

Stockton-on-Tees Borough Council

Strategic Housing Land Availability Assessment Report

Executive Summary

The Strategic Housing Land Availability Assessment (SHLAA) is a technical background document that helps inform the preparation of the Council's emerging Local Development Framework (LDF). The 2008 SHLAA was particularly relevant to the preparation of the Core Strategy Development Plan Document (DPD). The 2009 SHLAA is essentially an update of the 2008 SHLAA. This is consistent with the CLG Practice Guidance (the national SHLAA guidance produced by the department for Communities and Local Government), which requires that SHLAA work be updated annually. The 2009 SHLAA will be particularly relevant to the preparation of the Regeneration (site-allocations) DPD.

The broad methodology for the SHLAA is set out in the CLG Practice Guidance. This requires potential housing sites to be tested according to a framework of suitability (is the site a suitable location for housing?), availability (is it available now or is there a reasonable prospect of it becoming available?) and achievability (is there a reasonable prospect of housing being achieved on the site?). Sites have been identified both by the study team and externally (promoted by consultants).

The study has used a base date of 1 April 2009. The supply of deliverable and developable sites includes sites with policy restrictions such as being outside of settlement boundaries or designated as Green Wedge. Identifying such sites deliverable or developable does not in any way lessen the significance of the policy restriction should a planning application be submitted to develop the site. However, if settlement boundaries or Green Wedge boundaries are altered, they may be suitable for development. It will be for the Local Development Framework process to determine whether this is appropriate.

The assessment has shown that Stockton Borough has a "rolling" 5-year supply of housing land based on sites with planning permission that have been assessed as deliverable. For the period 2016 to 2021 a significant supply is projected from existing commitments but this source is not sufficient to meet the whole of the requirement for that period. Current commitments (using a base date of 1 April 2009) meet RSS requirements up to 2020. This means that there is no purely quantitative need for new housing allocations until 2020.

The assessment has shown that there is no need for a windfall allowance or to identify broad locations, that is to say that the remaining housing requirement of the Borough can be met through allocating land identified as developable. The assessment of which of the developable sites to allocate will be made through the Local Development Framework process.

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1.0 Introduction

Background to the assessment

- 1.1 In order for Local Planning Authorities to identify sufficient land to meet the housing demand determined by the Regional Spatial Strategy, Planning Policy Statement 3: Housing sets out the requirement for Local Planning Authorities to carry out a Strategic Housing Land Availability Assessment (SHLAA).
- 1.2 The Stockton SHLAA comprises part of the evidence base supporting the production of the Stockton Local Development Framework, and in particular the allocation of sites in the Regeneration Development Plan Document.
- 1.3 It is very important to note the distinction between the SHLAA and the Regeneration Development Plan Document. The SHLAA is a background paper which will inform the Regeneration Development Plan Document. The SHLAA does not allocate any sites for housing development. Its purpose is to inform the process of allocating sites for housing development. It is the Regeneration Development Plan Document that will set out where the Local Planning Authority proposes to allocate land for housing development.
- 1.4 The inclusion of particular sites and the nature of the comments made about them in the SHLAA does not in any way infer that those sites will be granted planning consent or allocated for development in the Regeneration Development Plan Document.
- 1.5 It should be noted that this report is a summary document. The results of the SHLAA exercise also include the following schedules:
 - The schedule of sites without planning permission assessed as deliverable and/or developable (Appendix 10)
 - The schedule of sites without planning permission assessed as non-deliverable/developable (Appendix 11)
- 1.6 All schedules include location maps. The schedule of sites without planning permission assessed as deliverable and/or developable also shows the assessment of suitability, availability and achievability for each site. There is also a list of sites that were ascribed zero housing potential (Appendix 12).

2.0 Context

2.1 The Assessment has been carried out in accordance with the policy context provided by the following documents:

- **Planning Policy Statement 3: Housing**
- **Regional Spatial Strategy for North East England**
- **Strategic Housing Land Availability Assessments: Practice Guidance**
- **North East England Strategic Housing Land Availability Assessment Regional Implementation Guide**

Planning Policy Statement 3: Housing

2.2 Planning Policy Statement 3: Housing (PPS3) sets out the national planning policy framework for delivering the Government’s housing objectives. Prepared in response to the Barker Review of Housing Supply (2004), PPS3 places emphasis on increasing the rate of housing supply in order to meet growing demand.

2.3 Paragraph 54 of PPS3 states that Local Planning Authorities should identify sufficient specific **deliverable** sites for housing in the first five years from the adoption of the relevant Local Development Document.

2.4 To be considered **deliverable**, sites should be currently **available**, and offer a **suitable** location for housing development now. There should also be a reasonable prospect that housing will be delivered on the site within five years from the date of the adoption of the plan (development on the site should be **achievable**).

2.5 In addition to identifying sufficient specific deliverable sites for the first 5 years of the plan, paragraph 55 states that Local Planning Authorities should also identify a further supply of specific, **developable** sites for years 6-10, and, where possible, for years 11-15. Where it is not possible to identify sufficient sites for years 11-15, broad locations for future growth should be indicated.

2.6 To summarise, Local Planning Authorities should identify broad areas and specific sites that will enable the continuous delivery of housing for 15 years (from the date of adoption of the relevant Local Development Document). As a starting point they should ensure that for the first 5 years of the plan period they have a supply of deliverable sites and that for years 6-10 they have a supply of developable sites.

The Regional Spatial Strategy for North East England

The housing requirement for the Borough of Stockton-on-Tees

2.7 The North East Regional Spatial Strategy, which was adopted in July 2008, identifies a requirement of 11,140 dwellings for the Borough of Stockton-on-Tees in the period 2004 to 2024. This requirement is broken down as follows:

RSS requirement for Stockton-on-Tees								
RSS phase	2004 - 2011		2011 - 2016		2016 - 2021		2021 - 2024	
Total	Per annum	Total	Per annum	Total	Per annum	Total	Per annum	Total
4,200	600	4,200	530	2,650	525	2,625	555	1,665

2.8 This is important in the context of the Stockton SHLAA because it helps determine the dwelling requirements that this Report will use when assessing the supply of deliverable and developable housing.

RSS Policy 3

2.9 Policy 3 of RSS states that Local Planning Authorities should adopt a sequential approach to the identification of land to give priority to previously developed land and buildings in the most sustainable locations. Sites and locations should be selected in the following priority order:

- a) suitable previously developed land and buildings within urban areas, particularly around public transport nodes;
- b) other suitable locations within urban areas not identified as land to be protected for nature or heritage conservation or recreational purposes;
- c) suitable sites in locations adjoining urban areas, particularly those that involve the use of previously developed land and buildings; and
- d) suitable sites in settlements outside urban areas, particularly those that involve the use of previously developed land and buildings

2.10 Policy 3 is relevant to the SHLAA because it helps inform the assessment of whether a potential site is suitable for housing.

Strategic Housing Land Availability Assessments: Practice Guidance

2.11 The Department for Communities and Local Government (CLG) issued the Strategic Housing Land Availability Assessments: Practice Guidance in August 2007. The Practice Guidance provides more detailed advice for carrying out a SHLAA, supporting the advice contained in PPS3, including setting out the core requirements and objectives of the assessment. These are listed below:

- a list of sites, cross-referenced to maps showing locations and boundaries of specific sites;
- assessment of the deliverability/developability of each identified site to determine when each site is realistically expected to be developed;
- an assessment of the potential quantity of housing that could be delivered on each identified site; and
- the identification of potential constraints on the delivery of housing on each site and, where appropriate, recommendations on how these constraints may be overcome.

2.12 The guidance also places emphasis on the importance of a partnership approach to undertaking the assessment involving Local Planning Authorities working collaboratively where possible and engaging key stakeholders such as housing industry professionals. A partnership approach allows Local Planning Authorities to share experience and to draw on the expertise of key stakeholders as well as adding transparency to the process.

North East England Strategic Housing Land Availability Assessment Regional Implementation Guide

- 2.13 The CLG Practice Guidance sets out the 10 steps needed to undertake a SHLAA. However, although this broad framework is clear, there is a need a for a detailed implementation guide to assist practitioners when undertaking a SHLAA.
- 2.14 The Guide is not a re-write of the CLG Practice Guidance. It is an implementation guide to assist local authorities in North East England to implement the CLG Practice Guidance for SHLAA in a consistent manner. The guide was published in March 2008.
- 2.15 The guide has been jointly developed between the North East Assembly, Government Office for the North East, One Northeast, the Homebuilders Federation and North East local authorities. It draws on existing experience and work carried out initially by Tees Valley local authorities.

Tees Valley Strategic Housing Land Availability Assessment Sub-Regional Implementation Guide

- 2.16 The CLG Practice Guidance places an emphasis on sub-regional working. The basic principle of the Tees Valley SHLAA guide is the same as the regional SHLAA guide. It aims not to rewrite national guidance, but to provide a detailed guide for the Tees Valley authorities to implement it. The Guide follows recommendations in PPS3 (Annex C), by ensuring a clear and consistent approach across the sub-region.
- 2.17 The Tees Valley guidance sets out a detailed methodology for carrying out the SHLAA, emphasising the importance of a collaborative approach between Tees Valley authorities and engagement with stakeholders in preparing the assessment.
- 2.18 For the Tees Valley SHLAA guide a criteria-based approach to assessing suitability, availability and achievability has been developed. As stated at paragraph 3.12 of this report, for the Stockton 2009 SHLAA some amendments have been made to the criteria used. The criteria used for this Assessment is appended to this report (Appendix 9).

3.0 Methodology

Background to the methodology

3.1 The CLG Practice Guidance sets out 10 key stages for the production of a SHLAA as follows:

1. Planning the assessment – including establishing a stakeholder partnership;
2. Determining sources of sites to include in the assessment;
3. Desktop review of existing information;
4. Determining which sites and areas will be surveyed;
5. Carrying out the survey;
6. Estimating the housing potential of each site – i.e. indicative site yield/capacity;
7. Assessing when and whether sites are likely to be developed – i.e. deliverability/developability;
8. Reviewing the assessment – including identifying additional sites if necessary;
9. Identifying and assessing the housing potential of broad locations (when necessary); and
10. Determining the housing potential of windfall (where justified).

Stage 1: Planning the assessment

Establishing a partnership

3.2 The CLG Practice Guidance stresses the importance of a partnership approach, with local planning authorities, regional planning bodies and other key stakeholders working together to ensure a joined-up approach. A partnership was established between the Tees Valley authorities to develop the guide to implementing the national methodology. Work on the Tees Valley SHLAA guide contributed to the regional SHLAA guide. This has ensured that the regional and Tees Valley guides are closely aligned.

3.3 In addition to working collaboratively with the Tees Valley authorities Stockton Borough Council has established a steering group to fulfil a guidance and advisory role in the preparation of the 2009 SHLAA. The CLG Practice Guidance encourages consideration of “which key stakeholders need to be included”. A balance has been sought between local authority officers from a range of relevant services and external representatives.

3.4 In selecting external representatives the authority has been mindful of CLG Practice Guidance advice that “In particular, house builders and local property agents should provide expertise and knowledge to help the partnership to take a view on the deliverability and developability of sites, and how market conditions may affect economic viability”. Accordingly, the chair of the regional Home Builders Federation land and property group was invited to nominate two steering group members and the Council’s Regeneration Manager recommended an experienced land and property agent.

3.5 The then (he has subsequently moved post) Planning Manager for the Association of North East Councils was invited join as he led on the production of the regional SHLAA guide and thus was able to assist in ensuring consistency with the agreed regional implementation framework. The steering group is comprised as follows:

- Two Principal Planning Officers from the Council’s Spatial Planning team

- The Manager of the Council's Regeneration team
 - The Council's Traffic and Road Safety Manager
 - The Manager of the Council's Development Services team
 - The Planning Manager for the Association of North East Councils
 - The Director of Tees Valley Wildlife Trust
 - A land and property agent
 - Two Registered Social Landlord representatives (both members of the National Housing Federation which represents not-for-profit housing associations)
 - Two representatives of the Home Builders Federation (HBF)
- 3.6 The CLG Practice Guidance requires that “the management and scrutiny arrangements, including who is responsible for what and who makes the decisions” be set out at the outset. All steering group members agreed Terms of Reference and a Protocol for steering group membership (see Appendix 1).

Project Planning

- 3.7 A requirement of the CLG Practice Guidance is that “the work programme and project milestones, taking into account resources, timings of the relevant plans or assessments of five years supply of specific deliverable sites, or other evidence gathering exercises, such as the employment land review” should be addressed at the outset.
- 3.8 The steering group met on 15 December 2008 to agree the process for producing the 2009 SHLAA (see Appendix 2 for the minutes). It was agreed that it would include an internal highways workshop, an internal stakeholder workshop and a key stakeholder event. The steering approved a project plan incorporating these elements (see Appendix 3). It will be noted that there has been slippage in the project plan timetable. This arose primarily from the diversion of resources to the Core Strategy Examination in Public.
- 3.9 The regional SHLAA guide envisages an external, as well as an internal stakeholder, workshop. This approach was followed for the 2008 SHLAA. However, the HBF representatives on the steering group recommended the substitution of a key stakeholder event for an external stakeholder workshop.
- 3.10 The use of a key stakeholder event has been piloted by South Tyneside and Sunderland City Councils and reflected HBF concerns about the resource implications of developer workshops at a time of cutbacks in HBF staffing levels. The steering group agreed to adopt this approach and for it to take the form of a “drop-in” event. It was also agreed that this event should form part of a five-week consultation period on the site assessments.
- 3.11 The regional SHLAA guide includes a template for the partnership to come to a partnership conclusion about sites following the internal and external comments. It was agreed by the steering group that this approach should be applied to any “contentious” sites within the 2009 SHLAA. A site is regarded as contentious if comments are received through the consultation process that takes a different view from the internal stakeholder assessment.
- 3.12 The steering group met on 23 June 2009 to consider the comments received during the consultation period and reach a conclusion on the contentious sites. The minutes of the steering group meeting are at Appendix 4. The schedule of all of the comments received, together with the Council / steering group responses, is Appendix 5.

Implementation guides

- 3.13 It was agreed that the regional and Tees Valley SHLAA guides would be used as a framework for the assessment. The 2008 SHLAA used the site assessment criteria set out in the Tees Valley SHLAA guide. The regional SHLAA guide emphasises the importance of achieving improvements to the SHLAA process based on lessons learned from the first SHLAA that is undertaken. The steering group agreed that Tees Valley criteria would be the basic template for the Stockton 2009 SHLAA Update but that some amendments should be made to reflect lessons learned in the implementation of the 2008 SHLAA (see items 6iv and 8 of Appendix 2).

Stages 2, 3 and 4: Sources of sites, desktop review and selecting sites to be surveyed

- 3.14 The 2008 SHLAA was the main starting point for determining which sources of sites to include in the assessment. The 2008 SHLAA had two basic sources of sites.
- all sites identified by the study team as potential housing sites; and
 - all sites that have been promoted as candidate sites by other internal or external stakeholders (for example site owners, agents, consultants, developers).

Sites identified by the study team

- 3.15 Sites identified by the study team for the 2008 SHLAA were carried forward into the 2009 SHLAA. These included sites that the Council's Regeneration team are seeking to deliver as part of the Stockton-Middlesbrough Initiative (for example Tees Marshalling Yard), sites that are expected to become available for housing development through the Building Schools for the Future Programme and the site of North Tees Hospital (which is expected to become available for development as part of a reorganisation of the delivery of health services). The 2008 SHLAA also utilised the Council's Employment Land Review as a possible source of sites.

Sites that have been promoted externally as candidate sites

- 3.16 Sites promoted externally for the 2008 SHLAA together have been carried forward into the 2009 SHLAA. In addition there was a renewed 'call for sites'. All developers, planning consultants and agents on the LDF consultee database were contacted and invited to submit sites by the 30th January 2009 using the pro forma provided (see Appendix 5).

Sites in the planning process

- 3.17 In accordance with the CLG Practice Guidance, sites with planning permission (both unimplemented/outstanding and planning permissions that are under construction) have been included in the SHLAA. These are included in Figure 3. The inclusion of these sites is very important because Stockton has a lengthy supply of planning permissions for residential development.
- 3.18 The CLG Practice Guidance also states that existing housing allocations and site development briefs should be included. The only housing allocation not already either built out or fully committed with detailed planning permissions is the remainder of Village 6 Ingleby Barwick (that is the southern part, the northern part is already committed). This is included in the schedule of sites with planning permission. Also included in the SHLAA is the area covered by the development brief for Boathouse

Lane. Part of this area is now committed with a planning permission and therefore included in the schedule of sites with planning permission. The remaining part forms two sites. One of these sites is included in the schedule of developable sites and the other in the schedule of non-developable sites.

Sieving out sites

Category 1: Sites where zero housing potential should be ascribed

3.19 The regional SHLAA guide sets out a series of sites that should be ascribed nil housing potential due to their designations (paragraph 5.8). These are sites that Government policy or law designates as inappropriate for residential development (or, in most cases, any development). These designations are as follows:

- Ramsar sites
- Special Protection Areas (SPA)
- Special Areas of Conservation (SAC)
- Sites of Special Scientific Interest (SSSI)
- National Nature Reserve (NNR)
- Ancient Woodland
- Scheduled Ancient Monuments (SAM)
- Historic Parks and gardens
- Flood Risk Area – Zone 3b ‘Functional Floodplain’
- Health and Safety (HSE) inner zones

Category 2: Designations / uses which affect the development of a site

3.20 Also set out in the regional SHLAA guide (paragraph 5.10) is a series of designations that could affect the nature and extent of development, and in some circumstances could also be ascribed zero housing potential. These designations are as follows:

- National Park
- Area of outstanding natural beauty (AONB)
- Green belt
- Designated open space
- Non-designated open space
- Green wedge
- Allotments
- HSE middle and outer zones
- Flood risk areas – Zones 2 and 3a
- Minerals safeguard areas (MSA)
- County wildlife sites
- Sites of nature conservation importance (SNCI)/local wildlife site
- Great Crested Newt pond
- Historic landscape
- Archaeological Site

3.21 Some Category 2 designations may initially¹ be ascribed zero housing potential with the agreement of the steering group. The steering group agreed that land designated as a site of nature conservation importance / local wildlife site and allotments that are in active use will be ascribed zero housing potential, that is to say discounted from further consideration in the assessment. These designations are factual but where a

¹ If the initial assessment had suggested there would be a shortage of sites to meet the housing requirement then this site sieving would have been reviewed.

site has been discounted because of them it was included in the schedule of sites for information purposes and was still included in the consultation.

Sites below the minimum threshold

3.22 The 2008 SHLAA used a site size threshold of 0.4ha (which generally equates to a yield of about 10 dwellings) and this site size threshold is maintained for the 2009 SHLAA.² Some sites are larger than 0.4 ha but have been assessed as not able to yield at least 10 dwellings because of constraints, for example where the Council's Highways team have advised that an access could only serve 4 dwellings. The steering group have agreed that such sites should be discounted. This is because sites incapable of producing a yield of at least 10 dwellings would appear to be incongruous with the strategic purpose of the SHLAA. Instead an estimate of the expected annual delivery from small sites (sites of 9 dwellings or less) will be developed drawing on past delivery rates. In order to be absolutely transparent where a site has been discounted for this reason it has been included in a schedule together with the reason why it has been estimated as unlikely to yield at least 10 dwellings. The schedule formed part of the consultation (see Appendix 12).

Stage 5: Carrying out the survey

3.23 All sites identified in the desktop exercise (other than those with planning permission) were visited as part of the 2008 SHLAA exercise and new sites identified for the 2009 SHLAA have also been visited.. The following characteristics were recorded, or checked if they were previously identified by the desktop review:

- site size;
- site boundaries;
- current use(s);
- surrounding land uses(s);
- character of surrounding area;
- physical constraints, for example access, steep slopes, potential for flooding, natural features of significance and location of pylons;
- initial assessment of whether the site is suitable for housing or housing as part of a mixed-use development.

3.24 The CLG Practice Guidance also states development progress, number of homes started and number of homes completed should be checked. This is clearly relevant only to those sites that have planning permission for residential development. Owing to resource constraints some reliance has been placed on desktop data sources (National House Builders Federation and Stockton Borough Council's Building Control records) to obtain this information.

Stage 6: Estimating the housing potential of each site

The potential area for development

3.25 The starting point for estimating housing potential has been to determine the potential area for development. On small sites, the whole of the site will usually be

² The following sites have been sieved out because they are below 0.4 ha: The Parochial Church and adjoining grounds to the north of Bishopton Road West off St Marks Close, Stockton; The Tannery, Tannery Bank, Yarm; Land to the south of Wells Cottages, east of Eaglescliffe; Land to the south of Wells Cottages, east of Eaglescliffe; Land to the east of Meadowcroft, Aislaby.

available for house building, subject to general spacing and basic amenity requirements. On larger sites a part of the area will normally need to be set aside to accommodate access roads and amenity open space. On very large sites it may be necessary to allow for other uses such as community facilities and neighbourhood centres. Figure 1 provides an indicative guide for the likely net developable area ranges in relation to site area thresholds based on *'Tapping the Potential'* (1999). Although *'Tapping the Potential'* has now been superseded these ranges still offer a useful indication of net developable areas.

Figure 1: The potential area for development

Gross site area (ha)	Percentage net
Less than 0.4 ha	100%
0.4 to 2 ha	75-90%
Over 2 ha	50-75 %

3.26 It should also be noted that where an externally promoted site (a site that has been put forward for consideration by consultants or agents) has been promoted for mixed-use development, then the gross site area has been reduced by 50% (to take into account non-residential uses) before calculating the net developable area. This was not relevant to any sites assessed as deliverable or developable.

3.27 Where a site has been assessed as suitable for mixed use development then the gross site area has been reduced by 50% (to take into account non-residential uses). The following site has been assessed as suitable for a mixed-use development and the housing yield estimated accordingly:

- Site Ref 4: Land off Grangefield

Estimating densities

3.28 A standard density estimate of 30 dwellings per hectare (dph) has generally been applied to the likely net developable area as the indicative minimum. However, in accordance with the Tees Valley SHLAA guide (paragraphs 8.6 to 8.9), a higher density estimate (40 dph) has been applied where the site performs particularly well in terms of proximity to services.

Developer and agent comments on site yield

3.29 For the 2008 SHLAA a developer/agent workshop was held. The attendees at the workshop commented that the developable area should be reduced for some sites. The only site assessed as developable this is relevant to is:

- Site Ref 24: Land at Yarm Back Lane, Hartburn (to allow for pylons)

Officer comments on site yield

3.30 With regard to the two sites adjacent to Boathouse Lane the estimated yield reflects the comments of the Principal Projects Officer (Development Services) who has a particular knowledge of this area.

Other sources for estimates of site yield

3.31 The estimated yield for Tees Marshalling Yard West (Site Ref 1) and Tees Marshalling Yard East (Site Ref 2) has been drawn from feasibility work undertaken

by Hyder Consulting on behalf of the Stockton Middlesbrough Initiative and takes into account constraints such as the need for flood risk mitigation.

- 3.32 The estimated yield for the Chandler's Wharf site (Site Ref 3) has been drawn from the visioning exercise undertaken by Gillespies on behalf of Stockton Borough Council and published as *Stockton Riverside: A framework for Stockton's key riverside development sites* (April 2007).
- 3.33 The estimated yield for the Bowesfield North Phase 2 site (Site Ref 6) and the Bowesfield North Phase 1 site (Site ref 87) has been reduced to take into account the likely reduction in the net developable area for each site indicated by work undertaken by Jeremy Benz Associates to update the Stockton Strategic Flood Risk Assessment.
- 3.34 The estimated yield for the land off the A66 (Site Ref 66) has been drawn from the planning application submitted to develop the site.
- 3.35 The estimated yield for "Sand Hill" (Site ref 72) has been drawn from discussions with Persimmon Homes (who produced the master plan that includes this site).
- 3.36 Some sites submitted by consultants have included estimates of yield. Where these assessments are lower than the estimate using the approach described above the estimates have been incorporated into the Assessment. This is not relevant to any sites assessed as deliverable or developable.
- 3.37 It should be noted that Site Ref 34: Land to the North of Darlington Back Lane has been deleted as the site does not appear to have been submitted externally but rather resulted from an internal mapping error which amalgamated Site Ref 42 and Site Ref 43.

Stage 7: Assessing when and whether sites are likely to be developed

3.38 A key role of the SHLAA is to provide evidence as to whether and when sites are likely to be developed. PPS3 and the CLG Practice Guidance state that this assessment should be conducted within a framework of **suitability**³, **availability** and **achievability**. This will inform the plan making process about whether a site is deliverable, developable or not currently developable for housing. CLG Practice Guidance requires this assessment to be made irrespective of the level of housing that is actually needed over the plan period. This is because SHLAA should identify how much potential there is overall. The SHLAA site database will be used to reveal the total housing potential that is considered:

- **Deliverable** – a site is available now (time of survey), offers a suitable location for housing development now and there is a reasonable prospect that housing will be delivered on the site within five years from the date of adoption of the plan;

³ CLG Practice Guidance states "the scope of the Assessment should not be narrowed down by existing policies designed to constrain development, so that the local planning authority is in the best possible position when it comes to decide its strategy for delivering its housing objectives" (paragraph 21). **This does not diminish in any way the weight that would be attached to such designations in relation to planning applications.**

- **Developable** – a site should be in a suitable location for housing development, and there should be a reasonable prospect that it will be available for and could be developed at a specific point in time; and
- **Not currently developable** – where it is unknown when a site could be developed.

Stage 7a: Assessing suitability for housing

3.39 The CLG Practice Guidance states that a site is suitable for housing development if it offers a suitable location for development and would contribute to the creation of sustainable mixed communities. Sites allocated in existing plans for housing or with planning permission will generally be suitable though it may be necessary to assess whether circumstances have changed to alter their suitability. For other sites, the following factors should be assessed.

- policy restrictions;
- physical problems or limitations, such as access, infrastructure, ground conditions, flood risk etc;
- potential impacts including effect upon landscape features and conservation; and
- the environmental conditions which prospective residents would experience.

