriented uses would be preferred, but as far as Policy is concerned the suggested uses would be considered acceptable. However, given the openness of the policy it would not be accurate to state some acceptable or unacceptable uses.
	Acquisition of additional land	Baptists hope to expand facilities at Tabernacle and are interested in acquiring land for this expansion.	As SBC is not the sole land owner, separate negotiations must take place for land acquisition. As far as the Brief is concerned, there is no objection to the Tabernacle expansion, subject to its conformity to the design criteria in the Brief.
	General support	Aside from above issues, Baptists generally support the Brief.	Support welcome.
Sam Kipling Environment Agency Coverdale House	General support	Environment Agency has no objection to the proposed development [Planning and Design Brief].	Support Welcome

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Amy Johnson Way York YO30 4GZ			
	Flood issues	The highest recorded tide level at this location is 4.01m above Ordnance Datum (AOD) in 1953. The current best information held by the Agency predicts the following still tide levels: 4.02m 100 year and 4.13m 200 year. These levels make no allowance for the effects of atmospheric pressure and/or wind/wave action.	Text inserted to Brief in Para 5.10 which requires potential developers to consult EA regarding flooding prior to submitting planning applications.
	PPG25	Requires allowance for sea level rise and geological tilt amounting to 200mm over the next 50 years. Therefore the Agency recommends that floor levels and flood sensitive equipment be sited no lower than 5.00m AOD.	Text added in Para 5.10 recommending 5m floor level.
	Water Resources Act 1991	Under the terms of the act and the land drainage byelaws, the prior written consent of the Agency is required for any proposed works or structures in, under, over or within 5 metres of the top of the bank of the River Tees, designated a 'main river'.	The development site is located far in excess of 5m from the River Tees, therefore no amendment to the brief is necessary.
Shakeel Hussain 13 Westbourne St Stockton 07779900187	General Support	General support for the draft Brief, because it will improve the area.	Support welcome.
Sara Robson Project Director Tees Valley Regeneration Cavendish House Teesdale Stockton on Tees 01614 632017	General Support	On behalf of TVR, I would like to express our support for the Stockton Town Centre Eastern Gateway Planning and Design Brief. The brief captures the importance of the site in terms of its proximity to Stockton town centre and the opportunity that its redevelopment should provide to the ongoing regeneration of Stockton. In terms	Support welcome.

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		of the specific links with the north bank scheme I am pleased that you have included mention of the need to improve pedestrian connectivity between the two sites. Depending on the timing of any development we will also need to consider the relationship between the design of the two sites – although this can be dealt with practically in due course.	
	North Bank site boundary	I think it would be possible to strengthen the brief in one particular area. If the reference to the Peugeot showroom in Para 6.2 was removed, this would help to avoid any unnecessary confusion over the future of that particular use.	Amendment made to remove reference to the Peugeot showroom from the Brief.
R. Daniels Tees Archaeology Sir William Gray House Clarence Road Hartlepool TS24 8BT	Sites of archaeological interest	I have screened the area on the Sites and Monuments Record and can confirm that no sites of interest will be affected by redevelopment.	Text inserted in Para 7.1 to that effect.
	Quality of design of dairy buildings	These appear to have been influenced by the Art Deco movement and have some attractive circular feature windows and a handsome decorative brick 'CO OP Dairy' sign (shown on the cover of the Brief). I presume that these buildings will be demolished and recommend that at least a baseline photographic record be made prior to redevelopment. It may also be an interesting idea to salvage the dairy sign and re-erect it, perhaps as an art feature which would add to the sense of history of the site.	Comments noted. Text inserted in Para 5.5 suggesting photographic baseline record.

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Gerry Walls Northumbrian Water Leat House Pattison Rd District 15 Washington NE38 8LB	General	NWL has no objections in Principle and will be happy to participate in the redevelopment of this key site. The enclosed plan shows water systems in the vicinity of the site which may be used to assist in preparing planning applications. NWL would welcome any pre-application discussions.	Support welcome. Plan put in as annex 3. Text inserted in Para 5.9.
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