3.40 The assessment has drawn a conclusion for each site as to whether or not it is suitable using this framework (see Appendix 9 for the criteria used). The Regeneration DPD will determine which of the suitable sites are the most suitable to deliver the Core Strategy.

Stage 7b: Assessing availability for housing

3.41 A site is considered to be available for development, when, on the best information available, there is confidence that there are no legal or ownership problems.

3.42 The pro forma for sites submitted externally for the 2009 SHLAA includes a number of questions relating to availability.

3.43 Some times have been identified by the study team. These generally fall into one of two categories:

- Sites that have the Council’s Regeneration team regard as having the potential to deliver regeneration e.g. Tees Marshalling Yard.
- Sites in public ownership.

3.44 There is a great deal of internal stakeholder knowledge about the availability of both of these categories of sites e.g. through the Council’s Regeneration, Land and Property, Capital Asset Review and Building Schools for the Future teams.

3.45 The availability of publicly owned land has proved contentious in some SHLAA work in the region as the HBF have contended that there should be a resolution to dispose of the site before it can be regarded as truly available. The approach taken in the Stockton SHLAA is if there is a clear indication that publicly owned land will become available for development e.g. through the Building Schools for the Future programme, then it is robust to classify it as offering “a reasonable prospect that it will be available” (paragraph 33 of the CLG Practice Guidance).

Stage 7b: Assessing achievability for housing

3.46 A site is considered to be achievable for development where there is a reasonable prospect that housing will be developed on the site at a particular point in time. It will be affected by:

- Market factors – such as adjacent uses, economic viability of existing, proposed and alternative uses in terms of land values, attractiveness of the locality, level of potential market demand and projected rate of sales (particularly important for larger sites);
- Cost factors – including site preparation costs relating to any physical constraints, any exceptional works necessary, relevant planning standards or obligations, prospect of funding or investment to address identified constraints or assist development; and
- Delivery factors – including the developer’s own phasing, the realistic build-out rates on larger sites (including likely earliest and latest start and completion dates), whether there is a single developer or several developers offering different housing products, and the size and capacity of the developer.

3.47 Achievability has been assessed through the internal highways workshop (held on 19th February) and the internal stakeholder workshop (held on 5th March). Comments have also been received from the Highways Agency (see Appendix 7), Northumbrian Water (see Appendix 8) and the Environment Agency (see Appendix 7). Where a site has been considered “contentious” (see paragraph 3.11) and its achievability has been a matter of contention, the assessment has also benefited from the views of the development industry representatives on the steering group.

Testing the achievability of planning permissions

3.48 The CLG Practice Guidance states that the existence of a planning permission does not necessarily mean that a site is available (and therefore achievable). This reinforces the existing requirement for local planning authorities to test the achievability of planning permissions for housing, that is whether they will be implemented or not. Stockton Borough Council undertakes this test every April in order to co-ordinate it with year-end housing monitoring exercise which uses 31 March as a base date.

3.49 In April 2008 all developers with planning permission(s) for 10 dwellings or more were contacted and asked to provide their delivery schedule for the permission(s). This information was used to inform the assessment of whether planning permissions will be implemented and if so over what time period. Not all developers responded and in some instances the Council has assessed deliverability on the basis of officer knowledge. This has included input from the Council’s Development Services, Highways and Land and Property teams. If there is no information available, either from the developer or corporately, to indicate otherwise then it is anticipated that a site with permission will deliver completed dwellings 3 financial years from the date of that permission. For example, if a planning permission was granted in November 2007 then the first completed dwelling units are scheduled for the year beginning 1 April 2011. In estimating these lead in times, the Council has exercised caution bearing in mind the increasingly challenging conditions in the housing market.

3.50 When developers have not provided delivery schedules the Council has also had to estimate delivery rates. In doing so the Council has taken into account the following advice from the Home Builders Federation:

“HBF would point out that the average completion rate for housing on a single site by a single builder ranges between 25 and 35 dwellings per annum. Where flats or apartments are involved the average completion rate ranges between 35 – 50, as a consequence of how they are constructed.

“For large sites where two builders are involved, or where a builder operates the sites as 2 sites (i.e. one producing houses, the other flats) it is reasonable to double the output. Sites in the hands of an individual builder, even with a mix of houses and flats, very rarely exceed 50 dwellings per annum as output and never get to 100. This calculation, however, does not continue to exist where 3 or more builders become involved, as demand will limit take up” (letter from the Regional Policy Manager (Northern Regions) Home Builders Federation – 7 April 2008).

3.51 The April 2009 test of the deliverability of planning permissions has informed this SHLAA Report.

Stage 7d: Overcoming constraints

3.52 The regional SHLAA guide states “Where constraints have been identified the assessment will consider whether actions would be appropriate to remove them and if so what actions” (paragraph 10.18). This assessment is included in Step 2 – Testing Availability / Achievability of Section 4.0 Assessment Findings of this report.

Stage 8: Review of the Assessment

3.53 The CLG Practice Guidance states that once the initial survey of sites and assessment of their deliverability / developability has been completed, the following tasks should be undertaken:

- The housing potential of all sites should be collected to produce an indicative housing trajectory that sets out how much housing can be provided, and at what point in the future.
- An overall risk assessment should be made as to whether sites will come forward as anticipated. The regional SHLAA guide states “This will be particularly important for outstanding planning permissions because some are speculative, and will involve contacting the applicant to understand likely time horizons”.

3.54 If following this review there are insufficient sites then the CLG Practice Guidance states that it will be necessary to investigate how this shortfall should be best planned for. The two options are: the identification of broad options for future growth (see Stage 9) and/or the use of a windfall allowance (see Stage 10).

3.55 The findings of this stage of the assessment are that there is sufficient housing potential to meet the requirement set out in the RSS. Therefore, there is no requirement to identify broad options for future growth and/or the use of a windfall allowance. These findings are presented in more detail within Section 4.0 Assessment Findings, of this report. Step 2.

3.56 Paragraphs 3.48 to 3.51 of this report sets out how the delivery of planning permissions has been assessed including “contacting the applicant to understand likely time horizons”. Step 2 of Section 4.0 Assessment Findings of this report demonstrates how the delivery of sites without planning permission has been risk assessed.

Stage 9: Identifying and assessing the housing potential of broad locations (when necessary)

3.57 PPS3 states that where it is not possible to identify specific sites for years 11-15 of the plan, local authorities should indicate broad locations for future growth. The CLG Practice Guidance states that broad locations are areas where housing development is considered feasible and will be encouraged, but where specific sites cannot yet be identified. Examples of broad locations include:

- Within and adjoining settlements – for example, areas where housing development is or could be encouraged, and small extensions to settlements; and
- Outside settlements – for example, major urban extensions, growth points, growth areas, new freestanding settlements and eco towns.

3.58 The indicative housing trajectory shows that specific sites have been identified for years 11-15 of the period covered by the plan. Therefore, no broad locations have been identified as part of the Assessment. However, it should be noted that, included in the sites submitted externally as candidate SHLAA sites are sites that, if developed, would constitute small extensions to settlements or urban extensions.

Stage 10: Determining the housing potential of windfall (where justified)

3.59 PPS3 states “Allowances for windfalls should not be included in the first 10 years of housing supply unless Local Planning Authorities can provide robust evidence of genuine local circumstances that prevent specific sites being identified”. The indicative housing trajectory prepared at Stage 8 of the Assessment has shown that there is no requirement for a windfall allowance. No reliance is therefore placed on this source and it is not included in the overall calculation of housing supply in the main findings section of this report

3.60 It should be noted that sites below 0.4ha have not been included in this Assessment. This is on the basis that below this site size it is impractical to identify potential yield for all sites with opportunities for small scale additional housing development like subdivision of larger houses or infill on gardens and that these are not potential housing allocations anyway. Evidence from the past 3 years is that an average of 55 dwellings per year have been provided from this source. The supply from this would, if maintained at this rate⁴, contribute a further 472 dwellings (825 reduced by 353 to avoid double counting small sites that are commitments) over the plan period. As explained in paragraph 3.59 no windfall allowance has been included in the overall calculation of housing supply. Therefore, the projected supply from sites below 0.4ha has been stated in this section of the report for information purposes only.

⁴ It should be noted, in the interests of openness, that a HBF representative on the steering group queried whether this rate will be maintained over the next 2 or 3 years.

4.0 Assessment Findings

Introduction

4.1 The fundamental purpose of a SHLAA is to identify a sufficient supply of housing sites to enable local planning authorities to plan ahead for 15 years from the anticipated date of adoption of the relevant development plan document. This assessment uses a 15-year time frame in order to project 15-years from the scheduled date for the adoption of the Core Strategy. The 16-year time frame is broken down into deliverable (0-5 years), developable (6-10 years) and developable (11 – 15 years). The presentation of the assessment findings is as follows:

- Step 1 – Identifying those sites without planning permission assessed as deliverable and/or developable.
- Step 2 – Testing the availability / achievability of deliverable and/or developable sites without planning permission to determine whether they can be included in the 16-year supply of housing land.
- Step 3 – Determining whether Stockton Borough has a 15-year supply of specific, deliverable/developable sites and developing a trajectory of all deliverable and developable sites.

Step 1 – Deliverable and/or developable sites

4.2 It is not the role of the SHLAA to allocate land for development. That is the role of the Local Development Framework process. However, the SHLAA is required to present evidence regarding the supply of potential housing land over a period of 15 years from the date of the adoption of the Core Strategy.

Determining whether a site should be included in the current estimate of the supply of potential housing land

4.3 In the light of comments on the draft consultation SHLAA Report, this final Report has arrived at a view as to whether each site is a suitable location for housing or not. In arriving at this view the weight attributed to policy designations such as green wedge is significantly less than the weight that would be attributed through the development management process, that is to say if a planning application were submitted to develop a site with a restrictive policy designation. What is deferred to the DPD stage is the assessment of which of the sites assessed as suitable are the most suitable sites.

Sites with planning permission

4.4 Stockton has over 200 sites with planning permission for residential development and their suitability has been established through the granting of planning permission. These sites meet the majority of Stockton's housing supply requirement as defined by the Regional Spatial Strategy over 10-years.

Sites without planning permission

- 4.5 A total of 87 sites without planning permission have been assessed. The following sites have been assessed as deliverable and/or developable.

Deliverable and/or developable sites	
Site Reference	Site Address
Ref 1	Tees Marshalling Yard West, Stockton
Ref 2	Tees Marshalling Yard East, Stockton
Ref 3	Chandler's Wharf, Stockton
Ref 5	Speedy Hire, Boathouse Lane, Stockton
Ref 6	Bowesfield North Phase 2, Stockton
Ref 8	Supreme Knitwear Building, Mandale Triangle, Thornaby
Ref 14	University Hospital of North Tees
Ref 16	Land at Allens West, Eaglescliffe
Ref 23	Hartburn Grange land between Yarm Back Lane and West Stockton built up area.
Ref 26	Land to the South of Knowles Close, Kirklevington
Ref 35	Land West of Harrowgate Lane
Ref 36	Land south of Bishopgarth School
Ref 61	Egglecliffe School, Eaglescliffe (footprint and hardstanding only)
Ref 63	St Michaels School, Billingham (footprint and hardstanding only)
Ref 64	Norton School, Norton (footprint and hardstanding only)
Ref 65	Blakeston School, Stockton (footprint and hardstanding only)
Ref 66	Land and buildings adjoining the A66, Stockton
Ref 69	Land bound by Uray Nook Road, Eaglescliffe
Ref 72	Sand Hill, Ingleby Barwick
Ref 82	Land at Durham Lane, Eaglescliffe
Ref 84	Site of Derwent House, Low Grange Avenue, Billingham
Ref 87	Bowesfield North Phase 1, Stockton
Ref 88	Land to West of Yarm Station, Kirklevington
Ref 89	Morley Carr Farm, Yarm (Phase 1)
Ref 90	Morley Carr Farm, Yarm (Phase 2)

- 4.6 The schedule showing the assessment of the deliverable and developable sites is at Appendix 10 of this report. The list of sites without planning permission includes Allens West, Eaglescliffe (Site Ref 16) and Sand Hill, Ingleby Barwick (Site Ref 72). The Council has resolved to grant planning permission for a mixed-use development, inclusive of 500 dwellings at Allens West, subject to the signing of a Section 106 Agreement. The SHLAA steering group were very positive that this is a very attractive site to the market. It is anticipated that a Section 106 Agreement will be signed.
- 4.7 Only 15-20% of the area of Sand Hill (SH) is within the original 1979 outline planning permission for Ingleby Barwick (IB). However, the whole area is within the approved Master Plan (MP) for the IB development and so the principle of development has been accepted. Persimmon Homes and the Council are currently working in partnership to produce a new development brief to guide the implementation of the MP for the remainder of the IB development.

- 4.8 For the reasons set out above both Allens West and Sand Hill are considered to be commitments. Therefore, for the purposes of housing supply calculations, they are included within commitments.

Step 2 – Testing Availability / Achievability

- 4.9 One of the core requirements of the SHLAA is to demonstrate how specific identified sites will deliver sufficient supply to meet the Borough's housing requirements (identified in the RSS), for at least the first 10 years of the plan and, ideally, for the first fifteen years. In order to be considered part of the 15-year supply sites have to be assessed as being available and achievable as well as suitable. This testing also provided an opportunity to give consideration to overcoming constraints (as required by Stage 7d of the CLG Practice Guidance). All sites identified as deliverable and/or developable have been tested for availability and achievability as shown in the schedule of sites at Appendix 10.

Assessing the risk of whether sites will come forward as anticipated

- 4.10 Stage 8 of the CLG Practice Guidance states that an overall risk assessment should be made as to whether sites will come forward as anticipated. The achievability of all of the SHLAA sites and all of the sites with planning permission has been assessed through the process described in paragraphs 3.46 to 3.51 of this report. In addition major sites were assessed through an achievability workshop for the 2008 SHLAA (drawing together officers from a range of services and representatives from Northumbrian Water, Network Rail, the Highways agency and the Environment Agency – see paragraph 4.8 of the 2008 SHLAA Report).
- 4.11 Independently of the SHLAA exercise there is a significant corporate focus on the achievability of those sites that have the potential to deliver the Submission Draft Core Strategy. This includes a Major Projects Group that meets 6-weekly to review site achievability and which also a Stockton sub-group of the Tees Valley Growth Point steering group that meets monthly. In addition there is also ongoing site assessment work through initiatives such as the “Kick Start” programme. The outputs of this work inform the SHLAA process through engagement with the relevant internal stakeholders. Therefore, whilst no single discrete “risk assessment” exercise has been carried out it is considered that the requirement of this aspect of the CLG Practice Guidance has been fulfilled.
- 4.12 It should be noted that in terms of the resources available to the study team an absolutely definitive assessment of achievability especially with regards to those sites with major transport infrastructure implications is not possible. This would involve a detailed costing of the necessary infrastructure improvements, which would require the engagement of consultants with the necessary skills. It may be noted that some sites have been assessed as achievable that have also been assessed by the Council's Highways team as “major perceived network implications that would be unlikely to be resolved through planning obligations funding”. However, the assessments by the Council's Highways team are not based on a detailed costing of viability. As will be noted below, work has been commissioned by the Stockton Middlesbrough Initiative Partnership to assess feasibility with regard to Tees Marshalling Yard. It may be that the transport infrastructure issues raised in the SHLAA Report require further assessment in relation to some other potential sites such with major transport infrastructure implications. Such sites include the land between Yarm Back Lane and the West Stockton built up area.

Tees Marshalling Yard

Constraints on delivery

Availability - Not Currently Available

Flood Risk - The majority of the site is in Flood Zone 3a. The remainder is in Flood Zone 2.

Highway Impact - The impact on the Strategic Road Network would be major

Utilities - New electricity sub-station would be required.

Remediation - The costs would be high.

Recommendations on how these constraints can be overcome and when

Availability

The owners of Tees Marshalling Yard have stated their intention to make the yard available for redevelopment and are working with Stockton and Middlesbrough Borough Councils to ensure the delivery of the Green Blue Heart project (the mixed-use development of the yards is part of the Green Blue Heart Plan). Current indications are that the sites will become available for re-development in 2018.

Flood Risk

The draft Strategic Flood Risk Assessment (SFRA) Level 2 Report proposed 3 mitigation options for the site. These are:

- Land raising of the entire site
- Constructing raised river defences
- Graduated land raising on selected areas

Highway Impact

Discussions have taken place between Stockton and Middlesbrough Councils and the Highways Agency to determine possible solutions to highways issues. The Tees Valley Joint Strategy Unit (TVJSU) led a study which will consider the impact of planned development on the A66, A19 and A174 Trunk Road corridors and recommended a package of solutions designed to accommodate the increased demand for travel without a corresponding increase in congestion on the highway network. An action plan has been developed from this.

The Stockton Middlesbrough Initiative Partnership has commissioned consultants to undertake work including an assessment of how the traffic impact can be successfully managed factoring in the emerging proposals from the TVJSU study. The Portrack Road Relief study is ongoing.

Utilities

The SMI Partnership is investigating funding sources to deliver a new electricity sub station.

Remediation

Any development proposal would have to bear the cost of remediation.

Summary

The site is considered therefore, to pass the test of there being a reasonable prospect that it will be available for development and of being achievable. However, pending the

outcome of the detailed assessment work the Council has cautiously estimated that the first completed dwellings will be post-2021.

Chandlers Wharf

Constraints on delivery

Availability – Not Currently Available

Flood Risk – The site is within or intersects flood zones 2 and 3.

Highway Impact – the impact on the Strategic Road Network would be major

Recommendations on how these constraints can be overcome and when

Availability

The Council is supporting attempts to acquire the freehold of Chandler's Wharf but there are a number of leaseholders with different expiry dates. The site is not therefore, immediately available but its availability is anticipated within a 10-year time frame.

Flood Risk

The draft SFRA Level 2 Report states that development should be feasible through "suitable alignment of the buildings that acknowledge the risk and opportunities from having a riverside frontage..."

Highway Impact

The site has been included in the TVJSU traffic impact study.

Summary

The site is considered to pass the test of there being a reasonable prospect that it will be available for development and of being achievable.

Speedy Hire, Boathouse Lane

Constraints on delivery

Flood Risk – The site is within or intersects flood zone 2

Highway Impact – the impact on the Strategic Road Network would be major

Recommendations on how these constraints can be overcome and when

Flood Risk

It is anticipated that liaison with the Environment Agency can satisfactorily address the flood risk issue.

Highway Impact

The site has been included in the TVJSU traffic impact study.

Summary

The site is part of the Adopted Boathouse Lane Planning and Design Brief (Supplementary Planning Document June 2006) and the owners are actively pursuing the option of the redevelopment of the site for residential purposes. The site is considered therefore, to pass the test of being available now and the achievability test.

Bowesfield North Phase 2

Constraints on delivery

Availability – Not Currently Available

Flood Risk – Mostly flood zone 1 although the eastern third of the site has been modelled through the draft Level 2 SFRA as at risk from flooding. The Environment Agency have recommended the residential development is located in flood zone 1, and the flood risk area to be landscaped.

Highway Impact – the impact on the Strategic Road Network would be major

Recommendations on how these constraints can be overcome and when

Availability

The Council owns part of the site and is actively pursuing, in cooperation with the other landowners and developers, agreement to a masterplan which will form the basis of the future development / regeneration of the North Bowesfield area.

Flood Risk

There is a strip of land within flood zone 3b along the riverside. The Environment Agency have advised that any development would need to create a buffer zone or riverside walkway along here.

Highway Impact

The site has been included in the TVJSU traffic impact study. Potential solutions have already been discussed with the Highways Agency and include remodelling of the existing Riverside Roundabout junction. Proposals to remodel this junction, including the realignment of Riverside Road, form a key component of the Tees Valley Bus Network Improvements scheme, which has been identified as a priority for Regional Transport Funding. A Major Scheme Business Case was submitted to the Department for Transport in February 2008. "Programme Entry" status was received in June 2009. Some work remains to do to gain "Full Approval" status including modelling, detailed design etc. It is intended to resubmit a business case in November 2009. If a positive decision were received in 2009 then Year 1 (of 3) for the implementation programme would start January 2010.

Summary

The site is considered to pass the test of there being a reasonable prospect that it will be available for development and of being achievable.

University Hospital of North Tees

Constraints on delivery

Availability – Not Currently Available

Recommendations on how these constraints can be overcome and when

Availability

The plans and strategies of North Tees Primary Care Trust and North Tees and Hartlepool National Health Service Foundation Trust show that the majority of the site (some services are likely to be retained at the site and there may be a new community facility), will become available for re-development for residential purposes in 2014. This is subject to the following factors: -

- Successful public consultation on the proposals for a new 'super-hospital' (now undertaken)
- Gaining planning approval for development of the new super-hospital (now granted)
- Successfully obtaining treasury funding for development of the new super-hospital

Summary

The site is considered therefore, to pass the test of they're being a reasonable prospect that it will be available for development and of being achievable.

Land at Allens West

Constraints on delivery

Highway Impact – the impact on the Strategic Road Network would be major

Recommendations on how these constraints can be overcome and when

Highway Impact

The site is currently the subject of a planning application for a mixed-use development including 500 dwellings. Highway issues have been resolved through dialogue with the Highways Agency.

Summary

The Council has resolved to grant planning permission for a mixed use development, inclusive of 500 dwellings, subject to the signing of a Section 106 Agreement. The site is considered therefore, to pass the test of being available now and of being achievable

Hartburn Grange land between Yarm Back Lane and West Stockton built up area

Constraints on delivery

Highway Impact – the impact on the Strategic Road Network would be major

Recommendations on how these constraints can be overcome and when

Highway Impact

Mitigation may involve significant widening and re-modelling of the highway network. The roundabouts would need to be taken out of the A66 Elton interchange and the entire interchange signalised. Junction improvements would need to be made to the north. There might need to be main line widening of the A66.

Summary

The sites are considered to pass the test of being available for development and of being achievable subject to overcoming the highways constraints. The ability to overcome the highways restraints is likely to be determined by the strength of the residential market and its relationship to land values.

Land West of Harrogate Lane / Land South of Bishopgarth School

Constraints on delivery

Highway Impact – the impact on the Strategic Road Network would be major. There are significant junction capacity constraints around Harrogate Lane, Darlington Back Lane and Yarm Back Lane.

Recommendations on how these constraints can be overcome and when

Highway Impact

Mitigation may involve significant widening and re-modelling of the highway network. Significant junction improvements would be needed at A177 Durham Rd / Harrowgate Lane roundabout.

Summary

The sites are considered to pass the test of being available for development and of being achievable subject to overcoming the highways constraints. The ability to overcome the highways restraints is likely to be determined by the strength of the residential market and its relationship to land values.

Eggescliffe School, Eggescliffe (footprint of buildings and hardstanding only)

Constraints on delivery

Availability – Not Currently Available

Highway Impact – the impact on the local network would be major

Recommendations on how these constraints can be overcome and when

Availability

Consultation on the future of Eggescliffe School has formed part of the Building Schools for the Future Programme (BSF). The Council has now developed proposals based on the consultation process. The BSF programme that has been developed now would result in the buildings and hardstanding at Eggescliffe School becoming available for redevelopment in 2016.

Highway Impact

On the basis that a solution for parking in Yarm could be developed, the capacity of the wider highway network may increase. The proposed use is likely to generate less traffic than the current use. However, detailed assessments of this are yet to be carried out.

Summary

The site is considered therefore, to pass the test of there being a reasonable prospect that it will be available for development and of being achievable.

Norton School, Norton (footprint and hardstanding only)

Constraints on delivery

Availability – Not Currently Available

Recommendations on how these constraints can be overcome and when

Availability

Consultation on the future of Norton School has formed part of the Building Schools for the Future Programme (BSF). The Council has now developed proposals based on the consultation process. The BSF programme that has been developed now would result in the buildings and hardstanding at Norton School becoming available for redevelopment in 2013.

Summary

The site is considered therefore, to pass the test of there being a reasonable prospect that it will be available for development and of being achievable.

Blakeston School, Stockton (footprint and hardstanding only)

Constraints on delivery

Availability – Not Currently Available

Recommendations on how these constraints can be overcome and when

Availability

Consultation on the future of Blakeston School has formed part of the Building Schools for the Future Programme (BSF). The Council has now developed proposals based on the consultation process. The BSF programme that has been developed now would result in the buildings and hardstanding at Blakeston School becoming available for redevelopment in 2013.

Summary

The site is considered therefore, to pass the test of there being a reasonable prospect that it will be available for development and of being achievable.

Land and buildings adjoining the A66, Stockton

Constraints on delivery

Availability – Not Currently Available

Highway Impact – the impact on the Strategic Road Network would be major

Incompatible Neighbouring Use – Noise pollution from the A66

Recommendations on how these constraints can be overcome and when

Availability

The site is in multiple uses and ownerships. Uses include a Stockton BC depot, the Visqueen building products factory, the Nifco plastics factory and the Yarm Road Abattoir. Stockton BC intend to close their depot as part of a reorganisation of the delivery of the associated services. The Council is also aware of advanced discussions with three other site owners and a developer for site assembly which include potential site re-location elsewhere in the Borough. These discussions include timescales, which give the Council strong grounds for confidence that the site will come forward for development and be delivered within the 16-year time frame of the assessment.

Highway Impact

The key issues would be the direct impact on the A66/Yarm Road Interchange and the 'knock-on' impact of traffic generated by the development on the operation of the A66 between Yarm Road Interchange and the A19. In both cases, the scale of this impact would depend on whether traffic movements generated by the new use(s) of the site would be higher or lower than those generated by the current uses of the site.

Incompatible Neighbouring Use

There would be noise intrusion from the A66 on the south side of the site and from the railway line on the north side of the site. Noise barriers could mitigate the noise intrusion to the north side but this would be impractical to the south side because of the elevation of the A66.

Summary

The site is considered to pass the test of there being a reasonable prospect that it will be available for development. It is also considered to pass the achievability test but the net

area that is developable for housing would be significantly reduced by the noise intrusion to the south of the site.

Step 3 – Determining whether Stockton Borough has a 16-year supply of specific, deliverable/developable sites.

4.13 Figure 2 shows a breakdown of Stockton Borough’s current (1 April 2009) housing land supply, based on sites with planning permission, in relation to the overall Regional Spatial Strategy target of 11,140 dwellings for the period 2004 to 2024. It shows that planning commitments in the Borough are currently 1475 dwellings short of this target.

Figure 2 – Stockton Borough’s housing land supply requirement in relation to the overall Regional Spatial Strategy target to 2024

Housing Requirement 2004 - 2024	
Housing requirement as stated in the Regional Spatial Strategy for the North East	11,140 dwellings
Housing supply at 1 April 2008	
Net dwelling completions that have already taken place	2933
Net dwelling completions that are expected to take place through planning commitments	6732
Current Total supply (completions plus commitments)	9665
Requirement	1475

4.14 No allowance has been made for small sites (that is sites of less than 10 dwellings) other than for existing commitments. This follows PPS3 advice that the supply of housing land should be based on identified sites (it is not considered practicable to identify sites with a dwelling potential of less than 10).

4.15 Since the April 2009 calculation of housing supply, there has been a planning committee resolution to approve a mixed-use application inclusive of housing at North Shore (in the Core Area) with a ceiling of 999 dwellings, subject to the signing of a S.106 agreement. The S.106 has now been signed. The previous planning permission at North Shore has a housing component of 480 units. The new commitment will significantly reduce the housing requirement to 2024.

4.16 The 2008 SHLAA Report was discussed during Matter 2: Housing Delivery of the Examination in Public (EiP) for Stockton’s Core Strategy (held during September/October 2009). All participants accepted that the process requirements of the CLG Practice Guidance had been met. However, in the interests of transparency it should be noted some of the achievability projections in the Report, such as Tees Marshalling Yard (Site Refs 1 and 2), were challenged at the EiP.

4.17 Figure 3 (page 27) integrates the assessment of sites without planning permission that pass all three tests – suitable, available now or reasonable prospect of becoming available and achievable – with the deliverability assessment of sites with planning permission. It shows that the combined supply from these two sources is about

12,500 dwellings over the period 2009 to 2024. When added to existing net completions (about 2,900 dwellings) this represents a surplus of developable housing land (in relation to the RSS requirement of 11,140 dwellings) of about 4,300 dwellings. This means that there is no requirement to identify a windfall allowance.

- 4.18 It should be noted in relation to Figure 3 that forecasts about the possible timing of a site becoming available for development are not an exact science but the study will be updated annually, which will allow the Council's assessment to be reviewed regularly and always to be based on the most up-to-date information available.
- 4.19 The housing trajectory (Figure 4 – page 32) shows net completions from existing commitments. It then adds in the completions from SHLAA sites assessed as deliverable and / or developable to show the total housing potential over the period 2009 to 2024 on a yearly basis. Figure 4 shows that there is still a significant supply from existing commitments during the period 2016 to 2021 (about 1,300 dwellings). Up to 2016 it is projected that there will be an oversupply of housing against the RSS requirement. Taking this into account (as well as the supply from commitments during the period) the residual RSS requirement for the period 2016 to 2021 is about 300 dwellings. The residual RSS requirement for the period 2021 to 2024 is about 1,100 dwellings.
- 4.20 Figure 5 identifies the developable sites by location and breaks them down into the following categories:
- Inside development limits
 - Urban land
 - Green wedge
 - Outside development limits
 - Urban extension
 - Extension to settlement

FIGURE 3: Trajectory of Commitments and Deliverable/Developable SHLAA sites

Site Reference	SiteAddress	Total dwellings proposed	Completed	Remaining	Under Construction	Deliverable 1-5 years					Developable 6-10 years					Developable 11-15					Phasing Assessment	HousingSub
						09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24		
PLANNING PERMISSIONS/COMMITMENTS																						
P136	Land Off Greenwood Road	30		30	5	13	17													Developer	Billingham	
P150	Land at East end of Lunedale Road	6		6			6													SBC	Billingham	
P150	Land at East of Lunedale Road	5		5				5												SBC	Billingham	
P198	Former Stockton And Billingham College Site, Fincdale Avenue/The Causeway	176	41	135	24	20	30	30	30	25										SBCUD	Billingham	
P214	Chilton Avenue Sports Ground, Belasis Avenue/Chiltons Site	32	14	18	9	9	9													SBCUD	Billingham	
P99	Parkfield Foundry	229	101	128	11	23	23	23	23	23	13									Developer	Core Area	
P103	Parkfield Redevelopment Phase 1	114	37	77	27	13	15	20	20	9										Developer	Core Area	
P130	Ashmore House, Richardson Road (KVAERNER site)	220		220	58	20	24	24	40	40	40	32								Developer	Core Area	
P137	Corus Pipe Mill, Portrack Lane, Stockton-on-Tees, TS18 2NF	375		375		10	30	30	30	30	30	30	30	30	30	30	20	15		Developer	Core Area	
P168	Parkfield Phase 2	216		216					54	54	54	54								SBC	Core Area	
P202	North Shore, Church Road, Stockton	480		480			20	80	80	80	80	80	60							Developer	Core Area	
P212	58-60 Norton Road	15		15			15													SBC	Core Area	
P239	Land At Thornaby Place, Thornaby	18		18			18													SBC	Core Area	
P248	Land At Boathouse Lane	202		202				40	40	40	40	42								Developer	Core Area	
P262	Northern Machine Tools Engineering, Land at Boathouse Lane, Stockton on Tees	118		118				30	30	30	28									SBC	Core Area	
P263	136-138 Norton Road, Norton	12		12				12												SBC	Core Area	
P278	Former CL Prosser Site, Parkfield Road, Stockton on Tees, TS17 5LR	60		60			30	30												Developer	Core Area	

P296	6 - 10 Hume Street, Stockton-on-Tees, TS18 2ER	18		18				18												SBC	Core Area		
P297	Land Off Norton Road, Stockton On Tees	551		551						30	30	30	30	30	30	30	30	30	30	Developer	Core Area		
P307	58 Yarm Road, Stockton	10		10	10	10														SBCUD	Core Area		
P317	Millfield House And 90-96 Dovecot Street Stockton-on-Tees	30		30																SBC	Core Area		
P343	Bowesfield Lane, Stockton-on-Tees	12		12				12												Developer	Core Area		
P370	Parkfield Hall Day Centre, Bowesfield Lane	10		10				10												Developer	Core Area		
P11	The Forum/Portus Bar/Vallum Edge	162	110	52	29	18	17	17												Developer	Ingleby Barwick		
P11	Portus Bar, Village 6	39	30	9	4	9														Developer	Ingleby Barwick		
P44	River View Zone A, Village 6, Ingleby Barwick	54	28	26	12	12	12	2												Developer	Ingleby Barwick		
P160	Hill Brook, Parcel B, Village 5	100	70	30	9	24	6													Developer	Ingleby Barwick		
P164	Land Off Broomhill Avenue, Hillbrook, Parcel B, Village 5	141	68	73	8	40	33													SBCUD	Ingleby Barwick		
P170	Cross Keys, Leven Bank Road, Yarm	10	4	6	5	6														Developer	Ingleby Barwick		
P192	Land In The Vicinity Of Betty's Close Farm	17		17				9	8											SBC	Ingleby Barwick		
P193	Broom Wood, Parcel A, Ingleby Barwick	354	139	215	18	30	30	30	50	50	25									Developer	Ingleby Barwick		
P193	Broom Wood, Parcel A, Ingleby Barwick	64	55	9	9	9														Developer	Ingleby Barwick		
P295	Remainder of Ingleby Barwick	1054		1054				19	74	74	47	84	86	52	86	86	55	91	91	55	91	Developer	Ingleby Barwick
P383	Sandhill, Ingleby Barwick	150		150					10	20	20	20	20	20	20						Developer	Ingleby Barwick	
P3	The Fairways Wynyard Phase 3B And 4A	80	78	2	2	2														Developer	Rural		
P6	Land at Area 3 Wynard Woods	106	101	5	5	5														Developer	Rural		
P87	Jasmine Field, Forest Lane, Kirklevington	15		15				15												SBC	Rural		
P138	Willow Bridge Works, Letch Lane, Carlton	11		11				11												SBC	Rural		
P158	Tall Trees Hotel, Worsall Road, Yarm	250		250						50	50	50	50	50						SBC	Rural		
P189	Peacocks Yard, Land East Of Blakeston Lane, Norton	149		149						30	30	30	30	29						Developer	Rural		
P244	Lowson Street Stillington Stockton On Tees	56	40	16	9	11	5													Developer	Rural		

P316	Former School House And Offices, The Wynd, Wynyard Village, Wynyard	16		16			16													Developer	Rural
P52	Hardwick Redevelopment	635	72	563	74	70	60	60	60	60	60	60	60	43	30					Developer	Stockton
P52	Land bounded by Easington Road, Elwick Close and Embleton Close, Hardwick	20		20	19	20														Developer	Stockton
P77	St James Church, High Newham Road	21		21			11	10												SBC	Stockton
P166	Darlington Back Lane, Elm Tree	108	75	33	26	18	15													SBCUD	Stockton
P213	69-71 Greens Lane	18		18	16	9	9													SBCUD	Stockton
P234	Harpers Garden Centre, Junction Road	82	8	74	45	30	30	14												Developer	Stockton
P255	Plot J, Bowesfield Farm, Stockton on Tees	36		36				18	18											SBC	Stockton
P268	Former Roseworth Hotel, Redhill Road, Stockton on Tees, TS19 9BX	21		21					21											SBC	Stockton
P34	Mandale Estate Phase 1A	152	147	5	5	5														Developer	Thornaby
P39	Mandale Estate Phase 1	255	172	83	70	50	33													Developer	Thornaby
P45	Mandale Redevelopment Phase 2	264	66	198	26	25	35	45	45	48										Developer	Thornaby
P47	Land/Car Park Adjacent To Thornaby Snooker Centre, Martinet Road	15	13	2	2	2														SBCUD	Thornaby
P70	Sun Street Depot, Thornaby	114	9	105	16	30	30	30	15											SBCUD	Thornaby
P80	Land 35 Metres To West Of British Legion Club, Queens Avenue, Thornaby	46		46					16	15	15									SBC	Thornaby
P95	Mandale Estate Phase 3	135		135				50	50	35										SBC	Thornaby
P109	Thornaby Autoparts, Thornaby Road	17		17	17	17														SBCUD	Thornaby
P232	Thorn Tree Vale, Master Road, Thornaby, Stockton-On-Tees, TS17 0BE	327	154	173	44	25	30	33	35	50										Developer	Thornaby
P238	Thornaby Football Club, Land At Teesdale Park, Acklam Road	64		64					14	16	16	18								SBC	Thornaby
P355	Former S D Print And Design Building, Martinet Road, Thornaby, Stockton-on-Tees	30		30					30											SBC	Thornaby
P20	Land between High Church Wynd and the Old Market	36	35	1	1	1														Developer	Yarm, Eaglescliffe & Preston
P48	Bowesfield Farm, Bowesfield Lane, Preston Industrial Estate	76	29	47	47	25	22													SBCUD	Yarm, Eaglescliffe & Preston

P48	Land Off Queen Elizabeth Way, Bowesfield, Stockton	126	75	51	18	35	16														Developer	Yarm, Eaglescliffe & Preston
P48	Bowesfield Farm, Bowesfield Lane, Preston Farm Industrial Estate	49	25	24	19	24															SBCUD	Yarm, Eaglescliffe & Preston
P48	Bowesfield Park, Bowesfield Lane, Preston Industrial Estate	53	30	23	16	16	7														SBCUD	Yarm, Eaglescliffe & Preston
P84	Hawthorne Grove, Aislaby Road	29	18	11	8	9	2														Developer	Yarm, Eaglescliffe & Preston
P149	29 and 31 The Meadowings, Yarm, TS15 9QR	29		29					15	14											SBC	Yarm, Eaglescliffe & Preston
P206	The Rookery, South View	13		13																	SBC	Yarm, Eaglescliffe & Preston
P240	The Bungalow And Glenrea The Avenue	44	43	1	1	1															Developer	Yarm, Eaglescliffe & Preston
P322	The Grange Urray Nook Road Eaglescliffe Stockton-on-Tees	16		16					16												SBC	Yarm, Eaglescliffe & Preston
P382	Allens West, Durham Lane, Eaglescliffe	500		500								30	60	60	50	50	50	50	50	50	SBC	Yarm, Eaglescliffe & Preston
999	Small Sites Trajectory	360	7	353	74	55	55	55	55	55	55	23										All
SHLAA SITES																						
63	St Michael's School (buildings and hardstanding only), Billingham	50		50										25	25							Billingham
84	Site of Derwent House, Low Grange Ave, Billingham	12		12					12													Billingham
1	Tees Marshalling Yard (West)	800		800														100	100	100		Core Area
2	Tees Marshalling Yard (East)	100		100														50	50			Core Area
3	Chandler's Wharf	220		220										40	50	50	50	50	30			Core Area
5	Speedy Hire, Boathouse Lane	54		54					25	29												Core Area
6	Bowesfield Riverside Phase 2	232		232									22	30	30	30	30	30	30	30		Core Area
8	Supreme Knitwear Building, Mandale Triangle, Thornaby	78		78						10	20	20	15	13								Core Area
66	Land and buildings adjoining the A66	354		354							20	30	40	40	40	40	40	40	40	34	30	Core Area
87	Bowesfield Riverside Phase 1	210		210					20	30	30	40	40	30	20							Core Area
72	Sandhill, Ingleby Barwick*	150		150																		Ingleby Barwick

23	Hartburn Grange land between Yarm Back Lane and West Stockton built up area.	860	860							50	70	70	70	70	70	70	70	70	Rural
26	Land to the South of Knowles Close, Kirklevington	75	75			15	20	20	20										Rural
35	Land West of Harrowgate Lane	1302	1302						50	70	70	70	70	70	70	70	70	70	Rural
36	Land South of Bishopgarth School	583	583						30	50	60	60	70	70	63	60	60	60	Rural
88	Land to West of Yarm Station, Green Lane	300	300								20	40	40	40	40	40	40	40	Rural
89	Morley Carr Farm, Yarm (Phase 1)	169	169						30	40	40	30	29						Rural
90	Morley Carr Farm, Yarm (Phase 2)	207	207						50	50	50	50	7						Rural
14	University Hospital of North Tees	393	393								50	50	50	50	50	50	50	43	Stockton
64	Norton School (buildings and hardstanding only), Norton	46	46									20	26						Stockton
65	Blakeston School, Stockton	39	39									20	19						Stockton
16	Land at Allens West, Eaglescliffe*	500	500																Yarm, Eaglescliffe & Preston
61	Egglecliffe School (buildings and hardstanding only), Eaglescliffe	49	49							25	24								Yarm, Eaglescliffe & Preston
69	Land bound by Uray Nook Road	148	148			15	15	25	25	25	25	18							Yarm, Eaglescliffe & Preston
82	Land at Durham Lane, Eaglescliffe	800	800						75	75	75	75	75	100	100	75	75	75	Yarm, Eaglescliffe & Preston

* Already included as commitments

	Deliverable 1-5 years					Developable 6-10 years					Developable 11-15					
	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	
Planning Permissions/Commitments																
Gross Completions	773	765	829	894	820	700	615	392	338	246	165	201	191	150	171	
Demolitions	65	183	101	101	53	15	0	0	0	0	0	0	0	0	0	
Net Completions	708	582	728	793	767	685	615	392	338	246	165	201	191	150	171	
SHLAA Sites																
Net Completions	0	0	62	65	100	429	495	596	633	564	510	513	635	629	548	
TOTAL Permissions/Commitments and SHLAA)	(Planning	708	582	790	858	867	1114	1110	988	971	810	675	714	826	779	719

FIGURE 4

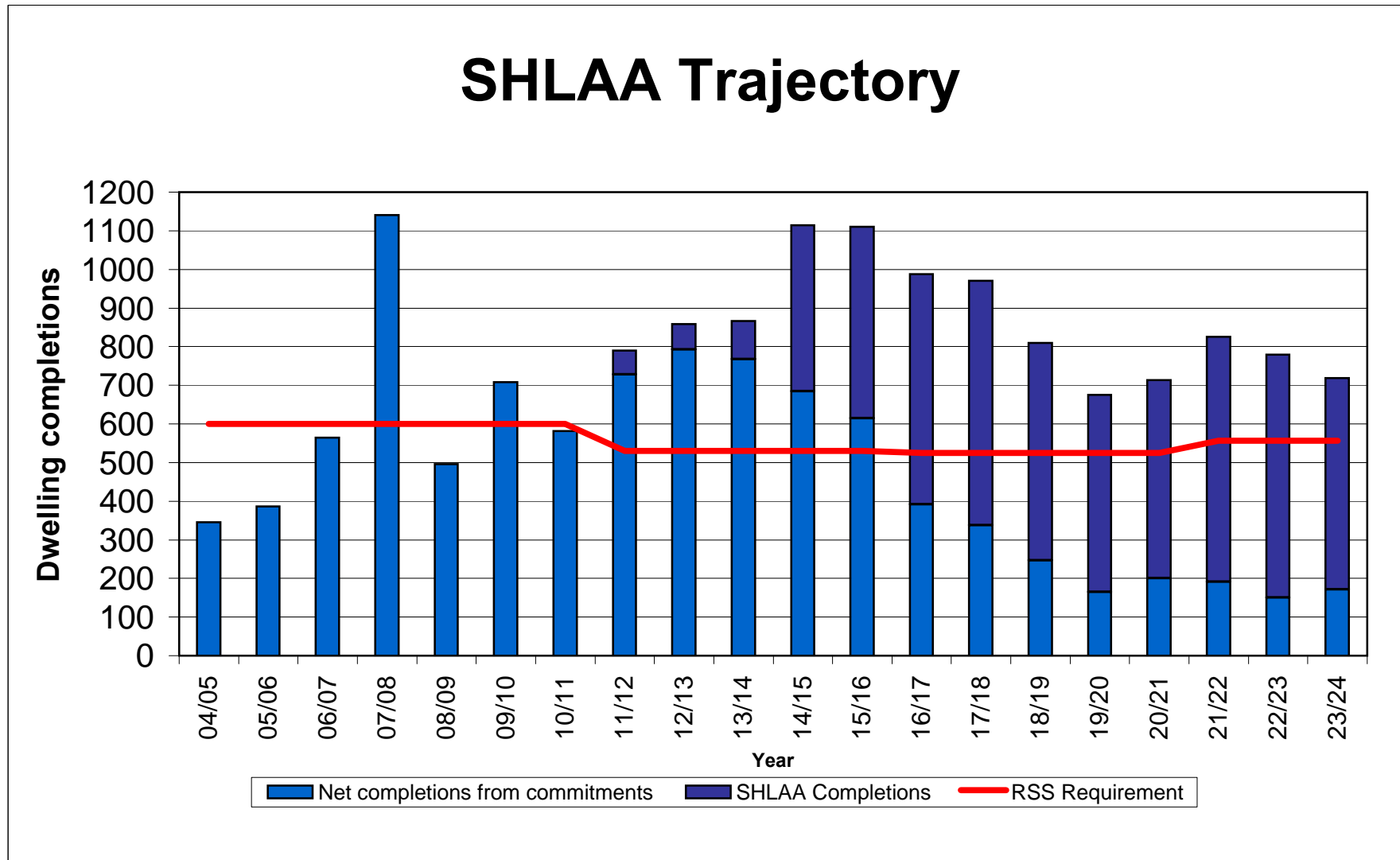
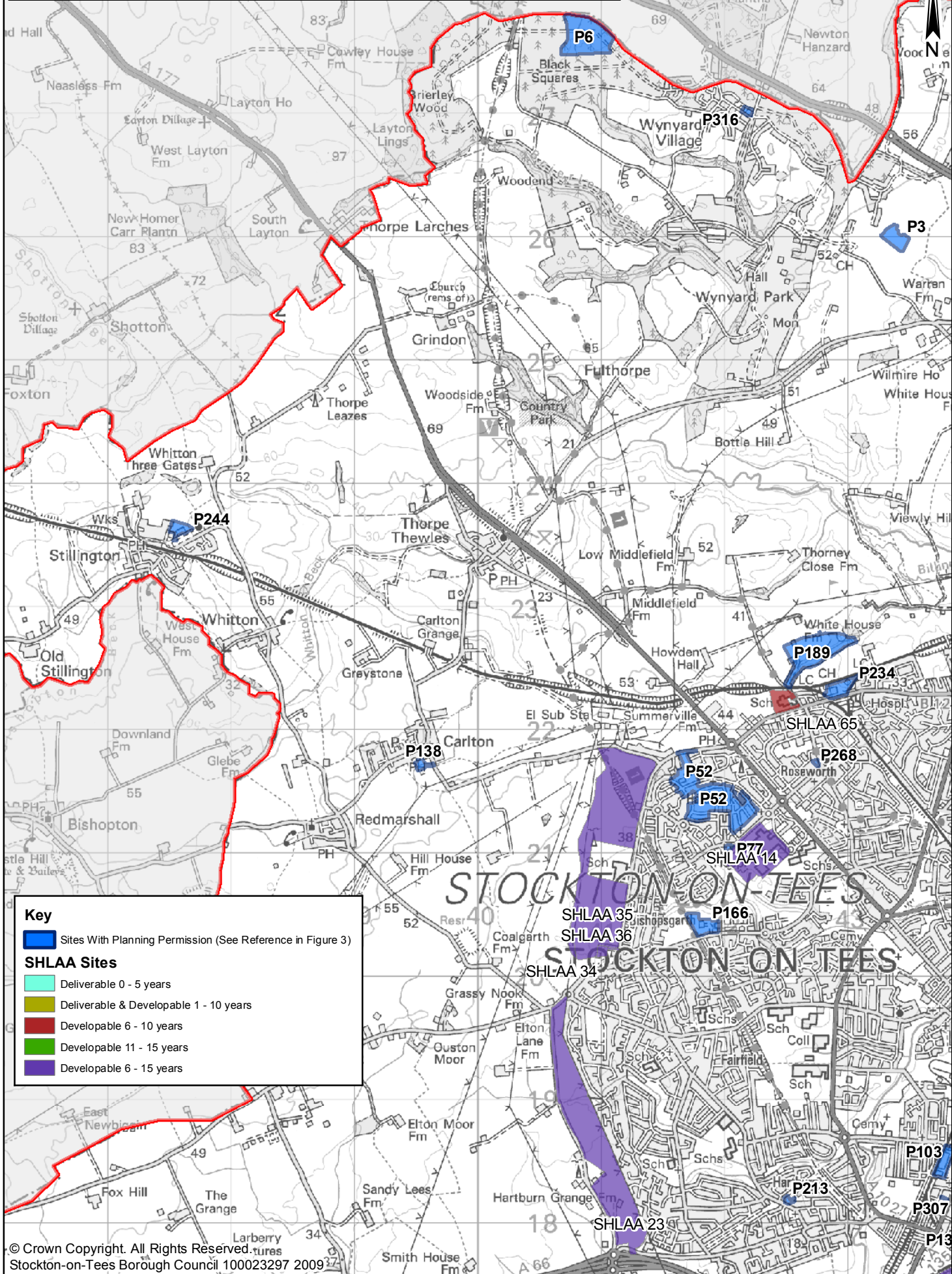


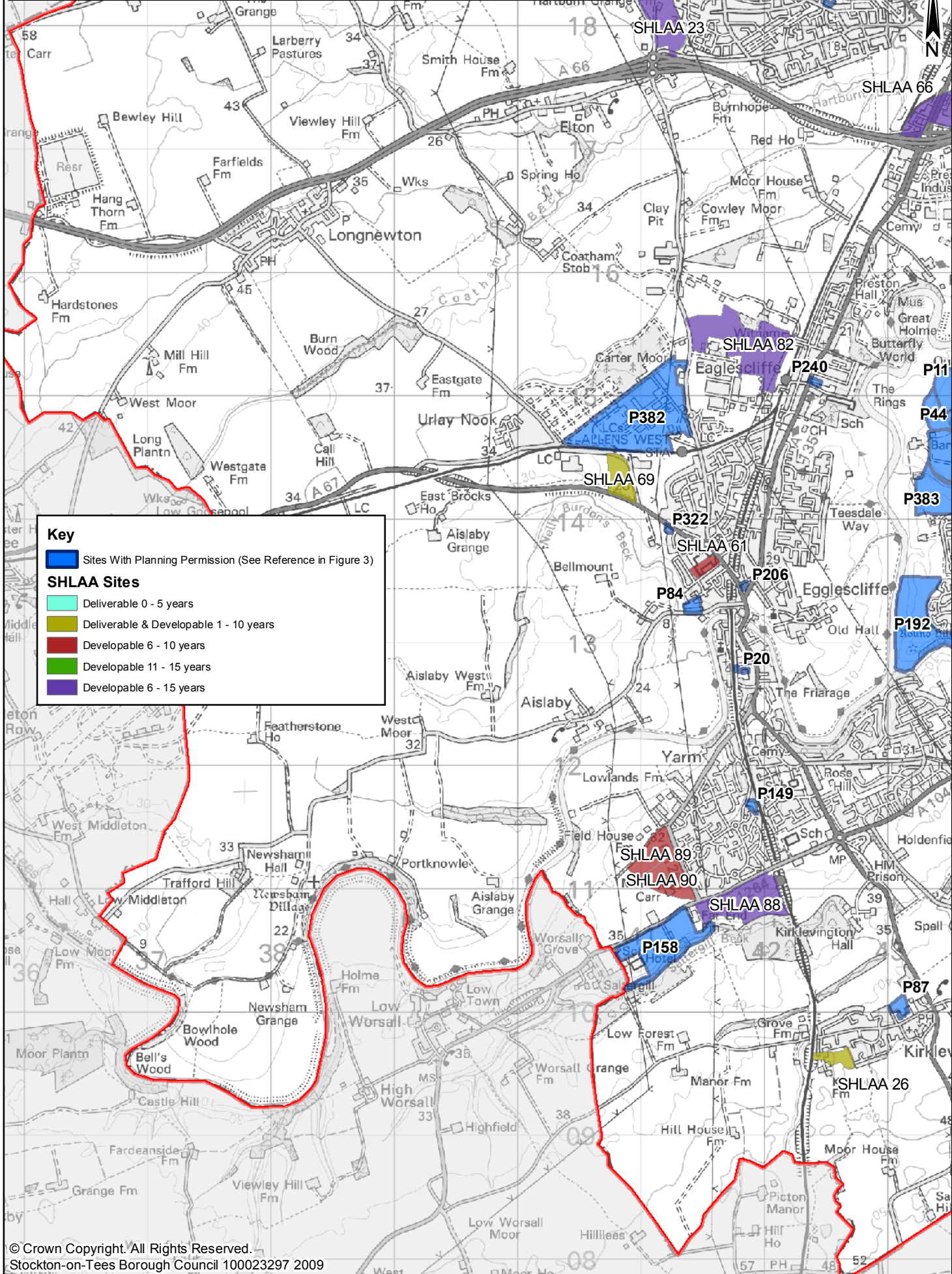
FIGURE 5: Deliverable and developable sites by location

Site Ref	Site	PDL	Area	Yield
Inside Development Limits				
Urban Land				
1	Tees Marshalling Yard (West)	Majority Brownfield	31.1	800
2	Tees Marshalling Yard (East)	Majority Brownfield	16.81	100
3	Chandler's Wharf	Entirely Brownfield	2.9	220
5	Speedy Hire, Boathouse Lane	Entirely Brownfield	0.72	54
6	Bowesfield Riverside Phase 2	Majority Brownfield	21.38	232
8	Supreme Knitwear Building, Mandale Triangle, Thornaby	Entirely Brownfield	0.47	78
14	University Hospital of North Tees	Entirely Brownfield	15.13	393
16	Land at Allens West, Eaglescliffe	Entirely Brownfield	48.48	500
61	Egglescliffe School (buildings and hardstanding only), Eaglescliffe	Entirely Brownfield	2.34	49
64	Norton School (buildings and hardstanding only), Norton	Entirely Brownfield	3.49	46
65	Blakeston School, Stockton	Entirely Brownfield	3.1	39
66	Land and buildings adjoining the A66	Majority Brownfield	21.14	354
69	Land bound by Uraly Nook Road	Entirely Greenfield	6.62	148
82	Land at Durham Lane, Eaglescliffe	Majority Greenfield	28	800
84	Site of Derwent House, Low Grange Ave, Billingham	Entirely Brownfield	0.49	12
Green Wedge				
63	St Michael's School (buildings and hardstanding only), Billingham	Entirely Brownfield	3.39	50
72	Sandhill, Ingleby Barwick	Entirely Greenfield	11.59	150
87	Bowesfield Riverside Phase 1	Majority Brownfield	12.22	210
Outside Development Limits				
Urban Extension				
23	Hartburn Grange land between Yarm Back Lane and West Stockton built up area.	Entirely Greenfield	42.32	860
35	Land West of Harrowgate Lane	Entirely Greenfield	57.88	1302
36	Land South of Bishopgarth School	Entirely Greenfield	25.91	583
88	Land to West of Yarm Station, Green Lane	Entirely Greenfield	17.89	300
89	Morley Carr Farm, Yarm (Phase 1)	Entirely Greenfield	7.53	169
90	Morley Carr Farm, Yarm (Phase 2)	Majority Greenfield	9.22	207
Small settlement extension				
26	Land to the South of Knowles Close, Kirklevington	Entirely Greenfield	3.32	75

**MAP 1: NORTHWEST STOCKTON BOROUGH:
THE DISTRIBUTION OF DELIVERABLE AND DEVELOPABLE SITES**



**MAP 2: SOUTHWEST STOCKTON BOROUGH:
THE DISTRIBUTION OF DELIVERABLE AND DEVELOPABLE SITES**



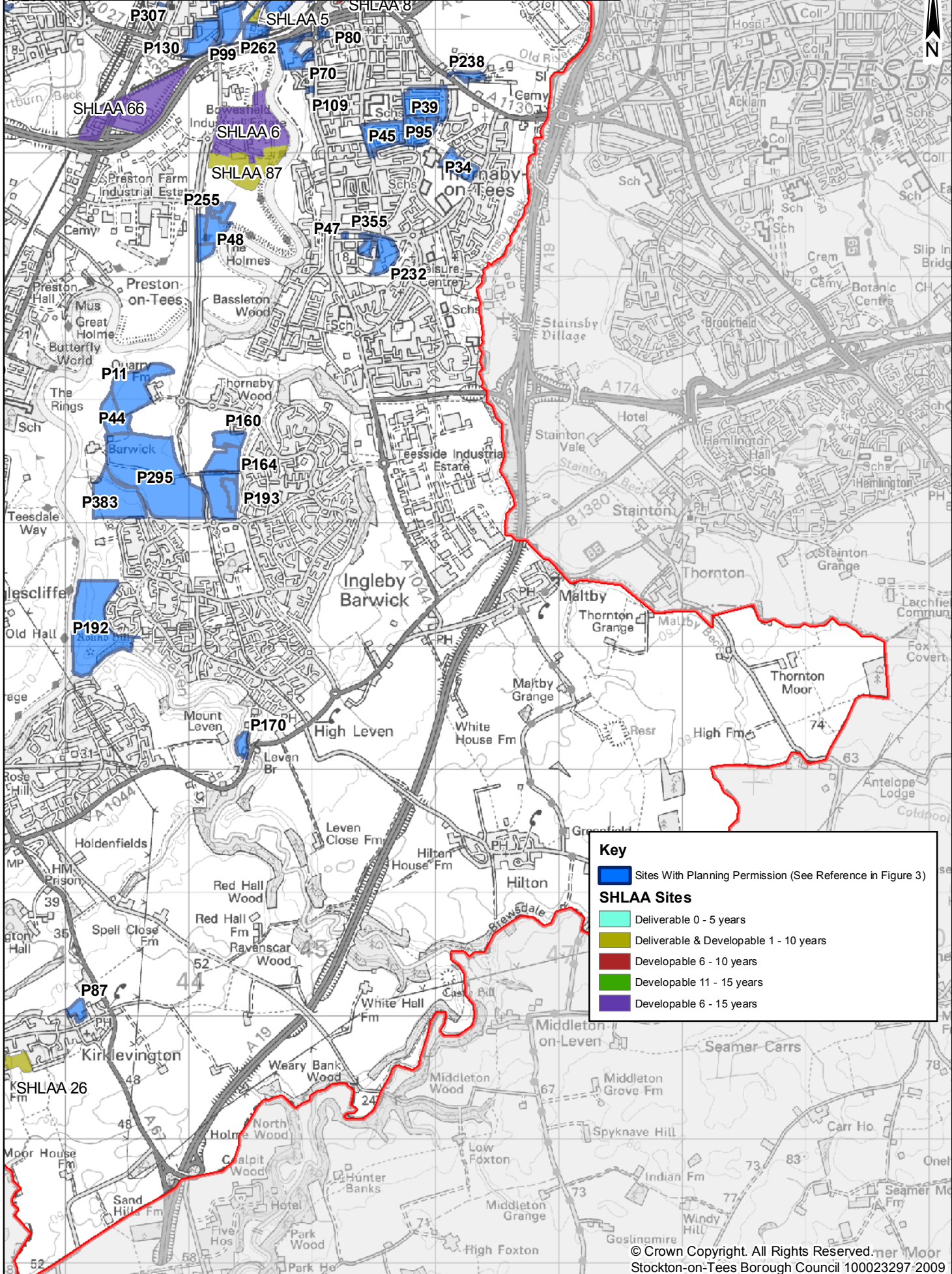
Key

- Sites With Planning Permission (See Reference in Figure 3)

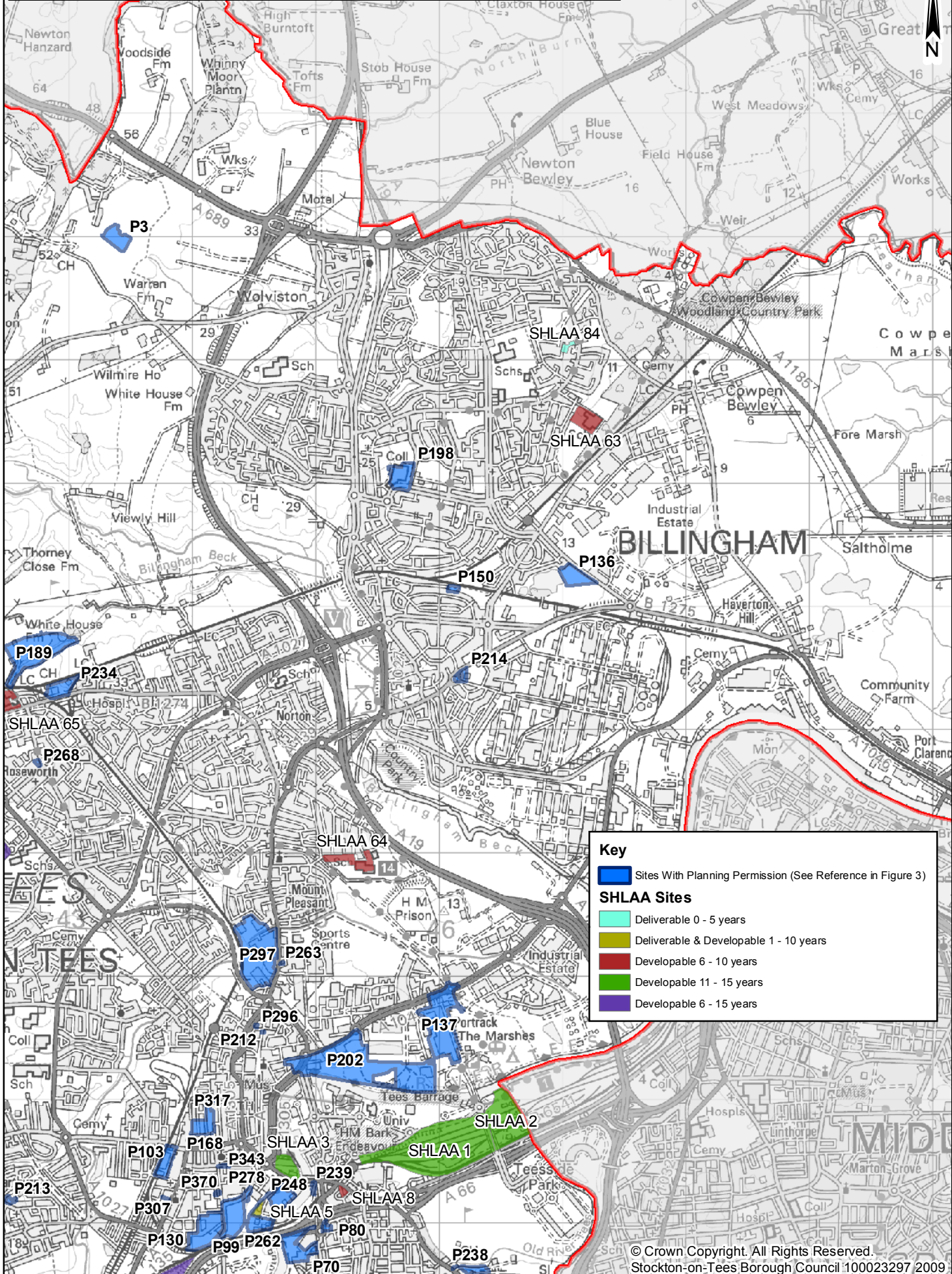
SHLAA Sites

- Deliverable 0 - 5 years
- Deliverable & Developable 1 - 10 years
- Developable 6 - 10 years
- Developable 11 - 15 years
- Developable 6 - 15 years

**MAP 3: SOUTHEAST STOCKTON BOROUGH:
THE DISTRIBUTION OF DELIVERABLE AND DEVELOPABLE SITES**

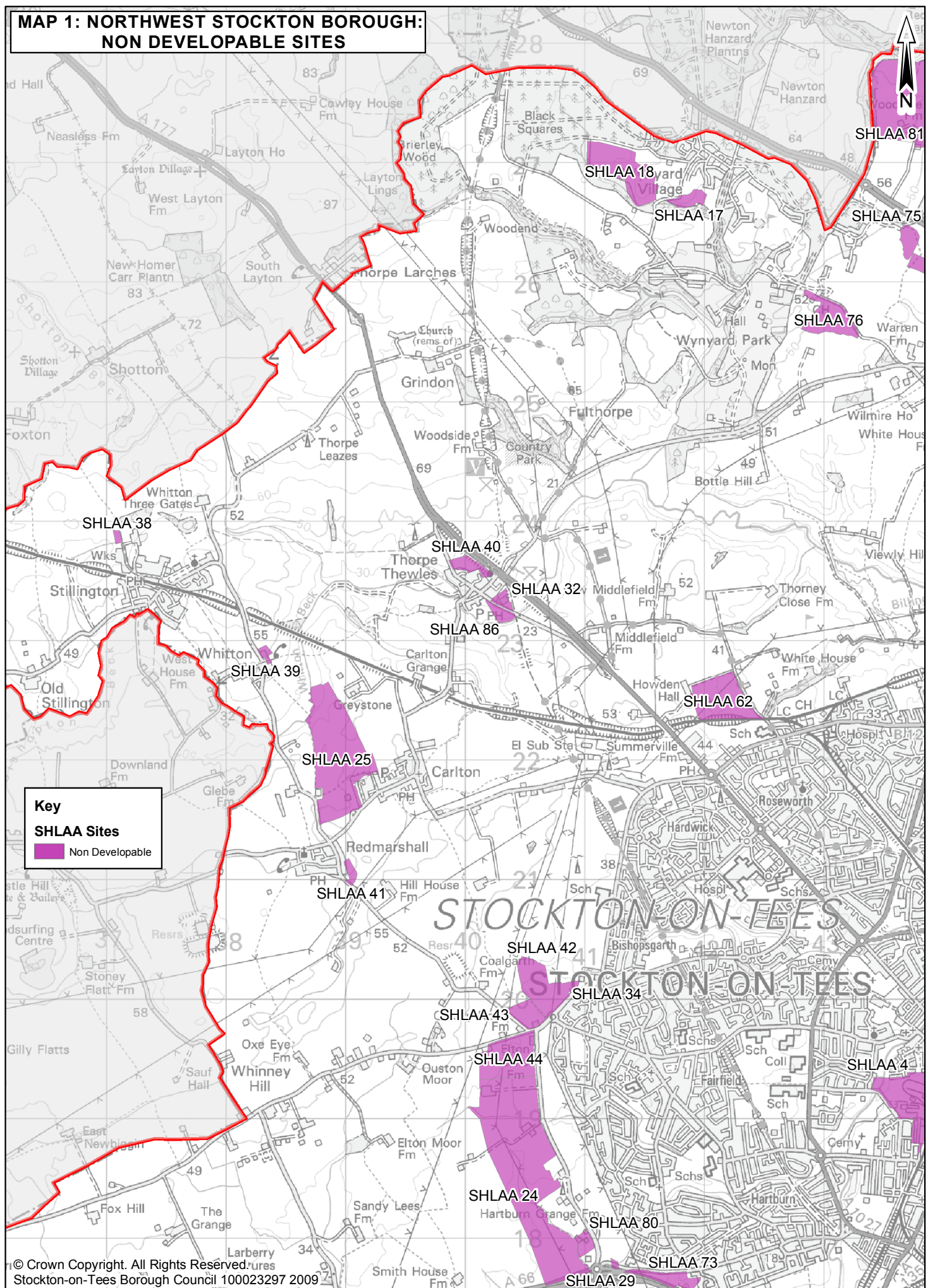


**MAP 4: NORTHEAST STOCKTON BOROUGH:
THE DISTRIBUTION OF DELIVERABLE AND DEVELOPABLE SITES**

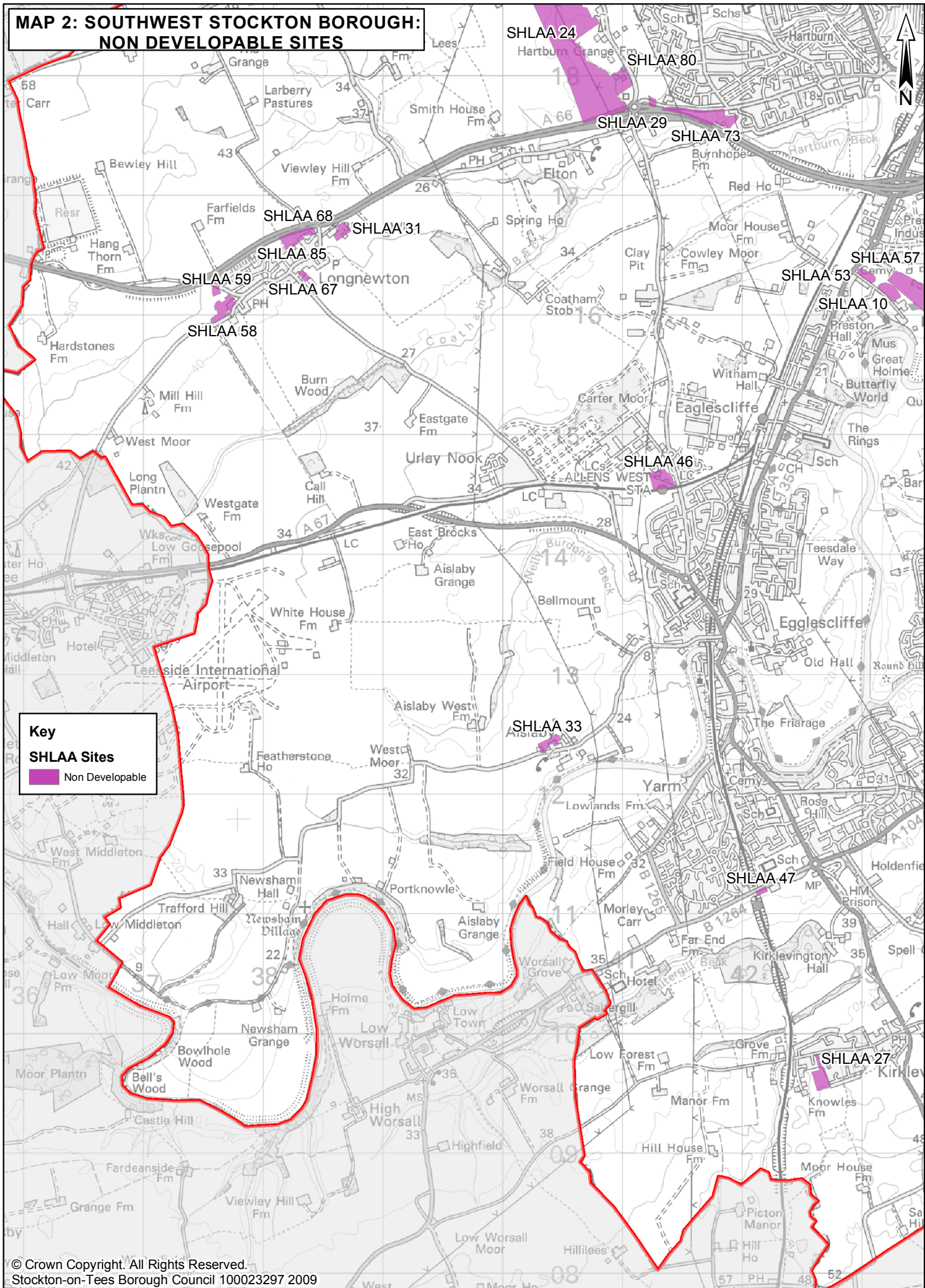


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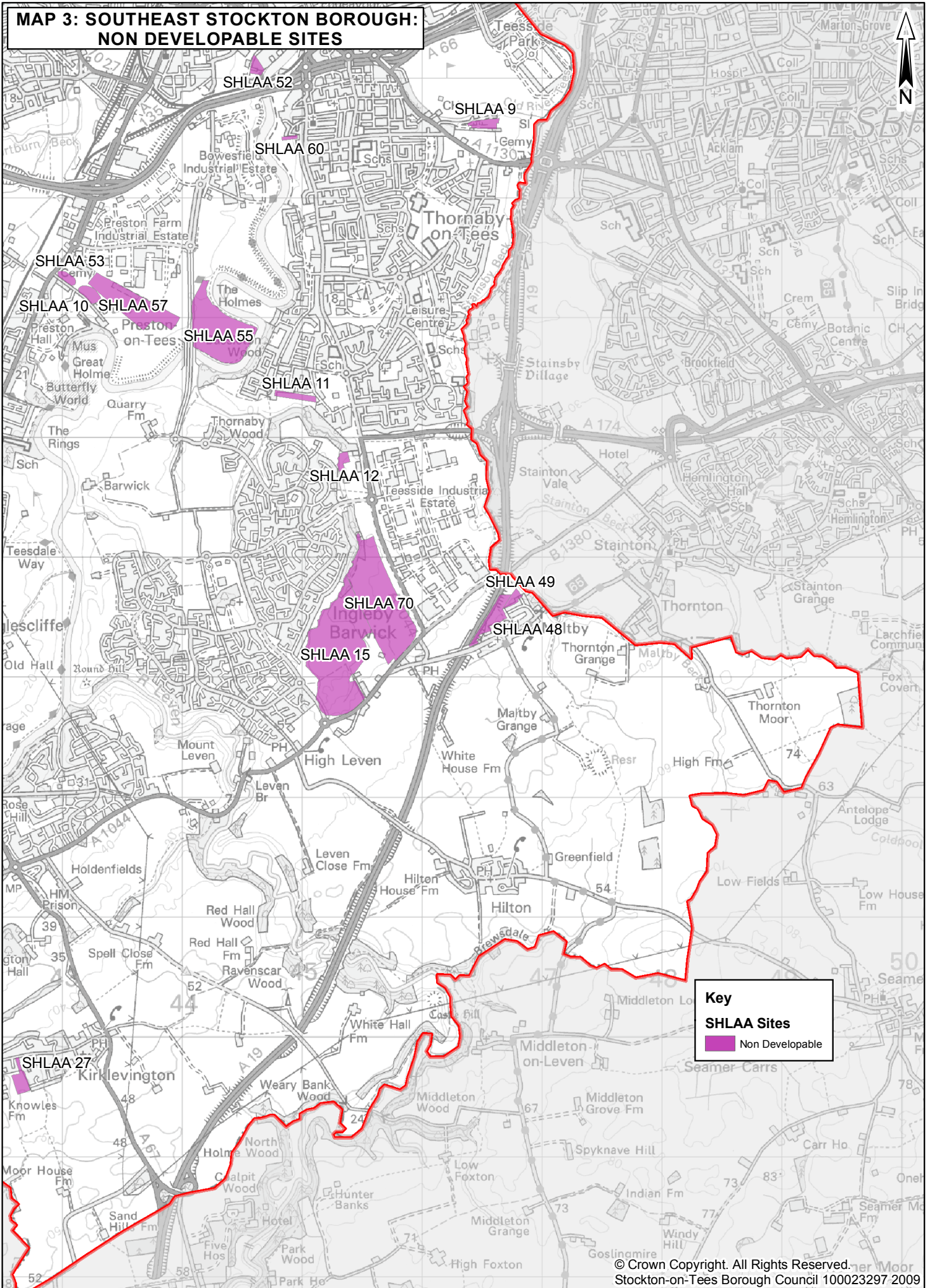
**MAP 1: NORTHWEST STOCKTON BOROUGH:
NON DEVELOPABLE SITES**



**MAP 2: SOUTHWEST STOCKTON BOROUGH:
NON DEVELOPABLE SITES**

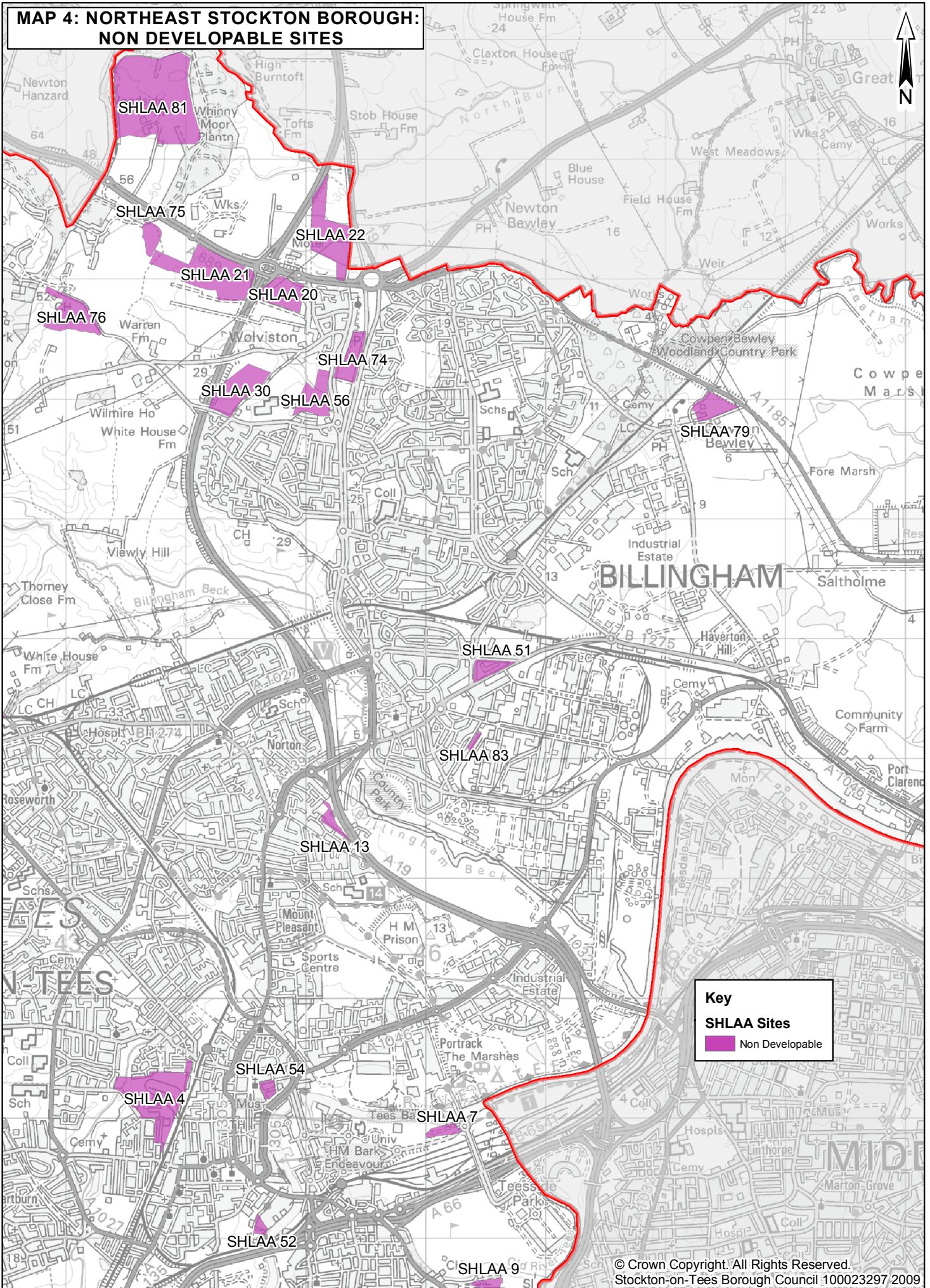


**MAP 3: SOUTHEAST STOCKTON BOROUGH:
NON DEVELOPABLE SITES**



Key
SHLAA Sites
 Non Developable

**MAP 4: NORTHEAST STOCKTON BOROUGH:
NON DEVELOPABLE SITES**



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5.0 Summary and Conclusions

- 5.1 The Regional Spatial Strategy for the North East covers the period 2004 to 2021 and provides a timeline for housing provision. The timeline divides into three periods. These are 2004 to 2011, 2011 to 2016 and 2016 to 2021.
- 5.2 Planning Policy Statement 3: Housing requires the maintenance of a “rolling” 5-year supply of housing land and to plan for housing for 15 years from the date of adoption of the relevant Local Development Document. The relevant Local Development Document in Stockton Borough is the Core Strategy, which is scheduled for adoption in 2009. This means that the timeline for assessing housing requirements is extended to 2024.
- 5.3 The assessment has shown that Stockton Borough has a “rolling” 5-year supply of housing land based on sites with planning permission that have been assessed as deliverable. For the period 2016 to 2021 a significant supply is projected from existing commitments but this source is not sufficient to meet the whole of the requirement for that period. Current commitments (using a base date of 31 March 2009) meet RSS requirements up to 2020. This means that there is no purely quantitative need for new housing allocations until 2020.
- 5.4 The assessment has shown that there is no need for a windfall allowance or to identify broad locations, that is to say that the remaining housing requirement of the Borough can be met through allocating land identified as developable. The assessment of which of the developable sites to allocate will be made through the Local Development Framework process.

Appendix 1:
Steering group terms of reference and membership protocol

Stockton-on-Tees Strategic Housing Land Availability Assessments (SHLAAs)

Terms of Reference and Protocol for the Stockton-on-Tees SHLAA Steering Group

Terms of Reference

1. The following terms of reference are proposed for the Stockton-on-Tees SHLAA Steering Group:
 - To assist and partner Stockton-on-Tees Borough Council in its assessment of potential sites for new housing, identified by the 2009 SHLAA for the Borough of Stockton-on-Tees.
 - To establish the deliverability and developability of sites put forward for housing developments, as part of the SHLAA process for the Borough of Stockton-on-Tees.
 - To consider and advise on the draft and final SHLAA reports prior to their consideration and approval by the Local Authority.

Protocol

2. The Stockton-on-Tees SHLAA Steering Group will be representative of key stakeholders in the sub region, whose skills, knowledge and expertise in relation to housing and housing delivery will add value to the SHLAA process.
3. Meetings of the Steering group will take place from December 2008 onwards. It is envisaged that there will be approximately 3-4 Steering Group meetings over the period of the SHLAA production; additional meeting may be held if deemed necessary by the Steering Group.
4. No payment will be offered for attendance at the Steering Group Meetings.
5. Steering Group members' names and contact details will be recorded and made publically available.
6. Each Steering Group member will bring different skills and competencies to the Steering Group and it is important that the contribution of each member is equally recognised, respected, valued and considered. General principles of professional conduct will be upheld and members are requested to respect the views of other representatives on the Steering Group.
7. Given the nature of the SHLAA process, it is likely that some Steering Group members will have invested interests in identified sites. Whilst such an interest does not preclude Membership on the Steering Group, members are requested to declare if they have an interest in a site under consideration, which might influence the advice and opinions expressed.
8. Steering Group members will be provided with an opportunity to suggest sites for consideration for inclusion within the SHLAA. However, members are requested not to engage in the promotion of sites during Steering Group meetings.

9. Steering Group members will provide advice and opinions to the Local Authority on the understanding that the assessment of the deliverability and developability of sites for new housing through the SHLAA process and the identification of potential housing sites in a local authority's published SHLAA report does not indicate that the site(s) will be allocated for new housing development in Development Plan Documents or that planning permission will be granted for new housing.

**Appendix 2:
Minutes of the steering group meeting of 15/12/08**

Strategic Housing Land Availability Assessment (SHLAA) – Steering Group

2.00pm, Monday, 15 December 2008.
Gloucester House, Church Road, Stockton-on-Tees.

Minutes

Steering Group Members:

Matthew Clifford	(Spatial Plans, SBC)
Jane Elliott	(Spatial Plans, SBC)
Tim Gibson	(Regeneration, SBC)
Greg Archer (deputising for Barry Jackson)	(Development Services, SBC)
Robert McLackland	(Home Builders Federation)
Peter Jordan	(Home Builders Federation)
Martin Jefferson	(social housing representative)
Lea Smith (deputising for Ian Heginbottom)	(social housing representative)
John Irwin	(land and property agent/surveyor)
Nick Smith	(North East Assembly)
Jeremy Gartside	(Tees Valley Wildlife Trust)

Also attending:

John Dixon	(Spatial Plans, SBC)
Simon Miller	(Home Builders Federation)

1. Introduction

Matt Clifford briefed the Steering Group of the format of the meeting and the need for a SHLAA update

2. Notification of other items

No other items were raised

3. Presentation – proposed overall approach

Matt Clifford presentation detailing the update of the Stockton SHLAA, which contained discussion on:

- What is a SHLAA
- Key findings from the 2008 SHLAA
- Key principles for the 2009 SHLAA

4. Role and function of the Steering Group

Matt Clifford requested views on whether the membership of the Steering Group achieved a reasonably balanced representation of different skills / expertise /

experience and of different stakeholder interests. Peter Jordan commented that it would be useful to have an engineer on the Steering Group.

Agreed that the SBC Highways team be requested to provide a representative for the Steering Group.

Agreed that the roles and functions of the Steering Group are as follows:

- SBC would be the author of the Report but that the Steering Group would provide advice and support
- To endorse the methodology
- To seek to come to a conclusion about any contentious sites, that is to say any sites about which there were differing views between the internal and external stakeholder workshops

Agreed that it is important to maintain a balanced representation on the Steering Group. Therefore, if any Steering Group member is unable to attend a subsequent meeting then he or she will ensure that a suitable substitute is provided.

5. Draft membership protocol and terms of reference

Nick Smith commented that the Steering Group does not have the capacity to consider every site. Therefore, application of the 2nd point of the protocol should be inline with agenda item 4, that is to say that the Steering Group should only consider those sites on which the views of the internal and external stakeholder workshops differ.

Agreed terms of reference and protocol

Agreed that the application of the 2nd point of the protocol will be inline with agenda item 4

6. Discussion Paper

i) Site assessment pro-forma

Matt Clifford stated that the intention is to use a site-assessment pro-forma that is modelled on the site assessment pro-forma in the North East England Regional SHLAA Implementation Guide but that some tailoring would be required. For example, it should ask whether there is a reasonable prospect as to whether a site will become available if the site is not available now. Peter Jordan commented that build out rates should be included within the pro-forma as this may assist wider housing work. Martin Jefferson stated that the pro forma should include information about site size.

Agreed that a pro-forma modelled on the pro-forma in the Regional Implementation Guide will be used

Agreed that this will include information about site size and ask for views on build out rates and whether there is a reasonable prospect that a site will become available if it is not available now

ii) What if Steering Group do not reach agreement on a site?

Agreed that the Steering Group will seek to come to a conclusion on contentious sites. However, if the Steering Group is unable to come to a conclusion on any sites

then the SBC will come to a conclusion but will acknowledge in the Report that the Steering Group did not come to a conclusion.

iii) **Specific site designations**

Greg Archer expressed reservations about including areas of policy restraint in the search area such as Green Wedge. Peter Jordan stated that such areas should be included in the search area. The local authority should apply restraint policies at the DPD stage. In principle some designated open spaces could be ascribed zero housing potential but there would have to be agreement as to what they are. Matt Clifford stated that Sites of Nature Conservation Importance and actively used allotments should not be viewed as part of housing potential. A recent allotment review undertaken by Care for Your Area highlights the current high demand for allotments in the Borough with average waiting times reaching 2 to 3 years. Peter Jordan and Nick Smith stated that the curtilage of listed buildings should form part of the search area but their yield estimates should be reduced.

Agreed that, in accordance with the Regional Implementation Guide, sites within “Category 1” (designations which Government policy or law dictates they are inappropriate for housing) will be ascribed zero potential for housing.

Note: The Regional Implementation Guide also includes a “Category 2” which is “designations/uses which affect the development of a site”. These may only be ascribed zero housing potential with the agreement of the Steering Group.

Agreed that the following Category 2 designations will be ascribed zero potential for housing:

- Sites of Nature Conservation Importance / local wildlife sites
- Allotments that are in active use

Agreed that those categories of designated open space that it is proposed to ascribe zero housing potential to will be circulated to the Steering Group for comment.

iv) **Sites in rural areas**

Matt Clifford stated that for the 2008 SHLAA exercise the same proximity to services criteria (drawn from the Tees Valley Implementation Guide) had been used for urban and rural sites. It may be preferable to bespoke proximity to services criteria for rural sites.

Agreed that bespoke proximity to services criteria be applied to sites in rural areas.

Agreed that the criteria it is proposed to use will be circulated to the Steering Group for comment.

7. The process and criteria for sieving out

There was discussion around the role of the workshops. John Irwin commented that, in assessing achievability, it would be important to take into account supply and demand within the Teesside conurbation as a whole. Peter Jordan stated that the Tyne and Wear authorities have decided to have a structured stakeholder drop in event instead of a developer/agent workshop. There will be stands covering each geographical area and with information about the site assessments from the internal stakeholder workshops. External stakeholders ranging from developers and consultants to members of local communities will be free to comment as they wish on

sites. This also meant that communities were engaged in the process as required by the guidance. Nick Smith commented that he liked this approach.

Matt Clifford commented that it might be preferable to retain the workshop format as this meant that developers would assess all sites. Jane Elliott expressed reservations as to how manageable a stakeholder event would be that tried to combine community input with obtaining developer views.

Agreed that further consideration be given by SBC both as to how the external stakeholder forum would operate and as to how communities could be involved in the SHLAA process and the Steering Group notified when SBC has reached conclusions.

Agreed that all sites not sieved out the outset as having zero housing potential should go to all three workshops for assessment. All discounted sites should be placed in an annex along with a reason for them being discounted.

8. Reviewing the Tees Valley Guide site assessment criteria

Matt Clifford discussed the issues arising from the SBC 2008 SHLAA when using the Tees Valley Guide site assessment criteria with specific reference to:

- Ecological significance
- Archaeological significance
- Geological significance
- Water and Sewerage
- Utilities

Agreed that questions for ecology, archaeology and geology be altered to 'Is there (*insert assessment criteria from above e.g. an ecological constraint*) that would mean the site is non-developable in whole or part?'

Agreed that the question for water and sewerage be altered to "Is there any reason why the site could not have an adequate water supply or outfall that would prevent it coming forward as a housing site?"

9. The final deadline for the submission of sites

Matt Clifford discussed the issue that sites received later on in the SHLAA 08 process were not assessed as rigorously as others due to time constraints and that a deadline should be put in place to resolve this issue. Late submissions will be dealt with within the following years SHLAA.

Peter Jordan raised the issue that the deadline for submissions should be set at the end of January to allow those from the building profession time to submit sites.

AGREED deadline for submissions to be 30th January 2009

10. Establishing a wider partnership

Peter Jordan commented that the approach used by Stockton should be part of a consistent sub-regional approach across the Tees Valley. John Irwin stated that this should be brought to the attention of the Tees Valley Joint Strategy Unit (TVJSU). Matt Clifford stated that the Tees Valley authorities had very different SHLAA

timeframes and so a single sub-regional exercise had not been possible. There is, however, a Tees Valley SHLAA Guide produced by the TVJSU and lessons learned from operational experience could potentially be fed into this through the TVJSU.

11. Stakeholder issues

No major issues arising

12. Timescales- the timeframe and timetable for completion of the SHLAA

The project plan circulated to the Steering Group was agreed as suitable

13. Date and time of next meeting

As indicated within the timetable the next Steering Group meeting is scheduled for March. Steering Groups members will be contacted via e-mail with the date and time for the meeting in March.

14. Any other business

Matt Clifford requested views on the approach taken in the SHLAA 2008 Report to dealing with Stage 7d of the National Practice Guidance (overcoming constraints). The approach was considered to be sound.

**Appendix 3:
Project plan for the assessment**

Milestone	Timescale	Purpose	Undertakers	Method	
Establishing Steering Group	Early December 2008	Invite key stakeholders and interested parties to guide development of the document.	SBC	E-mail	
First Steering Group Meeting	15th December 2008	Review current SHLAA. Agree search area and approach consistent with regional SHLAA guidance for the SHLAA 2009 update.	SBC Partnership	Meeting	
Call for sites	December 2008 to January 2009	Invite submission of potential sites, using a pro-forma designed to aid the assessment of sites. All sites assessed within the 2008 SHLAA will be included if located within the search area.	SBC Partnership Stakeholders Landowners	E-mail Letter Website	
Initial Site Assessments	January 2009	GIS review and mapping of sites	SBC		
	January 2009	Filter and discount sites	SBC		
	January 2009	Officer site visits	SBC		
Further Site Assessment/ Workshops	February 2009	Highways workshop	SBC	Workshop	
	March 2009	Internal stakeholder workshop	SBC	Workshop	
	February to March 2009	Assess housing potential of each site	SBC		
	February to March 2009	Assess suitability of site for housing	SBC		
	February to March 2009	Assess availability of site	SBC		
	February to March 2009	Assess when and whether the site is likely to be developed	SBC		
	Assessment of sites needs to go to 16 April Cabinet prior to being sent out to being circulated to developer and agents. (assessment needs to be completed by 24 March)				
	May to June 2009	External consultation. Initial assessment of each site will be sent out to stakeholders for comment after going through the cabinet process.	SBC Stakeholders	E-mail Letter	
	May to June 2009	External stakeholder forum (either drop-in session or workshop)	SBC Stakeholders	Drop-in or Workshop	
Second Steering Group Meeting	June 2009	Review sites, agree assessment of suitability, availability and achievability.	SBC Partnership	Meeting	
Produce Final Report	June to July 2009	Production of report	SBC		
Steering Group Agreement on Final Report	July 2009	Seek agreement on final document (time permitting)	SBC Partnership	Meeting or E-mail	
Final report to go to 6 August Cabinet (final report needs to be completed by 14 July)					
Publish Final Report	August 2009	Publication of final report	SBC	E-mail Website	

Appendix 4:
Minutes of the steering group meeting of 23/06/09

Strategic Housing Land Availability Assessment (SHLAA) – Steering Group

9.30am, Tuesday, 23rd June.

Town Hall, Ground Floor Committee Room, High Street, Stockton-on-Tees.

Minutes

Steering Group Members

Matthew Clifford	(Spatial Plans, SBC)
Jane Hall	(Spatial Plans, SBC)
Tim Gibson	(Regeneration, SBC)
Bill Trewick	(Technical Services, SBC)
Robert McLackland	(Home Builders Federation)
Peter Jordan	(Home Builders Federation)
Martin Jefferson	(Registered Social Landlord)
John Irwin	(Land and property agent)
Jennifer Nye	(Association of North East Councils)
Jeremy Gartside	(Tees Valley Wildlife Trust)

Apologies

Ian Heginbottom)	(Registered Social Landlord)
Barry Jackson	(Development Management, SBC)

Also attending

John Dixon	(Spatial Plans, SBC)
Lucy Mo	(Association of North East Councils)

1. Introduction (Matthew Clifford)

Matt Clifford briefed the Steering Group regarding the format of the meeting and that its main purpose was for the Steering Group to come to a consensus view about each of the contentious sites.

2. Reviewing the SHLAA consultation

Matt Clifford gave an overview of the SHLAA consultation process. Issues that arose during the SHLAA consultation included:

- The drop-in consultation event was held on 1 June 2009. This was a two-tier event. The 1st tier provided an opportunity for consultants, developers and landowners to discuss sites / issues. The 2nd tier provided the same opportunity to residents and councillors. The event was well publicised but attendance was disappointing.
- Concerns raised by village residents regarding the appropriateness of the criteria used to assess rural sites with regards to accessing services by sustainable means.

3. Contentious sites – seeking to come to a Steering Group conclusion

A handout summarising comments made on sites that questioned the council's assessment (thus making the site contentious) was circulated to Steering Group

Members. The sites were also presented visually on a screen using the Council's Geographic Information Systems (GIS) capability. This enabled each site to be zoomed in and out of and also for aerial photographs to be displayed if requested by the Steering Group. The GIS facility also allowed different GIS layers, such as flood risk zones, departmental ownerships and contaminated land, to be displayed if requested. In accordance with the Regional SHLAA Implementation Guide the Steering Group discussed the contentious sites and sought to come to a consensus view about each of them. The Steering group arrived at a consensus view for all of the contentious sites.

Agreed that the Steering Groups conclusions on each site be incorporated into the final site assessments.

4. Finalising the SHLAA Report

Matt Clifford advised that it is intended for the SHLAA 2009 update to go to the August Cabinet. Matt Clifford asked Steering Group members if they wished to have the final report circulated for comment before it is reported through the Council's Cabinet process. Peter Jordan stated that he did not see a need for the Steering Group to see the final report before it is reported through the Council's Cabinet process with the proviso that if there were any significant changes to any site assessments from the consultation document (other than those agreed by the Steering Group) then the Steering Group should be notified of these changes.

Agreed that a Steering Group Meeting would not be required to sign off the final report and the final report would not be circulated for comments. Should changes to the site assessments be made in line with the meeting held on the 23rd June then there would be no need to circulate the updated assessments. However, should changes be made which the Steering Group had not agreed then there would be a requirement for the Council to circulate a list of these changes to the Steering Group with a reasoned justification for comment.

5. Taking the SHLAA forward (2010 Update)

Agreed that members would be willing to remain on the Steering Group for the 2010 update.

Matt Clifford advised that there have been 'lessons learned' through the 2009 SHLAA update. Within the 2010 update there will be a chance to review how rural/village sites are assessed.

Matt Clifford advised that the 2008 SHLAA forms part of the evidence base for the Council's Submission Draft Core Strategy DPD. The Examination in Public of the Core Strategy DPD is scheduled to commence on 22 September 2009. Any comments made by the Inspector in relation to the SHLAA in his report would be noted when progressing the SHLAA 2010 update.

Jennifer Nye confirmed that the Association of North East Councils would be holding a regional SHLAA workshop in Autumn.

**Appendix 5:
Schedule of comments received during the consultation
period and the Council/steering group responses**

A total of 129 responses were received from 68 respondents. These comments related to 38 sites. The list below identifies the sites on which people made comments and how many people made comments on these individual sites.

Site Ref	Site Name	No of Respondents	Respondent Details
6	Bowesfield North Phase 2	1	Banks Developments Limited
8	Supreme Knitwear Building, Mandale Triangle, Thornaby	1	England & Lyle
9	Land to the South of Teesdale Park, Thornaby	1	England & Lyle
11	Land South of Thornaby (between Middleton Avenue and Bassleton Lane)	1	DKS Architects
13	Land at Chesham Road, Norton	1	David Hand
15	Land at Little Maltby Farm, Ingleby Barwick	3	Ingleby Barwick Town Council (2) Satnam Planning Services Limited
16	Land at Allens West, Eaglescliffe	1	Egglescliffe & Eaglescliffe Council
17	Land to the South of Wynyard Village (Masterplan site 4)	1	Nathaniel Litchfield and Partners
18	Land at Wynyard (Masterplan site 3)	1	Nathaniel Litchfield and Partners
20	Land at Wolviston	1	Smiths Gore
21	Land at Wolviston	1	Smiths Gore
22	Land at Wolviston	1	Smiths Gore
26	Land to the South of Knowles Close, Kirklevington	19	Kirklevington & Castle Leavington Parish Council Teesmouth Bird Club Local resident (17)
27	Land at St Martin's Way, Kirklevington	6	Kirklevington & Castle Leavington Parish Council Local resident (5)
31	Land at Mount Pleasant, Long Newton	1	England & Lyle
32	Land at Durham Lane to the South East of Thorpe Thewles	1	England & Lyle
33	Land on the North Western boundary of Aislaby Village	1	England & Lyle
47	Land of Green Lane, Kirklevington	3	Kirklevington & Castle Leavington Parish Council Local resident (2)
48	Land North of Maltby	30	Maltby Northern Edge Residents Group

			England & Lyle Local resident (28)
49	Land adjacent to Maltby	27	Maltby Northern Edge Residents Group Local resident (26)
57	Land at Smith's Farm	1	Banks Developments Limited
61	Egglescliffe School (buildings and hardstanding only), Egglescliffe	1	Egglescliffe & Egglescliffe Council
68	Land to the North of White House Farm, Long Newton	1	England & Lyle
69	Land bound by Urray Nook Road	1	Egglescliffe & Egglescliffe Council
70	Land adjacent to Teeside Industrial Estate	2	Ingleby Barwick Town Council (2)
71	Land North East of Maltby	3	Local Resident (3)
72	Sandhill, Ingleby Barwick	1	Ingleby Barwick Town Council
74	Land East of Wolviston Road, Wolviston	1	Smiths Gore
75	Land at Wynyard (Masterplan site 5)	1	Nathaniel Litchfield and Partners
77	Land at Wynyard (Masterplan site 1)	1	Nathaniel Litchfield and Partners
78	Land at Wynyard (Masterplan site 2)	1	Nathaniel Litchfield and Partners
80	Land to north of Southlands, Yarm Back Lane	1	Ward Hadaway
81	Wynyard Park	1	Barton Willmore
82	Land at Durham Lane, Egglescliffe	1	Nathaniel Litchfield and Partners
87	Bowesfield North Phase 1	1	Banks Developments Limited
88	Land to West of Yarm Station, Kirklevington	6	George.F.White Viewpoint Teesmouth Bird Club Kirklevington & Castle Leavington Parish Council Local resident (2)
89	Morley Carr Farm, Yarm (Phase 1)	1	Local Resident
90	Morley Carr Farm, Yarm (Phase 2)	1	Local Resident

One additional comment not relating to a specific site was received from Yarm Residents Group.

Site Ref	Site Name	Respondent	Response	Council/Steering Group Response
6	Bowesfield North Phase 2	Banks Developments Limited	<p>Suitability, Availability and Achievability</p> <p>Banks are actively masterplanning the wider Bowesfield North area, including this area of Bowesfield, in conjunction with other local developers and the Council. The first phase of the masterplan (directly south of the SHLAA site) has been submitted to the Council in the form of an outline planning application for residential led mixed use development.</p> <p>Banks Developments support the prospect of future housing on this site.</p>	No response required
8	Supreme Knitwear Building, Mandale Triangle, Thornaby	England & Lyle	<p>England & Lyle contest that the site is 'used or safeguarded for employment and is not identified as surplus to requirements through the Employment Land Review' as the site is now vacant and does not employ any staff.</p> <p>SHLAA states that the site is not attractive to the market (commercially viable). England & Lyle question how this decision was made and advise that their client has firm intentions to develop the site and therefore the site considered to be attractive.</p> <p>England & Lyle support the Officer comment that the site performs well in the proximity to services criteria</p>	Steering Group raised concerns regarding the attractiveness of the site including; noise from road/adjoining uses and demand for probable house types. Steering Group noted that the Mandale Triangle as a whole required extensive masterplanning and that this could include residential. As such the Steering Group assessed the site as suitable for development in the years 6 to 10 subject to masterplanning of the wider area to avoid conflicts with land uses in the locality.
9	Land to the South of Teesdale Park, Thornaby	England & Lyle	<p>The Council have acknowledged 'that the LDF provides the opportunity to review green wedge designations.' England & Lyle request confirmation when this will be undertaken.</p> <p>It is clear in the SHLAA that several other sites that are within existing green wedge designations have all been assessed by the Council as altogether</p>	Steering group considered that the site did not relate well to the existing urban form and was therefore unsuitable. A review of the limits to

			available, suitable and achievable, i.e. SHLAAs 6 (partially Council owned), 11, 15, 60, 63 (School site) and 72. It is not clear whether a review of green wedge would therefore necessarily be needed if the assessment of SHLAA9 is consistent with these other 'suitable' sites.	development and green wedge policies will be progressed through the Regeneration DPD.
11	Land South of Thornaby (between Middleton Avenue and Bassleton Lane)	DKS Architects	Report received to address concerns in the SHLAA regarding the potential access to the site. The report suggests that the creation of a second access onto Thornaby Road would not be financially viable given the number of properties proposed. It is concluded that the level of trips generated would have a negligible impact on the surrounding highway infrastructure.	Steering Group concurred with the council's highway assessment that the current access from the site onto Thornaby Road is unsuitable owing to the number of properties it supports.
13	Land at Chesham Road, Norton	David Hand	<p>Suitability and Achievability The development of this land would not prevent green wedge designation. Therefore we argue that the land should be removed from the green wedge to reflect the change in circumstances.</p> <p>Access has never previously been raised as an issue. There are also 3 different access points and only one has been considered. We do not accept that a suitable access cannot be achieved.</p> <p>Proximity to the A19 should not be a reason to reduce the numbers achievable. The realignment of the A19 shows houses closer to the A19 than any would be on this site, therefore if the road could be built that close to houses then it must follow that it does not create a problem. A sound barrier is in existence and this site is predominately lower than the barrier.</p> <p>Request copies of the professional advice which suggests the site cannot be accessed and that the site has to be reduced because of the proximity of the A19.</p> <p>Developable 0-5 years</p>	<p>Steering Group considered additional accesses suggested as not being achievable on commercial viability grounds owing to the steepness of the ground levels. Reducing the developable area owing to site topography and potential noise mitigation was considered appropriate.</p> <p>Following further consideration by the Council's Principal Environmental Health Officer the effect of potential noise mitigation has now been reviewed to may affect yield (rather than would effect yield).</p> <p>A review of the limits to development and green wedge policies will be progressed through the Regeneration DPD.</p>

15	Land at Little Maltby Farm, Ingleby Barwick	Ingleby Barwick Town Council (2)	<p>Suitability and Availability The land is part of the green wedge which separates the large housing estate of Ingleby Barwick from the villages of Maltby and Hilton. These villages will lose their identity if housing development is allowed to creep nearer and nearer. Access onto Low Lane would be dangerous. At peak times this road is already inadequate and dangerous especially at Leven Bank. Bus services do not operate every 30 minutes. Secondary school is already over subscribed (secondary school required prior to development). Not within 2km of any significant employment site.</p> <p>Non developable</p>	<p>Steering group considered the site as not being achievable as the only access available is onto Low Lane and this would not be suitable.</p> <p>The comments referring to green wedge are noted. However, the issue of whether or not to maintain green wedge is properly addressed through the LDF process, not as part of the SHLAA. The site is within 2km of Teesside industrial estate.</p>
15		Satnam Planning Services Limited	<p>Suitability and Availability Regard the site as suitable and immediately available. Advantages which flow from the allocation of the site:</p> <ol style="list-style-type: none"> 1) Suited to family accommodation rather than high density apartment schemes 2) Opportunity for a high percentage of affordable housing 3) Independent access is available from Low Lane to the south. Pedestrian links to Ingleby and the wider area are able to be created. 4) Open space, recreation and nature conservation could be provided within the site 5) Possibility to release of land for a new secondary school 6) Site is not sensitive in landscape terms and would form a rounding off of the build up area 7) Maintain the green wedge and maintain the separation between Ingleby Barwick and Thornaby 	<p>Steering group considered the site as not being achievable as the only access available is onto Low Lane and this would not be suitable.</p> <p>The comments regarding suitability and availability are noted. However, the site has not been assessed as unsuitable or unavailable. It has been assessed as non-developable on the achievability grounds stated above.</p>
16	Land at Allens West, Eaglescliffe	Egglecliffe & Eaglescliffe Council	<p>Suitability The site is not within 1km of a GP (more like 1.5km). The site is not entirely Brownfield and the comments should reflect that it is Previously Developed Land.</p>	<p>Proximity to services criteria used in the 2009 SHLAA update draft assessments was derived from as the crow flies modelling, this has been replaced in the final assessments with proximity to</p>

				services criteria using actual routes based on the Integrated Transport Network provided by Ordinance Survey.
17	Land to the South of Wynyard Village (Masterplan site 4)	Nathaniel Litchfield and Partners	Concerned that the SHLAA has consistently failed to acknowledge that land north of the A689, Wynyard Park, represents a key employment location within the region and sub-region and is located within 2km of the master plan site. Indeed, within the rural sub area within which these sites are located this is considered to represent excellent accessibility. Additionally, through the release of these Wynyard Masterplan sites for development it will be possible to provide for new community facilities thereby enhancing sustainability at Wynyard.	Steering group considered that the agreed criteria for proximity to services for rural sites should be used to assess all rural sites The assessment of rural sites asks whether services (including employment) can be accessed by sustainable means.
18	Land at Wynyard (Masterplan site 3)	Nathaniel Litchfield and Partners	Concerned that the SHLAA has consistently failed to acknowledge that land north of the A689, Wynyard Park, represents a key employment location within the region and sub-region and is located within 2km of the master plan site. Indeed, within the rural sub area within which these sites are located this is considered to represent excellent accessibility. Additionally, through the release of these Wynyard Masterplan sites for development it will be possible to provide for new community facilities thereby enhancing sustainability at Wynyard.	Steering group considered that the agreed criteria for proximity to services for rural sites should be used to assess all rural sites The assessment of rural sites asks whether services (including employment) can be accessed by sustainable means.
20	Land at Wolviston	Smiths Gore	<p>Suitability</p> <ul style="list-style-type: none"> • Assessment does not give due consideration to key employment and hospital developments to north of A689. • Considered that the site is suitable for development as it is close to existing local services and facilities. • Considered therefore that there is an opportunity to look comprehensively at the above areas of land and adjoining land to build on and consolidate the existing and committed developments in this key strategic location. • Assessment states that the site has a physical limitation as electricity pylons cross the western section of the site, however the Church Commissioners have the right to 'lift and shift' the pylons which enables them to move the pylons. • Considered that the appraisal takes an overly negative and dismissive stance 	<ul style="list-style-type: none"> • Steering group concurred with the council assessment that the site was unsuitable, as it is not well related to the built up area. • The SHLAA has assessed the site as meeting 5 of the 6 "access by sustainable means" (to services) criteria. • The SHLAA assesses sites as they have been submitted and the steering group viewed it as not well related to the built up

			<p>on highways matters. It is premature to raise fundamental objections on highway grounds at this early stage in the process especially when the scale of development and the impacts on the road network have not been fully assessed.</p> <p>Developable 6-10 years</p>	<p>area.</p> <ul style="list-style-type: none"> • Comments noted that the physical limitation of electricity pylons may be overcome but the SHLAA should retain its reference to it. • One of the achievability criteria included in the Tees Valley SHLAA guide is “Are there major perceived network implications”. It is not premature to take a professional officer view on this but it is acknowledged that this is an indicative view.
21	Land at Wolviston	Smiths Gore	<p>Suitability</p> <ul style="list-style-type: none"> • Assessment does not give due consideration to key employment and hospital developments to north of A689. • Considered that the site is suitable for development as it is close to existing local services and facilities. • Considered therefore that there is an opportunity to look comprehensively at the above areas of land and adjoining land to build on and consolidate the existing and committed developments in this key strategic location. • Assessment mentions noise issues however it is considered that these could be addressed via a detailed layout scheme. • Considered that the appraisal takes an overly negative and dismissive stance on highways matters. It is premature to raise fundamental objections on highway grounds at this early stage in the process especially when the scale of development and the impacts on the road network have not been fully assessed. <p>Developable 6-10 years</p>	<ul style="list-style-type: none"> • Steering group considered the site to be unsuitable as it is in an unsustainable location, not well related to the built up area and that there were issues regarding utilities running under the site. • The SHLAA has assessed the site as meeting 5 of the 6 “access by sustainable means” (to services) criteria. • The SHLAA assesses sites as they have been submitted and the steering group viewed it as not well related to the built up area. • One of the achievability criteria included in the Tees Valley SHLAA guide is “Are there major perceived network

				implications". It is not premature to take a professional officer view on this but it is acknowledged that this is an indicative view.
22	Land at Wolviston	Smiths Gore	<p>Suitability</p> <ul style="list-style-type: none"> • Assessment does not give due consideration to key employment and hospital developments to north of A689. • Considered that the site is suitable for development as it is close to existing local services and facilities. • Considered therefore that there is an opportunity to look comprehensively at the above areas of land and adjoining land to build on and consolidate the existing and committed developments in this key strategic location. • Assessment mentions noise issues however it is considered that these could be addressed via a detailed layout scheme. • The landowner has the right to move the pylons into a more suitable location if development is to take place. • The report states that the site is in active use which would be difficult to relocate. This statement is not understood as this site is currently in agricultural use and is let on a Farm Business Tenancy. • Considered that the appraisal takes an overly negative and dismissive stance on highways matters. It is premature to raise fundamental objections on highway grounds at this early stage in the process especially when the scale of development and the impacts on the road network have not been fully assessed. <p>Developable 6-10/11-15 years</p>	<ul style="list-style-type: none"> • Steering group considered the site to be unsuitable, as it is not well related to the built up area. • The SHLAA has assessed the site as meeting 5 of the 6 "access by sustainable means" (to services) criteria. • Comments noted that the landowner has the right to move the pylons into a more suitable location but the SHLAA should retain its reference to this physical limitation, as it remains an achievability issue (cost of relocation). • With regard to the active uses the appropriateness of this reference will be reviewed through the 2010 SHLAA. • One of the achievability criteria included in the Tees Valley SHLAA guide is "Are there major perceived network implications". It is not premature to take a professional officer view on this but it is acknowledged that this is an indicative view.

26	Land to the South of Knowles Close, Kirklevington	Kirklevington & Castle Leavington Parish Council	<p>Suitability, Availability and Achievability The Parish Council has examined this site document, and has the following comments:</p> <ol style="list-style-type: none"> 1) We cannot support any proposal to build outside the Village Envelope. 2) There is strong archaeological evidence against development as there have been significant finds on the site, ranging from the Middle Ages to modern. 3) Road access to the Village is severely limited, and previous planning applications on this site have been refused as there is no access for fire emergency services under the railway bridge. 4) It is of no use using 'crow fly distances' to measure distances to schools etc, people will not be travelling to school by air. As such the distance to the nearest Secondary School is closer to 3km by road. <p>Non developable</p>	<p>Steering group considered that the site is developable. From this initial assessment it is considered that both access points are suitable.</p> <p>The final SHLAA assessment includes the question 'will the site require archaeological evaluation prior to planning determination (as detailed in PPG 16, Archaeology and Planning)? Tees Archaeology provided a response of 'no' to this question.</p>
26	Land to the South of Knowles Close, Kirklevington	Teesmouth Bird Club	<p>Suitability and Achievability Highways issues make access unviable. Blind spot and virtual cross roads by the railway bridge.</p> <p>Non developable</p>	<p>Proximity to services criteria used in the 2009 SHLAA update draft assessments was derived from as the crow flies modelling, this has been replaced in the final assessments with proximity to services criteria using actual routes based on the Integrated Transport Network provided by Ordnance Survey.</p> <p>Highways officers have advised that satisfactory access can be achieved. An application to develop the site would need to be accompanied by a Transport Assessment demonstrating how the impact on the local highway network would be mitigated.</p>
26	Land to the South of Knowles Close, Kirklevington	Local resident (17)	<ul style="list-style-type: none"> • Outside limits, concerns over wildlife, flooding and would be out of keeping with a village • Road access to the village is poor. Forest Lane has huge issues at junction with A67, it is narrow, congested and poor pedestrian links. No access for emergency services. • Issues regarding both accesses to the site. Gradient of access roads, inadequate visibility splays, and blind spot under bridge as road slopes away. • Inadequacy of access to services criteria <p>Non developable</p>	

27	Land at St Martin's Way, Kirklevington	Kirklevington & Castle Leavington Parish Council	<p>Suitability, Availability and Achievability The Parish Council has examined this site document, and has the following comments:</p> <ol style="list-style-type: none"> 1) We cannot support any proposal to build outside the Village Envelope. 2) There is strong archaeological evidence against development as there have been significant finds on the site, ranging from the Middle Ages to modern. 3) Road access to the Village is severely limited, and previous planning applications on this site have been refused as there is no access for fire emergency services under the railway bridge. 4) It is of no use using 'crow fly distances' to measure distances to schools etc, people will not be travelling to school by air. As such the distance to the nearest Secondary School is closer to 3km by road. 5) The demolition of a Grade 2 listed building to provide access is contrary to policy EN27 of the agreed Local Plan <p>Non Developable</p>	<p>Steering group considered the site to be non developable in-line with comments made in the SHLAA assessment relating to Highways.</p> <p>The final SHLAA assessment includes the question 'will the site require archaeological evaluation prior to planning determination (as detailed in PPG 16, Archaeology and Planning)? Tees Archaeology provided a response of 'no' to this question.</p>
27	Land at St Martin's Way, Kirklevington	Local resident (5)	<ul style="list-style-type: none"> • Outside limits, concerns over wildlife, flooding issues, impact on listed building and would be out of keeping with a village) • Road access to the village is poor. Forest Lane has huge issues at junction with A67, it is narrow, congested and poor pedestrian links. No access for emergency services. • Issues regarding amount of traffic using proposed access • Inadequacy of access to services criteria <p>Non developable</p>	<p>Proximity to services criteria used in the 2009 SHLAA update draft assessments was derived from as the crow flies modelling, this has been replaced in the final assessments with proximity to services criteria using actual routes based on the Integrated Transport Network provided by Ordnance Survey.</p>
31	Land at Mount Pleasant, Long Newton	England & Lyle	<p>The fact that there is a strip of land separating the site form Longnewton's existing development limits is not a justifiable reason to withhold from extending these development limits to encompass the site. In any event, extension of the development limits eastwards would be consistent with the village's existing linear form. It is considered that the development limits are the only barrier holding back the potential delivery of the site.</p> <p>England & Lyle would question the last part of this statement as it is inconsistent with the assessment on pages 173-174 in the main SHLAA document, where it is stated; 'The site achieves two of the proximity to services criteria used by the assessment.'</p>	<p>The Steering Group considered the site to be unsuitable as the site is not well related to the village.</p> <p>Comments relating to the proximity to services criteria appear to be misplaced as the 2009 SHLAA update assesses rural sites relating to criteria based on ability to access services by sustainable means.</p>

			<p>There is a requirement for future development in rural service villages such a Longnewton to sustain their long-term vitality and viability, as identified in the Council's recent village study.</p> <p>In view of the above England & Lyle reject the Council's current assessment of the site which is demonstrably suitable for future housing development.</p>	
32	Land at Durham Lane to the South East of Thorpe Thewles	England & Lyle	Site is wrongly identified as being 'entirely greenfield' (horse-related development is currently on the site). LDF provides the opportunity to revise the limits to development.	The Steering Group considered the site to be unsuitable as the location was considered to be unsustainable. The SHLAA identifies the site as being 'Majority Greenfield'
33	Land on the North Western boundary of Aislaby Village	England & Lyle	Site incorporates the sizeable garden area to the rear of Hill House, Aislaby. Client would support future residential development on the wider SHLAA33 site and the whole of the Hill House could be incorporated in order to provide additional access options and to increase the housing yield capacity of the site. Alternatively, the site at Hill House (and the rear garden) could be allocated alone as it provides suitable land for future housing in the village at a much smaller scale. This second option would help to address issues of landscape and congestion, as raised by the Council in their assessment.	The Steering Group considered the site to be unsuitable as the location was considered to be unsustainable.
47	Land of Green Lane, Yarm	Kirklevington & Castle Levington Parish Council	<p>Suitability, Availability and Achievability</p> <p>The Parish Council has examined this site document, and has the following comments:</p> <p>1) The site name should be "Land off Green Lane, KIRKLEVINGTON", not "Land of Green Lane, YARM", as printed.</p> <p>2) We cannot support any proposal to build outside the Village Envelope.</p> <p>Non Developable</p>	Acknowledge request to revise site name. The final SHLAA assessment includes the question 'will the site require archaeological evaluation prior to planning determination (as detailed in PPG 16, Archaeology and Planning)? Tees Archaeology provided a response of 'no' to this question.
47	Land of Green Lane, Kirklevington	Local resident (2)	Record recent archaeological (pottery) finds and note archaeological significance of wider area.	

48	Land North of Maltby	Maltby Northern Edge Residents Group	<p>Suitability The suitability questions used in the 2009 SHLAA are not fit for purpose for the following reasons: based on opinion not fact, buses are heavily subsidised, buses are infrequent and unreliable, people in rural areas do not use buses, the use of specifically named facilities within a settlement (appear to be used to achieve a pre-determined result).</p> <p>All villages are unsustainable as highlighted in previous council documents. Wording within the 2009 SHLAA identifies villages as sustainable which is wrong and confusing.</p> <p>National and regional guidance discuss the role and how sites can be assessed in policy terms.</p> <p>Sustainable should not be used to describe rural site. Criteria used in the 2009 SHLAA is incorrectly conceived and should be reverted to that used in 2008.</p> <p>Non developable</p>	<p>The Steering Group considered that the site was unsuitable as the site did not relate well to the linear form of the settlement.</p> <p>Comments relating to the sustainability criteria used for rural locations are noted. These criteria were agreed with the steering group for the 2009 SHLAA. The steering group will review the criteria for the 2010 SHLAA.</p>
48	Land North of Maltby	Local resident (28)	<ul style="list-style-type: none"> • Outside limits, concerns over wildlife, enough land available in urban area, poor utilities, not previously developed land and would be out of keeping with a village, • Road access to the village and site is inadequate. • Inadequacy of access to services criteria. The criteria is not inline with guidance (Maltby is unsustainable) <p>Non developable</p>	
48	Land North of Maltby	England & Lyle	<p>The Council has commented that SHLAA48 has proximity to 'only one of the proximity to services criteria.' It is stated in the main assessment that 'There is no doctor's surgery or school within the village.' England & Lyle do not dispute these statements. SHLAA48 is well related to the existing settlement pattern and would form a sensible pattern of development on land between the village and the A19. The developer would accept a reduced yield in accordance with noise attenuation measures if required. England & Lyle therefore reject the Council's assessment that the site is not suitable.</p>	<p>The Steering Group considered that the site was unsuitable as the site did not relate well to the linear form of the settlement.</p>

49	Land adjacent to Maltby	Maltby Northern Edge Residents Group	<p>Suitability The suitability questions used in the 2009 SHLAA are not fit for purpose for the following reasons: based on opinion not fact, buses are heavily subsidised, buses are infrequent and unreliable, people in rural areas do not use buses, the use of specifically named facilities within a settlement (appear to be used to achieve a pre-determined result).</p> <p>Sustainable should not be used to describe rural site. Criteria used in the 2009 SHLAA is incorrectly conceived and should be reverted to that used in 2008.</p> <p>Non developable</p>	<p>The Steering Group considered that the site was unsuitable as the site did not relate well to the linear form of the settlement.</p> <p>Comments relating to the sustainability criteria used for rural locations are noted. These criteria were agreed with the steering group for the 2009 SHLAA. The steering group will review the criteria for the 2010 SHLAA.</p>
49	Land adjacent to Maltby	Local resident (26)	<ul style="list-style-type: none"> • Outside limits, concerns over wildlife, enough land available in urban area, poor utilities, not pdl and would be out of keeping with a village,) • Road access to the village and site is inadequate. • Inadequacy of access to services criteria. The criteria is not inline with guidance (Maltby is unsustainable) <p>Non developable</p>	
57	Land at Smith's Farm	Banks Development s Limited	<p>Suitability and Achievability Suitability: The SHLAA document states that the site is not well related to the existing built up area. The site is an area of infill which has a potential access point directly onto Queen Elizabeth Way. The site is situated in a high employment area which could provide a synergy between homes and jobs.</p> <p>The SHLAA states that there are incompatible neighbouring use issues (visual and possibly noise) that would be difficult to design out. This, however only applies to the north eastern part of the site, that which abuts the southern edge of Preston Farm Industrial Estate. Banks advise that these would not be difficult to design out and could consider the inclusion of landscape buffer areas, strategically located areas of open space and the orientation of properties so as to minimize any views/noise issues with the industrial area to the north (subject to noise and visual assessments and a master planning exercise).</p> <p>The 'major perceived highways network implications' of developing the site would need to be subject to a Transport Assessment to be fully understood.</p>	<p>Steering group considered that the site was not well related to the existing built up area and therefore unsuitable.</p> <p>It is acknowledged that the site achieves 3 of the proximity to services criteria. However, its location in relation to the existing urban form would appear incongruous for a housing development.</p> <p>Comments are noted that the incompatible neighbour issues could be designed out. However, in combination with the incongruous nature of the location for a housing development this</p>

			<p>Achievability: (Same comments included on neighbouring industrial uses – please see response above). The SHLAA should rightly make note of the neighbouring industrial use as an important consideration, however it should not deem the site unachievable solely based on this issue.</p> <p>We consider the site a long term strategic potential housing site and recommend the SHLAA makes reference to the site being developable in 11-15 years. Developable 11-15 years</p>	would still appear to be a significant constraint.
61	Eggescliffe School (buildings and hardstanding only), Eggescliffe	Eggescliffe & Eggescliffe Council	<p>Suitability There will be 3 bus services per hour to the site. The development time frame for the site will be more like 5-10 years relating to the BSF 2016 timings. Developable 6-10 years</p>	Time frames within the SHLAA have been amended to reflect the BSF phasing.
68	Land to the North of White House Farm, Long Newton	England & Lyle	<p>We have yet to see a robust and credible assessment as to why the site is not suitable.</p> <p>We acknowledge the Officer's assessment that: 'The site is not considered to be suitable. It is physically separate from the existing development limits and achieves only one of the proximity to services criteria.'</p> <p>The fact that there is a strip of land separating the site from Longnewton's existing development limits is not a justifiable reason to withhold from extending these development limits to encompass the site. In any event, extension of the development limits eastwards would be consistent with the village's existing linear form. It is considered that the development limits are the only barrier holding back the potential delivery of the site.</p> <p>England & Lyle would question the last part of this statement as it is inconsistent with the assessment on pages 173-174 in the main SHLAA document, where it is stated: 'The site achieves two of the proximity to services criteria used by the</p>	<p>Steering Group raised highways issues and concluded that the site was not well related to the village and therefore unsuitable.</p> <p>Comments relating to the proximity to services criteria appear to be misplaced as the 2009 SHLAA update assesses rural sites relating to criteria based on ability to access services by sustainable means.</p>

			<p>assessment.'</p> <p>There is a requirement for future development in rural service villages such as Longnewton to sustain their long-term vitality and viability, as identified in the Council's recent village study. In any event, given the urban-rural distinctions between SHLAA sites, we would question the Council's strict application of the two indicators relating to proximity to service/retail centre and 'significant' employment sites. Such a strict application of these indicators could undermine the long term sustainability of key service in villages such as Longnewton. From 1st May 2009, Arriva improved its services to Longnewton through the new number 12 bus service. This shows the commitment of bus operators to ensuring that a bus link to the main centres and destination (Middlesbrough – Hurworth via Stockton, Hartburn, Longnewton, Durham Tees Valley Airport (DTVA) & Darlington) is maintained.</p> <p>In view of the above England & Lyle reject the Council's current assessment of SHLAA 68. Site is demonstrably suitable for future housing development.</p>	
69	Land bound by Uray Nook Road	Egglecliffe & Eaglescliffe Council	<p>Suitability</p> <p>The site should be within an HSE designated zone, we would question that it is within the Elementis outer zone. The site is not within 1km of a GP.</p>	Proximity to services criteria using in the 2009 SHLAA update draft assessments was derived from as the crow flies modelling, this has been replaced in the final assessments with proximity to services criteria using actual routes based on the Integrated Transport Network provided by Ordnance Survey.
70	Land adjacent to Teeside Industrial Estate	Ingleby Barwick Town Council (2)	<p>Suitability, Availability and Achievability</p> <p>The site is designated green wedge and should not be developed. Not within 1km of GP. Not within 2km of secondary school (secondary school required prior to development). Not within 1km of primary school</p> <p>Non developable</p>	<p>Steering Group concurred with the council's assessment that the site was non-developable.</p> <p>Proximity to services criteria used in the 2009 SHLAA update draft assessments was derived from as the crow flies modelling, this has</p>

				been replaced in the final assessments with proximity to services criteria using actual routes based on the Integrated Transport Network provided by Ordinance Survey.
71	Land North East of Maltby	Local Resident (3)	<ul style="list-style-type: none"> • Proximity with the A19 • Site access if situated near to the junction would be an accident blackspot • Drainage of the land would need assessing • The site is unsustainable as identified in the 2008 SHLAA. Sustainability questions should be reverted to those used in the 2008 SHLAA. • Maltby has an infrequent bus service. Direct service to Middlesbrough has been withdrawn. Cannot get bus to work during normal office hours or for shift working. No health practice within immediate vicinity. <p>Non developable</p>	<p>Steering Group concurred with the council's assessment that the site yield would be lower than 10 houses and therefore should not be assessed as part of the SHLAA.</p> <p>Comments relating to the sustainability criteria used for rural locations are noted. These criteria were agreed with the steering group for the 2009 SHLAA. The steering group will review the criteria for the 2010 SHLAA.</p>
72	Sandhill, Ingleby Barwick	Ingleby Barwick Town Council	<p>Suitability and Availability</p> <p>This site is green wedge and should not be developed. There must be no more development in Ingleby Barwick Wards until meaningful consultation with Ingleby Barwick Town Council has been undertaken.</p> <p>Non developable</p>	<p>Steering Group concurred with the council's assessment that the site was developable in the period 11 to 15 years.</p> <p>It is acknowledged that the site is green wedge. However, Sand Hill was included in a Master Plan submitted by Persimmon Homes and approved by a Special Planning Committee in 2002.</p>
74	Land East of Wolviston Road, Wolviston	Smiths Gore	<p>Suitability</p> <ul style="list-style-type: none"> • Promoting land to the north of site 47 which is 0.36ha in size and request it be included in the SHLAA alongside site 47 as a comprehensive redevelopment of the area 	Steering group considered the site not to relate well to the existing built up area and therefore unsuitable.

			<ul style="list-style-type: none"> Suggest noise issues can be overcome as part of the schemes design and that the highways assessment is overcritical. <p>Developable 6-10 years</p>	<p>The council do not consider that the additional land promoted would form part of a comprehensive redevelopment of the area by virtue of the fact that the sites are separated by a churchyard and would require separate accesses to the highway network.</p>
75	Land at Wynyard (Masterplan site 5)	Nathaniel Litchfield and Partners	<p>Concerned that the SHLAA has consistently failed to acknowledge that land north of the A689, Wynyard Park, represents a key employment location within the region and sub-region and is located within 2km of the master plan site. Indeed, within the rural sub area within which these sites are located this is considered to represent excellent accessibility. Additionally, through the release of these Wynyard Masterplan sites for development it will be possible to provide for new community facilities thereby enhancing sustainability at Wynyard.</p>	<p>Steering group did not consider comments to change the assessment of the site from unsuitable. Site was deemed not to relate well to the built up area.</p> <p>The assessment of rural sites asks whether services (including employment) can be accessed by sustainable means.</p>
77	Land at Wynyard (Masterplan site 1)	Nathaniel Litchfield and Partners	<p>Disappointed that the site has been discounted on the basis of the SNCl. Both the national and regional guidance on the preparation of SHLAA requires that when entering sites into the SHLAA there should be a presumption that they will be fully examined for their housing potential and developability/deliverability. This has not taken place. Indeed, as previously submitted, we are confident that the SNCl allocation is compatible with a residential development subject to appropriate design and mitigation.</p>	<p>The Regional Implementation Guide includes a “Category 2” which is “designations/uses which affect the development of a site”. These may only be ascribed zero housing potential with the agreement of the Steering Group.</p> <p>It was agreed by the Steering Group that the following that the following Category 2 designations will be ascribed zero potential for housing:</p> <ul style="list-style-type: none"> Sites of Nature Conservation Importance / local wildlife

				<p>sites</p> <ul style="list-style-type: none"> Allotments that are in active use
78	Land at Wynyard (Masterplan site 2)	Nathaniel Litchfield and Partners	<p>Disappointed that the site has been discounted on the basis of the SNCI. Both the national and regional guidance on the preparation of SHLAA requires that when entering sites into the SHLAA there should be a presumption that they will be fully examined for their housing potential and developability/deliverability. This has not taken place. Indeed, as previously submitted, we are confident that the SNCI allocation is compatible with a residential development subject to appropriate design and mitigation.</p>	<p>The Regional Implementation Guide includes a “Category 2” which is “designations/uses which affect the development of a site”. These may only be ascribed zero housing potential with the agreement of the Steering Group.</p> <p>It was agreed by the Steering Group that the following Category 2 designations will be ascribed zero potential for housing:</p> <ul style="list-style-type: none"> Sites of Nature Conservation Importance / local wildlife sites Allotments that are in active use
80	Land to north of Southlands, Yarm Back Lane	Ward Hadaway	<p>Suitability and Achievability</p> <p>1) It was anticipated that the area subject of this representation would come forward comprehensively in conjunction with SHLAA site 23, Hartburn Grange Land between Yarm Back Lane and West Stockton built up area. Site 23 was found to be suitable for development in the SHLAA, a conclusion we would support. Should site 23 be allocated, site 80’s performance would be enhanced and further increase its suitability for development.</p> <p>2) Following on from the above, we support the finding that site 80 is entirely brownfield, a finding we concur with. Should site 23 be allocated, site 80 is an extremely well related and constrained brownfield site. National and local planning policy requires the development of such land to be maximised and this is a case where this could be achieved without harm.</p>	<p>Steering Group concurred with the council assessment and noted that the site is unsuitable as judged on its own merits.</p> <p>The site is considered ‘entirely greenfield’.</p>

			<p>3) We note the comments in relation to 'highways' under the heading 'achievability'. We look forward to sight of the A66 - A19 Development Study and the associated Action Plan in due course. At this stage however we support the conclusion that the site is achievable.</p> <p>1) Following the question 'is the site suitable', the report should state that the site is suitable for development if site 23 is allocated for development.</p> <p>2) Following on from the above, disagree with the finding that the site is not developable. It should be found developable in a 6 – 10 or 11 – 15 year period in conjunction with the time period estimated for site 23.</p> <p>Developable 6-10/11-15 years</p>	
81	Wynyard Park	Barton Willmore	<p>Suitability and Achievability</p> <p>General Comments: The view taken in the assessment does not take account of the overall scale of the site, i.e. 44.72 hectares which would enable a number of services to be provided. Also it is envisaged that this area of land is not just made available for housing on its own but is seen as part of a much wider development including adjacent land in Hartlepool which would also include a new hospital, further housing, neighbourhood centre and a school.</p> <p>Suitability: Access by sustainable means: With the above 'general points' in mind we consider that all of the first six questions should read as 'Yes'. Whilst it is correct that no development has yet taken place, some recognition needs to be given to the fact that detailed planning consent has been given to the development of this land. To call it 'greenfield' is somewhat misleading.</p> <p>Employment Land: The Employment Land Review remains to be tested at the EiP for the Stockton Core Strategy. We are not convinced that this land needs to be safeguarded.</p> <p>Suitability Assessment (Physical Problems and Limitations): This refers to there being 'major highway network issues'. Again this comment takes no account of the fact that there are extant planning permissions for employment use all of which have taken traffic generation into account. Also there is a Section 106</p>	<p>The steering group concurred with the Council's assessment of the site as unsustainable based on current circumstances. The benefits of housing development, contended by the respondent, were viewed as being highly speculative.</p> <p>The assessment of access to services is a factual assessment on the basis of current circumstances. Therefore, it does not take into account a proposed Master Plan. This is considered to be the most robust approach.</p> <p>It is not accepted that it is misleading to call the site greenfield. That is its current status. The planning consent will only change the status if it is implemented.</p>

			<p>agreement in place to fund over £1.5 million of highway and traffic improvements by the land owners for the whole of the Wynyard Park development.</p> <p>The area identified within the SHLAA currently has planning permission for employment use, which has been considered and accepted by both the local highway authorities and the Highways Agency. The planning permission requires mitigation measures to be undertaken to improve the A689 and the A19 interchange to accommodate the additional traffic flows.</p> <p>The direct replacement of the employment use with housing would offer a number of benefits, in terms of sustainable transport and the potential impact on the adjacent road network. The opportunity to provide a mix of land uses in the area, including housing, does offer many benefits when compared to a single employment use across the entire site, particularly in terms of reducing the traffic impact and associated transport-related carbon emissions.</p> <p>Environmental Conditions: The comments here do not take account of the intended proposed Masterplan within which the housing development would sit. Access to services would be deliverable within a larger Masterplan, this concern would not be relevant to this scenario.</p> <p>Achievability: The comments made under 'Highways' need to be reviewed in the light of the comments we have made above on traffic and highways. Notwithstanding these comments we would support the Council's conclusion that the site is achievable. Developable 0-5 years</p>	<p>"Is the site used or safeguarded for employment purposes and not identified as surplus to requirements through the Employment Land Review" is one of the criteria in the Tees Valley SHLAA guide. The Council considers the Employment Land review to be robust.</p>
82	Land at Durham Lane, Eaglescliffe	Nathaniel Litchfield and Partners	<p>Document supporting the development of the site submitted. Overview:</p> <ol style="list-style-type: none"> 1) 28ha of vacant land available and 15-20ha of this could yield 450-600 dwellings (at 30 dwellings per ha), remaining land could be associated with residential development or other industrial commercial development. 2) Site is currently safeguarded employment land. However, it is not commercially viable. 3) Good connectivity with surrounding area and public transport facilities. A mixed use scheme would reduce the need to travel. 4) Good proximity to services and masterplanned scheme could improve this. 	<p>Steering Group considered that the site could be masterplanned to become related to existing development and overcome neighbouring uses. Concluded that the site is achievable subject to overcoming major highways concerns and developable in the later stages.</p>

87	Bowesfield North Phase 1	Banks Developments Limited	<p>Suitability and Achievability Banks Developments submitted an application for a residential led mixed use development on the site in December 2008. Work on the application is ongoing.</p> <p>The SHLAA refers to the site being within or intersecting with the Green Wedge. This is accepted; however, as a general comment; it should be noted that this allocation has been superseded on site as the principle of development has been established through construction and extant planning permissions for commercial office and industrial development.</p> <p>The SHLAA refers to ‘potentially major highways network implications’ and ‘the need for a full Transport Assessment’. A planning application for development of up to 200 - 260 homes; 2,500 sq m of office space; and a retail unit and medical centre has been submitted to the LPA and was accompanied by a Transport Assessment (TA). The TA identifies that the traffic impact from this proposed development would be lesser than that of the currently consented development. The Highways Agency has accepted that, in principle, the scheme would not have a significant impact on the strategic road network (confirmed in writing by letter dated 11th February 2009).</p> <p>The ‘possible major highways network implications’ and ‘need for a full Transport Assessment’ is considered inaccurate and should be removed from the SHLAA document.</p> <p>Banks Developments agree that development on the site could commence within 5 years. Developable 0-5 years</p>	<p>Whilst an application has been submitted for the development of the site with a TA, the council consider the highway comments justified as alternative schemes for the site may come forward.</p>
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88	Land to West of Yarm Station, Kirklevington	George.F.White	Advise that client would be willing to explore the potential of providing equipment to enhance the use of Green Lane Station as well as mitigate the transport impacts of any proposed development. In addition there is the potential to enhance the SNCI.	Steering Group concurred with the council's assessment that the site was developable in years 6-10 and 11-15. It should be noted that the SHLAA is a purely technical assessment. Policy is determined through the LDF process and the Submission Draft Core Strategy does not propose an extension to the development limits of Yarm.
88	Land to West of Yarm Station, Kirklevington	Viewpoint	Suitability Site is not suitable owing to committed development in Yarm and impact development would have on highways network. Potential for flood risk issues if site developed. Non developable	Steering Group concurred with the council's assessment that the site was developable in years 6-10 and 11-15. It should be noted that this is a purely technical assessment The SHLAA assessment identifies the site is achievable subject to overcoming major perceived network implications. Any development would have to demonstrate how flood risk issues would be satisfactorily mitigated. The SNCI designation does not form part of the site. If the site were ever developed then adverse ecological impacts would need to be mitigated. The assessment identifies the need for an archaeological evaluation prior to planning determination. It is acknowledged that the site is outside development limits. However, it should be noted that
88	Land to West of Yarm Station, Kirklevington	Teesmouth Bird Club	Suitability and Achievability Site adjacent to SNCI. Woodland to south is being used by Goshawk (Schedule 1 Bird) possibly breeding (see Teesmouth Bird Club Report 2007). If there is to be development the whole woodland edge should be sealed off by back fences of properties. There is an ecological constraint making the site non-developable in whole or part. Non developable	
88	Land to West of Yarm Station, Kirklevington	Kirklevington & Castle Levington Parish Council	Suitability, Availability and Achievability <ul style="list-style-type: none"> Request site name change, (Land to west of Yarm station, KIRKLEVINGTON). Outside limits to development, protected species, density of housing is unacceptable The traffic problems would be insurmountable, especially as there are already 250 dwellings proposed on the Tall Trees Hotel site. The local highways network cannot support an additional 1100+ vehicles daily. (Based on at least 2 per dwelling for the projected 300 for the site + 250 at Tall Trees). Adding crossroad junctions cannot mitigate the traffic problems. Non developable	

88	Land to West of Yarm Station, Kirklevington	Local resident (2)	<p>Suitability</p> <ul style="list-style-type: none"> Concerns include impact on strategic gap and SNCI. Need for archaeological assessment. <p>Non developable</p>	the SHLAA is a purely technical assessment. Policy is determined through the LDF process and the Submission Draft Core Strategy does not propose an extension to the development limits of Yarm.
89	Morley Carr Farm, Yarm (Phase 1)	Local resident	<p>Suitability</p> <p>Such a large area of housing will have a detrimental effect on the wild life corridor south of green lane. The development will extend Yarms Planning Envelope. Traffic in Yarm will be increased.</p> <p>Non developable</p>	<p>Steering Group concurred with the council's assessment that the site was developable in years 6-10 and 11-15. The SHLAA assessment identifies the site is achievable subject to overcoming major perceived network implications.</p> <p>It is acknowledged that the site is outside development limits. However, it should be noted that the SHLAA is a purely technical assessment. Policy is determined through the LDF process and the Submission Draft Core Strategy does not propose an extension to the development limits of Yarm.</p>
90	Morley Carr Farm, Yarm (Phase 2)	Local resident	<p>Suitability</p> <p>Such a large area of housing will have a detrimental effect on the wild life corridor south of green lane. The development will extend the planning envelope of Yarm. Traffic in Yarm will be increased.</p> <p>Non developable</p>	Comments as for site 89.

**Appendix 6:
Pro forma used for site submissions**



**Stockton-on-Tees Borough Council:
Strategic Housing Land Availability Assessment**

Site Assessment Pro-forma

Please return this form by post or in person to:

Spatial Planning Section, Gloucester House, 72 Church Road, Stockton on Tees, TS18 1TW
or/and via e-mail to spatialplans@stockton.gov.uk by **30th January 2009**.

Each pro-forma should be accompanied by a detailed plan identifying the sites boundary and potential access(s).

1. Contact Details of Respondee	
Name	
Company	
Address	
Telephone	
E-mail	

2. Contact Details of Land Owner	
<small>*if site is in multiple ownership please provide additional contact details on a separate sheet</small>	
Name	
Company	
Address	
Telephone	
E-mail	

3. Site Overview	
Site address/name	
Site area (hectares)	
Current use	
Surrounding land uses	
Any physical constraints (e.g. slopes, natural features, pylons)	

4. Housing Potential	
Likely yield	
Type of development/ dwelling mix	

5. Availability		
Are there land ownership issues? (please tick)	Multiple ownerships	
	Ransom strips	
	Tenancies	
	Operational requirements of landowners	
	Other (please detail)	
Are there any legal restrictions e.g. covenants?		
When do you consider the site will be available? (please tick)	Within 1 to 5 years	
	Within 6 to 10 years	
	Within 11-16 years	

6. Achievability		
Are there any constraints that would affect development? (please tick)	Highways	
	Flooding	
	Drainage	
	Sewerage	
	Electricity	
	Gas	
	Other (please detail)	

7. Additional Information	
Please provide any additional information that you feel may be influential when assessing the sites potential for housing development.	

**Appendix 7:
Comments on sites from the Highways Agency and the
Environment Agency**

Site Ref / Name	Highways Agency Comments		Environment Agency Comments
	Further work / conditions	Transport implications at SRN	
SHLAA 1 Tees Marshalling Yard (West)	Transport Assessment / detailed consideration of SRN	Very significant	The vast majority of the site lies in fluvial flood zone 3. We would not accept groundraising without a demonstration that it would not affect other development by the displacement of floodwater (i.e. compensatory flood storage will likely to be necessary). The development would have to be safe from the 100 year fluvial flood event with a climate change allowance for the lifetime of the development. Your SFRA will need to determine whether parts of the site lie within functional flood plain (known as flood zone 3b).
SHLAA 2 Tees Marshalling Yard (East)	Transport Assessment	Not of significant concern	This site is at the same risk as above, however it is also at some risk from a 200 year tidal flood. The site is further complicated due to the Old River Tees flowing through the middle of it. We would need to ensure there was no development within 5 metres of the river and that access to the whole length of the watercourse was possible for maintenance purposes. Your SFRA will need to determine whether parts of the site lie within functional flood plain (known as flood zone 3b). Compensation for lost flood storage will likely be required, although given the nature of the site, this will likely be complicated to achieve.
SHLAA 3 Chandler's Wharf	Transport Assessment	Not of significant concern	The site is partly at risk from the modelled 100 year fluvial flood event (flood zone 3) and also the 1000 year event (flood zone 2). Development here would have to be set above the 100 year flood level with a climate change allowance (i.e. compensatory flood storage will likely to be necessary). Again, groundraising would have to be shown to have no adverse impact elsewhere and compensation may be required. Your SFRA will need to determine whether parts of the site lie within functional flood plain (known as flood zone 3b).
SHLAA 4 Land off Grangefield (Millfield)	Transport Assessment / detailed consideration of SRN	Significant, but manageable with conditions	Most the site lies in flood zone 1 and is therefore developable for residential purposes though housing should be kept out the areas of flood risk. The flood risk area is quite well confined to the vicinity of the Lustrum Beck. There should be no development allowed within 5 metres of the watercourse.
SHLAA 5 Speedy Hire, Boathouse Lane	Transport Statement	Not of significant concern	The whole site lies in modelled flood zone 3. It's possible that compensation would not be achievable and that therefore groundraising within this site may not be possible. This may impact the developability of this site. Your SFRA will need to determine whether parts of the site lie within functional flood plain (known as flood zone 3b).
SHLAA 6 Bowesfield Riverside Phase	Transport Assessment / detailed consideration of SRN	Very significant	Mostly flood zone 1 although the eastern third is at risk from between the modelled 100 year and the modelled 1000 year flood. Parts of the area is also at risk from the 100 year event. We would recommend the residential development is located in flood zone 1, and the flood risk area to be landscaped. Your SFRA will need to determine whether parts of the site lie within functional flood plain (known as flood zone 3b).

SHLAA 7 The Barrage	No assessment required	Not of significant concern	Partially in fluvial flood zone 3. Due to the small size of the site, it's likely that compensation would not be achievable, therefore groundraising within this site may not be possible. This may affect the developability of this site. Your SFRA will need to determine whether parts of the site lie within functional flood plain (known as flood zone 3b).
SHLAA 8 Supreme Knitwear Building, Mandale Triangle, Thornaby	Transport Statement	Not of significant concern	Flood zone 1 - developable
SHLAA 9 Land to the South of Teesdale Park, Thornaby	No assessment required	Not of significant concern	Flood zone 1 - developable
SHLAA 10 Land to the West of Preston Farm, Preston Lane	No assessment required	Not of significant concern	Flood zone 1 - developable
SHLAA 11 Land South of Thornaby (between Middleton Avenue and Bassleton Lane)	No assessment required	Not of significant concern	Flood zone 1 - developable
SHLAA 12 Land to the rear of Holly Bush Farm, Thornaby Road, Thornaby	No assessment required	Not of significant concern	The site is mostly in flood zone 1 and therefore is developable providing development is located outside of the flood zones. We would recommend a strip of land left to be natural or landscaped along the river.
SHLAA 13 Land at Chesham Road, Norton	No assessment required	Not of significant concern	Flood zone 1 - developable
SHLAA 14 University Hospital of North Tees	Transport Assessment	Not of significant concern	Flood zone 1 - developable
SHLAA 15 Land at Little Maltby Farm, Ingleby Barwick	Transport Assessment / detailed consideration of SRN	Very significant	The site is mostly developable apart from the very northern area which does lie in flood zones 2 and 3. Your SFRA will need to determine whether parts of the site lie within functional flood plain (known as flood zone 3b). We would recommend development is not located there. If groundraising in proposed, adequate compensation would be required. There are a number of watercourses in and around the site. The site should be developed without culverting these watercourses.
SHLAA 16 Land at Allens West, Eaglescliffe	Transport Assessment / detailed consideration of SRN	Very significant	The site is mostly developable apart from the very northern area which does lie in flood zone 2 and 3. Your SFRA will need to determine whether parts of the site lie within functional flood plain (known as flood zone 3b). We would recommend development is not located there. If groundraising in proposed, adequate compensation would be required.

SHLAA 17 Land to the South of Wynyard Village (Masterplan site 4)	Transport Statement	Not of significant concern	Flood zone 1 - developable.
SHLAA 18 Land at Wynyard (Masterplan site 3)	Transport Assessment	Not of significant concern	Flood zone 1 - developable.
SHLAA 19 Land at the edge of Wolviston Village	No assessment required	Not of significant concern	Flood zone 1 - developable.
SHLAA 20 Land at Wolviston	Transport Assessment / further consideration of SRN	Significant, but manageable with conditions	Flood zone 1 - developable.
SHLAA 21 Land at Wolviston	Transport Assessment / detailed consideration of SRN	Very significant	Flood zone 1 - developable.
SHLAA 22 Land at Wolviston	Transport Assessment / detailed consideration of SRN	Very significant	Flood zone 1 - developable.
SHLAA 23 Hartburn Grange land between Yarm Back Lane and West Stockton built up area.	Transport Assessment / detailed consideration of SRN	Very significant	Flood zone 1 - developable.
SHLAA 24 Land at Yarm Back Lane, Hartburn	Transport Assessment / detailed consideration of SRN	Very significant	Flood zone 1 - developable.
SHLAA 25 Land at Hall Farm to the North and West of the Village of Carlton	Transport Assessment / detailed consideration of SRN	Very significant	The site is mostly developable apart from the very northern area which does lie in flood zone 2 and 3. Your SFRA will need to determine whether parts of the site lie within functional flood plain (known as flood zone 3b). We would recommend development is not located there. If groundraising is proposed, adequate compensation would be required. The site is adjacent to a main river so we would need a 5 metre strip of land along the river left undeveloped and accessible by the Environment Agency.
SHLAA 26 Land to the South of Knowles Close, Kirklevington	Transport Statement / further consideration of SRN	Significant, but manageable with conditions	Flood zone 1 - developable.
SHLAA 27 Land at St Martin's Way, Kirklevington	No assessment required	Not of significant concern	Flood zone 1 - developable.

SHLAA 28 Land adjacent to Manor House, east of Egglecliffe	No assessment required	Not of significant concern	Flood zone 1 - developable.
SHLAA 29 Land adjoining Bungalow, Netherleigh	No assessment required	Not of significant concern	Flood zone 1 - developable.
SHLAA 30 Land to the North East of White House Farm, Billingham	Transport Assessment / further consideration of SRN	Significant, but manageable with conditions	Flood zone 1 - developable.
SHLAA 31 Land at Mount Pleasant, Long Newton	No assessment required	Not of significant concern	Flood zone 1 - developable.
SHLAA 32 Land at Durham Lane to the South East of Thorpe Thewles	No assessment required	Not of significant concern	Flood zone 1 - developable.
SHLAA 33 Land on the North Western boundary of Aislaby Village	No assessment required	Not of significant concern	Flood zone 1 - developable.
SHLAA 35 Land West of Harrowgate Lane	Transport Assessment / detailed consideration of SRN	Very significant	Flood zone 1 - developable.
SHLAA 36 Land South of Bishopgarth School	Transport Assessment / detailed consideration of SRN	Very significant	Flood zone 1 - developable.
SHLAA 37 Land north west of Stillington	No assessment required	Not of significant concern	Flood zone 1 - developable.
SHLAA 38 Land adjacent to Stillington	No assessment required	Not of significant concern	Flood zone 1 - developable.
SHLAA 39 Townend Farm, Whitton	No assessment required	Not of significant concern	Flood zone 1 - developable.
SHLAA 40 Land North of St James Close Thorpe Thewles	No assessment required	Not of significant concern	Flood zone 1 - developable.
SHLAA 41 Hill House Farm Redmarshall	No assessment required	Not of significant concern	Flood zone 1 - developable.
SHLAA 42 Land at rear of Bishopgarth Cottages, Darlington Back Lane	Transport Assessment	Not of significant concern	Flood zone 1 - developable.

SHLAA 43 Land at Two Mile House Farm	Transport Assessment	Not of significant concern	Flood zone 1 - developable.
SHLAA 44 Elton Lane Farm, Yarm Back Lane	Transport Assessment	Not of significant concern	Flood zone 1 - developable.
SHLAA 45 Land at rear of Elton Manor, Elton village	No assessment required	Not of significant concern	The watercourse flows along the southern boundary of the site however the flood map shows the centre of the site to be at flood risk. This suggests there may be an issue with the flood map at this location, and that the site may be developable. This issue would need to be investigated before more clear advice could be given.
SHLAA 46 Low Crook Farm, Eaglescliffe	Transport Statement	Not of significant concern	Flood zone 1 - developable.
SHLAA 47 Land of Green Lane, Yarm	No assessment required	Not of significant concern	Flood zone 1 - developable.
SHLAA 48 Land North of Maltby	No assessment required	Not of significant concern	Flood zone 1 - developable.
SHLAA 49 Land adjacent to Maltby	No assessment required	Not of significant concern	Flood zone 1 - developable.
SHLAA 50 Land Adjacent to Maltby	No assessment required	Not of significant concern	Flood zone 1 - developable.
SHLAA 51 Billingham House	No assessment required	Not of significant concern	Flood zone 1 - developable.
SHLAA 52 Arriva Bus Depot, Boat House Lane	Transport Assessment	Not of significant concern	The site is mostly within flood zone 3 and entirely within flood zone 2. It's possible that compensation would not be achievable, therefore groundraising within this site may not be possible. This may affect the developability of this site. Your SFRA will need to determine whether parts of the site lie within functional flood plain (known as flood zone 3b).
SHLAA 53 Land North of Preston Lane	No assessment required	Not of significant concern	Flood zone 1 - developable.
SHLAA 54 Municipal Buildings, Stockton Library and Police Station	Transport Assessment	Not of significant concern	Flood zone 1 - developable.
SHLAA 55 Former Cable Ski Site, Bowesfield Farm	Transport Assessment / detailed consideration of SRN	Very significant	The site lies in fluvial flood zone 3a and 3b. PPS25 does not permit housing within areas of flood zone 3b (functional floodplain). It's possible that compensation would not be achievable, therefore groundraising within this site may not be possible. This may affect the developability of this site.
SHLAA 56 Land at Wolviston	Transport Assessment / further consideration of SRN	Significant, but manageable with conditions	The site is mostly in flood zone 1 and developable however the Cowbridge Beck (designated a main river) splits the site in two. Therefore there must be a 5 metre strip either side of the watercourse with no development and access possible for maintenance purposes. Any link road between the two would have to be raised above the 100 year plus climate change flood level.

SHLAA 57 Land at Smith's Farm	Transport Assessment / detailed consideration of SRN	Very significant	The site is in flood zone 1 and developable however the southern boundary is directly adjacent to the modelled 100 year flood level. Therefore there must be no ground lowering within the site.
SHLAA 58 Land at West End Farm, Longnewton (Parcel 2)	Transport Statement	Not of significant concern	Flood zone 1 - developable.
SHLAA 59 Land at West End Farm, Longnewton (Parcel 1)	No assessment required	Not of significant concern	Flood zone 1 - developable.
SHLAA 60 Land behind Old Autoparts, Thornaby	No assessment required	Not of significant concern	The site is nearly completely in flood zone 1 and is therefore developable however the western boundary appears to be in flood zone 3. Therefore we would recommend all development is located away from the flood risk area and there is no ground lowering on site.
SHLAA 61 Egglecliffe School (buildings and hardstanding only), Egglecliffe	Transport Statement	Not of significant concern	Flood zone 1 - developable.
SHLAA 62 Land adjoining Blakeston Lane, Norton	Transport Assessment / detailed consideration of SRN	Very significant	Flood zone 1 - developable.
SHLAA 63 St Michael's School (buildings and hardstanding only), Billingham	Transport Statement	Not of significant concern	Flood zone 1 - developable.
SHLAA 64 Norton School (buildings and hardstanding only), Norton	No assessment required	Not of significant concern	Flood zone 1 - developable.
SHLAA 65 Blakeston School, Stockton	No assessment required	Not of significant concern	Flood zone 1 - developable.
SHLAA 66 Land and buildings adjoining the A66	Transport Assessment / detailed consideration of SRN	Significant, but manageable with conditions	Flood zone 1 - developable.
SHLAA 67 Land to the rear of Londonderry Arms, Long Newton	No assessment required	Not of significant concern	Flood zone 1 - developable.
SHLAA 68 Land to the North of White House Farm, Long Newton	No assessment required	Not of significant concern	Flood zone 1 - developable.

SHLAA 69 Land bound by Urray Nook Road	Transport Assessment / further consideration of SRN	Significant, but manageable with conditions	Flood zone 1 - developable.
SHLAA 70 Land adjacent to Teeside Industrial Estate	Transport Assessment / detailed consideration of SRN	Very significant	The vast majority of the site lies in flood zone 1 and is developable. The north western boundary is a watercourse which does have flood risk on it. We would recommend that the development is located out of the risk areas and no ground lowering is permitted.
SHLAA 71 Land North East of Maltby	No assessment required	Not of significant concern	Flood zone 1 - developable.
SHLAA 72 Sandhill, Ingleby Barwick	Transport Assessment / detailed consideration of SRN	Very significant	Flood zone 1 - developable. It should be noted there is an ordinary watercourse flowing straight through the site which should be incorporated into the development without any culverting.
SHLAA 73 Land to the South of Darlington Road, Hartburn	No assessment required	Not of significant concern	The vast majority of the site lies in flood zone 1 and developable however the south eastern boundary is adjacent to the Lustrum Beck which is a main river. Again, we would need a 5m access strip for maintenance and would ensure there is no ground lowering near the river, or groundraising in flood levels.
SHLAA 74 Land East of Wolviston Road, Wolviston	Transport Assessment / further consideration of SRN	Significant, but manageable with conditions	Flood zone 1 - developable.
SHLAA 75 Land at Wynyard (Masterplan site 5)	Transport Statement	Not of significant concern	Flood zone 1 - developable.
SHLAA 76 Land at Wynyard Golf Course	Transport Statement	Not of significant concern	Flood zone 1 - developable.
SHLAA 77 Land at Wynyard (Masterplan site 1)	No assessment required	Not of significant concern	Flood zone 1 - developable.
SHLAA 78 Land at Wynyard (Masterplan site 2)	No assessment required	Not of significant concern	Flood zone 1 - developable.
SHLAA 79 Land at Manor House Farm, Cowpen Bewley	No assessment required	Not of significant concern	Flood zone 1 - developable.
SHLAA 80 Land to north of Southlands, Yarm Back Lane 1.5 45 136	No assessment required	Not of significant concern	Flood zone 1 - developable.
SHLAA 81 Wynyard Park	Transport Assessment / detailed consideration of SRN	Very significant	Flood zone 1 - developable.

SHLAA 82 Land at Durham Lane, Eaglescliffe	Transport Assessment / detailed consideration of SRN	Very significant	Flood zone 1 - developable.
SHLAA 83 Land at Roscoe Road, Billingham	No assessment required	Not of significant concern	Flood zone 1 - developable.
SHLAA 84 Site of Derwent House, Low Grange Ave, Billingham	No assessment required	Not of significant concern	Flood zone 1 - developable.
SHLAA 85 Longnewton Glebe	No assessment required	Not of significant concern	Flood zone 1 - developable.
SHLAA 86 Land at Durham Lane to the south west of Thorpe Thewles	No assessment required	Not of significant concern	No site plan was available so we have been unable to provide comments.
SHLAA 87 Bowesfield Riverside Phase 1	Transport Assessment / detailed consideration of SRN	Very significant	The western half of the site is developable as it lies in flood zone 1. The eastern half however would not be recommended for development. It lies in fluvial flood zone 3, and within flood zone 3b. PPS25 does not permit residential development with in functional floodplain (flood zone 3b). It's possible that compensation would not be achievable, therefore groundraising within this site may not be possible. This may affect the developability of the eastern part of this site.
SHLAA 88 Land to West of Yarm Station, Green Lane	Transport Assessment / detailed consideration of SRN	Very significant	Flood zone 1 - developable.
SHLAA 89 Morley Carr Farm, Yarm (Phase 1)	Transport Assessment / detailed consideration of SRN	Very significant	Flood zone 1 - developable.
SHLAA 90 Morley Carr Farm, Yarm (Phase 2)	Transport Assessment / detailed consideration of SRN	Very significant	Flood zone 1 - developable.

**Appendix 8:
Comments on sites from Northumberland Water**

Site Information provided by Local Planning Authority [LPA]		<u>NWL asset/site conflict*</u>	<u>Water Supply and Wastewater Information**</u>			
Ref	Site Name	NWL apparatus affected? - objection, relocation, diversion or easement	NWL Water Network Coverage?	Water infrastructure capacity?	NWL Sewerage Network Coverage?	Wastewater infrastructure capacity?
1	Tees Marshalling Yard West	Both a Water Main and Sewer crosses the site and NWL would require it to be diverted or within an easement. The site is near to a sewage pumping station (SPS); habitable buildings should be no closer than 15metres to the SPS.	Yes	There is limited/some capacity for normal development growth.	Yes	No capacity information is available, further investigation would be needed.
2	Tees Marshalling Yard East	Both a Water Main and Sewer crosses the site and NWL would require it to be diverted or within an easement.	Yes	There is limited/some capacity for normal development growth.	Yes	No capacity information is available, further investigation would be needed.
3	Chandler's Wharf	Both a Water Main and Sewer crosses the site and NWL would require it to be diverted or within an easement.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth.
4	T.J Thompsons Metal Recycling Yard/Phoenix Sidings	Both a Water Main and Sewer crosses the site and NWL would require it to be diverted or within an easement.	Yes	There is limited/some capacity for normal development growth.	Yes	No capacity information is available, further investigation would be needed.
5	Speedy Hire, Boathouse Lane	A sewer(s) crosses the site and NWL would require its diversion or an easement.	Yes	There is limited/some capacity for normal development growth.	Yes	No capacity information is available, further investigation would be needed.
6	Bowesfield North	Both a Water Main and Sewer crosses the site and NWL would require it to be diverted or within an easement.	Yes	There is limited/some capacity for normal development growth.	Yes	No capacity information is available, further investigation would be needed.
7	The Barrage	A sewer(s) crosses the site and NWL would require its diversion or an easement.	Yes	There is limited/some capacity for normal development growth.	Yes	No capacity information is available, further investigation would be needed.

8	Supreme Knitwear Building, "Mandale Triangle", Thornaby	A water main(s) crosses the site and NWL would require its diversion or an easement.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth.
9	South of Teesdale Park, Thornaby	No issue.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth.
10	Land to the West of Preston Farm /Lane	A sewer(s) crosses the site and NWL would require its diversion or an easement.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth.
11	Land south of Thornaby (between Middleton Avenue and Bassleton Lane)	A sewer(s) crosses the site and NWL would require its diversion or an easement. The site is near to a sewage pumping station (SPS); habitable buildings should be no closer than 15metres to the SPS.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth.
12	Land to the rear of Holly Bush Farm, Thornaby Road, Thornaby	A water main(s) crosses the site and NWL would require its diversion or an easement.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth.
13	Land at Chesham Road, Norton	A sewer(s) crosses the site and NWL would require its diversion or an easement.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth.
14	North Tees Hospital	Both a Water Main and Sewer crosses the site and NWL would require it to be diverted or within an easement.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth.
15	Land at Little Maltby Farm Ingleby	A water main(s) crosses the site and NWL would require its diversion or an easement.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth.
16	Land at Allens West, Eaglescliffe	A water main(s) crosses the site and NWL would require its diversion or an easement.	Yes	No capacity information is available, further investigation would be needed.	Yes	No capacity information is available, further investigation would be needed.
17	Land to the South of Wynyard village	A sewer(s) crosses the site and NWL would require its diversion or an easement.	Yes	There is a capacity issue which is being investigated.	Yes	There is limited/some capacity for normal development growth
18	Land at Wynyard (Masterplan site 3)	A sewer(s) crosses the site and NWL would require its diversion or an easement.	Yes	There is a capacity issue which is being investigated.	Yes	There is limited/some capacity for normal development growth

19	Land at the edge of Wolviston Village	No issue.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth
20	Land at Wolviston	No issue.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth
21	Land at Wolviston	A sewer(s) crosses the site and NWL would require its diversion or an easement.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth
22	Land at Wolviston	A sewer(s) crosses the site and NWL would require its diversion or an easement.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth
23	Hartburn Grange land between Yarm Back Lane and west Stockton built up area	A water main(s) crosses the site and NWL would require its diversion or an easement.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth
24	Land at Yarm Back Lane, Hartburn	A water main(s) crosses the site and NWL would require its diversion or an easement.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth
25	Land at Hall Farm to the north and west of the village of Carlton	A sewer(s) crosses the site and NWL would require its diversion or an easement.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth
26	Land to the south of Knowles Close, Kirklevington	No issue.	Yes	There is a capacity issue which is being investigated.	Yes	There is limited/some capacity for normal development growth
27	Land at St Martin's Way, Kirklevington	No issue.	Yes	There is a capacity issue which is being investigated.	Yes	There is limited/some capacity for normal development growth
28	Land adjacent to Manor House, east of Egglecliffe	A water main(s) crosses the site and NWL would require its diversion or an easement.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth.
29	Land adjoining bungalow, Netherleigh	A water main(s) crosses the site and NWL would require its diversion or an easement.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth.

30	Land to the North East of White House Farm	No issue.	Yes	There is a capacity issue which is being investigated.	Yes	There is limited/some capacity for normal development growth.
31	Land at Mount Pleasant, Long Newton	A water main(s) crosses the site and NWL would require its diversion or an easement. The site is near to a sewage treatment works (Long Newton STW is within 250m) and NWL would object to the development of the site.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth.
32	Land at Durham Lane to the south east of Thorpe Thewles	A sewer(s) crosses the site and NWL would require its diversion or an easement.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth.
33	Land to the North Western boundary of Aislaby village	No issue.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth.
35	Land west of Harrowgate Lane	Both a Water Main and Sewer crosses the site and NWL would require it to be diverted or within an easement.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth.
36	Land to the south of Bishopsgarth school	Both a Water Main and Sewer crosses the site and NWL would require it to be diverted or within an easement.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth.
37	Land north west of Stillington	No issue.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth.
38	Land west of Stillington	No issue.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth.
39	Townend Farm, Whitton	A sewer(s) crosses the site and NWL would require its diversion or an easement.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth.
40	Land North of St James Close Thorpe Thewles	A sewer(s) crosses the site and NWL would require its diversion or an easement.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth.
41	Hill House Farm, Redmarshall	Both a Water Main and Sewer crosses the site and NWL would require it to be diverted or within an easement.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth.

42	Land at rear of Bishopsgarth Cottages, Darlington Back Lane	A water main(s) crosses the site and NWL would require its diversion or an easement.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth.
43	Land at Two Mile House Farm	No issue.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth.
44	Elton Lane Farm, Yarm Back Lane	No issue.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth.
45	Land at rear of Elton Manor, Elton village	No issue.	Yes	There is limited/some capacity for normal development growth.	NO	There is limited/some capacity for normal development growth.
46	Low Crook Farm, Eaglescliffe	A sewer(s) crosses the site and NWL would require its diversion or an easement.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth.
47	Land off Green Lane, Yarm	No issue.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth.
48	Land North of Maltby	Both a Water Main and Sewer crosses the site and NWL would require it to be diverted or within an easement.	Yes	There is a capacity issue which is being investigated.	Yes	There is limited/some capacity for normal development growth.
49	Land Adjacent to Maltby	A sewer(s) crosses the site and NWL would require its diversion or an easement.	Yes	There is a capacity issue which is being investigated.	Yes	There is limited/some capacity for normal development growth.
50	Land Adjacent to Maltby	No issue.	Yes	There is a capacity issue which is being investigated.	Yes	There is limited/some capacity for normal development growth.
51	Billingham House	Both a Water Main and Sewer crosses the site and NWL would require it to be diverted or within an easement.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth.
52	Ariiva Bus Depot, Boat House Lane	Both a Water Main and Sewer crosses the site and NWL would require it to be diverted or within an easement. The site is near to a sewage pumping station (SPS); habitable buildings should be no closer than 15metres to the SPS.	Yes	There is limited/some capacity for normal development growth.	Yes	No capacity information is available, further investigation would be needed.

53	Land North of Preston Lane	No issue.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth.
54	Municipal Buildings, Stockton Library and Police Station	Both a Water Main and Sewer crosses the site and NWL would require it to be diverted or within an easement.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth.
55	Former Cable Ski Site, Bowesfield Farm	Both a Water Main and Sewer crosses the site and NWL would require it to be diverted or within an easement.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth.
56	Land at Wolviston	Both a Water Main and Sewer crosses the site and NWL would require it to be diverted or within an easement.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth.
57	Land at Smiths Farm	A sewer(s) crosses the site and NWL would require its diversion or an easement.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth.
58	Land at West End Farm, Longnewton (Parcel2)	No issue.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth.
59	Land at West End Farm, Longnewton (Parcel1)	No issue.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth.
60	Land behind Old Autoparts Thornaby	A sewer(s) crosses the site and NWL would require its diversion or an easement.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth.
61	Egglescliffe School site	No issue.	Yes	There is limited/some capacity for normal development growth.	Yes	No capacity information is available, further investigation would be needed.
62	Land adjoining Blakeston Lane, Norton	A water main(s) crosses the site and NWL would require its diversion or an easement.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth.

63	St Michael's school site	A sewer(s) crosses the site and NWL would require its diversion or an easement.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth.
64	Norton School	Both a Water Main and Sewer crosses the site and NWL would require it to be diverted or within an easement.	Yes	There is limited/some capacity for normal development growth.	Yes	No capacity information is available, further investigation would be needed.
65	Blakeston School	Both a Water Main and Sewer crosses the site and NWL would require it to be diverted or within an easement.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth.
66	Land and buildings adjoining A66	Both a Water Main and Sewer crosses the site and NWL would require it to be diverted or within an easement.	Yes	There is limited/some capacity for normal development growth.	Yes	No capacity information is available, further investigation would be needed.
67	Land to the rear of Londonderry Arms, Long Newton	No issue.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth.
68	Land to the North of White House Farm, Long Newton	A water main(s) crosses the site and NWL would require its diversion or an easement.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth.
69	Land Bound By Urlay Nook Road	Both a Water Main and Sewer crosses the site and NWL would require it to be diverted or within an easement.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth.
70	Land adjacent to Teesside Industrial Estate	A water main(s) crosses the site and NWL would require its diversion or an easement.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth.
71	Land North East of Maltby	Both a Water Main and Sewer crosses the site and NWL would require it to be diverted or within an easement.	Yes	There is a capacity issue which is being investigated.	Yes	There is limited/some capacity for normal development growth.
72	Sandhill, Ingleby Barwick	No issue.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth.
73	Land to the South of Darlington Road, Hartburn	Both a Water Main and Sewer crosses the site and NWL would require it to be diverted or within an easement.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth.

74	Land East of Wolviston Road, Wolviston	A sewer(s) crosses the site and NWL would require its diversion or an easement.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth.
75	Land at Wynyard (Masterplan site 5)	A sewer(s) crosses the site and NWL would require its diversion or an easement.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth.
76	Land at Wynyard Golf Course	A water main(s) crosses the site and NWL would require its diversion or an easement.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth.
77	Land at Wynyard (Masterplan site 1)	No issue.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth.
78	Land at Wynyard (Masterplan site 2)	No issue.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth.
79	Land at Manor House Farm, Cowpen Bewley	No issue.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth.
80	Land to north of Southlands, Yarm Back Lane	No issue.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth.
81	Wynyard Park	No issue.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth.
82	Land at Durham Lane, Eaglescliffe	Both a Water Main and Sewer crosses the site and NWL would require it to be diverted or within an easement.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth.
83	Land at Roscoe Road, Billingham	No issue.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth.

84	Site of Derwent House, Low Grange Ave, Billingham	No issue.	Yes	No capacity information is available, further investigation would be needed.	Yes	There is limited/some capacity for normal development growth.
85	Land to rear of Rectory, Long Newton	Both a Water Main and Sewer crosses the site and NWL would require it to be diverted or within an easement.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth.
86	Land at Durham Lane to the south west of Thorpe Thewles	A sewer(s) crosses the site and NWL would require its diversion or an easement.	Yes	There is limited/some capacity for normal development growth.	Yes	There is limited/some capacity for normal development growth.

*GIS records show NWL apparatus in or near the site which may require an easement, diversion or, in the case of a nearby STW or SPS, a buffer zone. Further investigation would be needed to assess the potential impacts on the apparatus.

**Network coverage comments are based on GIS records and would require detailed checks to confirm coverage.

“Limited Capacity” means there is some capacity for development growth in the infrastructure that would the site. Actual capacity for the site would depend on the overall level and phasing of growth in the area served by the infrastructure, and a site-specific capacity check would be required as development plans became more certain.

“Capacity Issue” means there is a problem in the infrastructure capacity that; requires investigation, is under investigation or has investment planned. Timescales to resolve the issue are given if known and development would have to be phased accordingly.

“No Capacity Information” means information is not available and further investigation would be needed.

**Appendix 9:
Framework for assessing suitability, availability and
achievability**

**FRAMEWORK FOR ASSESSING SUITABILITY, AVAILABILITY,
ACHIEVABILITY AND INFRASTRUCTURE CAPACITY**

Suitability – proximity to services			
Core and Peripheral Sites (is the site within.....)		Rural Sites (can be accessed by sustainable means)	
1km of the nearest GP?	Yes/No	Employment (during normal office hours)?	Yes/No
1km of the nearest primary school?	Yes/No	GP?	Yes/No
2km of the nearest secondary school?	Yes/No	Local/district/town centre?	Yes/No
2km of the nearest local/district/town centre?	Yes/No	(located within the settlement)	
2km of the nearest significant employment site?	Yes/No	Shop?	Yes/No
		Primary School?	Yes/No
		Community Centre?	Yes/No

Suitability – previously developed land status
Entirely Brownfield/Majority Brownfield/Entirely Greenfield/Majority Greenfield
Source: Aerial photographs (if available) and site visits.

Suitability – employment land	
Used or safeguarded for employment purposes and is not identified as surplus to requirements through the Employment Land Review?	Yes/No
Source: Employment Land Reviews (Stage 3)	

Suitability – the sequential approach to development	
Urban Open Space (as currently defined)	Yes/No
Green Wedge (as currently defined)	Yes/No
Outside of development limits (as currently defined)	Yes/No
Source: The relevant development plan document	

Suitability – flood risk	
Within or intersects with flood zone 3	Yes/No
Within or intersects with flood zone 2	Yes/No
Source: Tees Valley Strategic Flood Risk Assessment and Environment Agency maps	

Suitability – hazardous risks	
Within HSE middle zone (max capacity 30 dwellings)	Yes/No
Within HSE outer zone	Yes/No
Not within HSE zone	Yes/No
Source: Health and Safety Executive data	

Suitability – bad neighbour	
Potentially incompatible neighbouring uses?	Yes/No
Source: Consultation with internal Environmental Health officers and site visits.	

Suitability – ecology	
Ecological constraint making the site non-developable in whole or in part?	Yes/No
Source: Consultation with Tees Valley Wildlife Trust	

Suitability – archaeology	
Will the site require archaeological evaluation prior to planning determination (as detailed in PPG16)?	Yes/No
Source: Consultation with Tees Valley Archaeology	

Suitability – geology	
Geological constraint making the site non-developable in whole or in part?	Yes/No
Source: Consultation with Tees Valley Wildlife Trust	

Availability – ownership	
Are there land ownership issues?	Yes/No
Source: Consultation with internal Land and Property, Development Services and Regeneration officers and if necessary Land Registry	

Availability – current uses	
Are there active use(s) on the site that would be difficult to relocate?	Yes/No
Source: Consultation with internal Land and Property, Development Services and Regeneration officers	

Achievability – contamination	
The costs (based on an initial desktop assessment) of investigation/remediation are likely to be high?	Yes/No
Source: Consultation with internal Environmental Health officers	

Achievability – access	
Can satisfactory access be achieved?	Yes/No
Source: Consultation with internal Highways officers	

Achievability / Infrastructure capacity – highways	
Are there major perceived network implications?	Yes/No
Source: Consultation with internal Highways officers and the Highways Agency.	

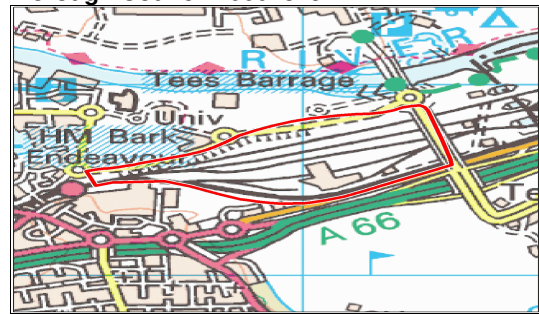
**Appendix 10:
Schedule showing the assessment of potential sites assessed
as deliverable and/or developable**

Tees Marshalling Yard (West)

1

Location Conurbation
Site Area 31.1
Estimated Yield 800
Ward Mandale & Victoria
Housing Sub Area: Core Area

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Current Use Description:

The site is in active use as a railway marshalling yard. The southern boundary of the site is adjacent to the A66 and to the Saltburn-Darlington railway line. The eastern boundary is adjacent to the Teesdale to Teeside railway. The site is relatively flat but a steep mound separates it from Teesdale. The site could be accessed from Navigation Way.

Adjoining Land Use:

Commercial

SUITABILITY

Proximity to services (is the site within....)

2km of the nearest GP?	No
1km of the nearest Primary School?	No
2km of the nearest Secondary School?	No
2km of the nearest local, district or town centre?	Yes
2km of the nearest significant employment site?	Yes

Does the site have a day time (8:00am to 6:00pm) bus service that operates every 30 minutes or more on week days? Yes

Previously developed land status: Majority Brownfield

Used as or safeguarded for employment purposes: No

Sequential approach to development (site within or intersect with...)

Urban Green Space: Yes
 Green Wedge: No
 Development Limits: Yes

Hazardous Risk

(site within or intersect with HSE Zones)

Inner Zone: No
 Middle Zone: No
 Outer Zone: No

Flood Risk

(site within or intersect with...)

Flood Zone 2 Yes
 Flood Zone 3 Yes

Potentially incompatible neighbouring uses? Yes

Ecological constraint making the site non-developable in whole or in part? No

Will the site require archaeological evaluation prior to planning determination (as detailed in PPG 16, Archaeology and Planning)? Yes

Geological constraint making the site non-developable in whole or in part? No

Suitability Assessment

Policy Restrictions:

The site is within/intersects flood zones 2 and 3

Physical Problems and Limitations

The site is within/intersects flood zones 2 and 3. There are major issues relating to contamination and impact on the highway network.

Potential Impacts:

Tees Valley Wildlife Trust commented that elements of industrial habitats would need to be safeguarded as part of a landscape scheme.

Environmental Conditions:

There are no issues relating to the environmental conditions which would be experienced by prospective residents which could not be designed out. Noise from the A66 and railway will require a buffer. There is also a station proposal in phase 1 which will slightly reduce the developable area. The site is located in the Core Area and has good access to services. The site has the potential to achieve good environmental conditions subject to successful masterplanning.

Is the site suitable?

The site is suitable subject to subject to satisfying the requirements of the exception test as stated in PPS25

AVAILABILITY

Are there any land ownership issues? There are no known constraints

Active use(s) on the site which could be difficult to relocate? Yes

Available:

It is considered that the site is not currently available. The railway lines through the site are still operational and the depot is still in active use. However, the owners (EWS and Network Rail) are committed to achieving the development potential of the site. It is anticipated therefore, that the site will be come available in due course.

ACHIEVABILITY

Contamination: are the costs (based on initial desktop assessment) of investigation/remediation likely to be high? Yes

Satisfactory Access can be achieved

Highways

There are: major perceived network implications

Awaiting completion of A66 A19 Development Study and associated Action Plan

Is the site achievable?

The site is considered to be achievable

Estimated period when the site may be developable

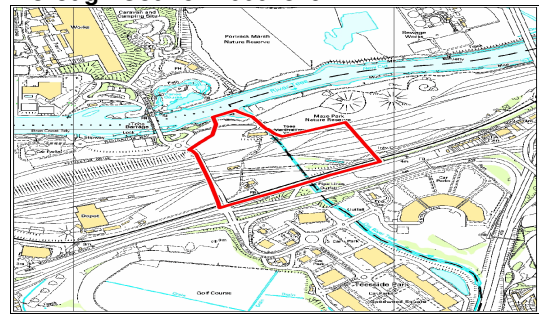
0 to 5 yr 11 to 15 yrs
6 to 10 yrs Non Developable

Tees Marshalling Yard (East)

2

Location Conurbation
Site Area 16.81
Estimated Yield 100
Ward Mandale & Victoria
Housing Sub Area: Core Area
Current Use Description:
 Rail marshalling yards
Adjoining Land Use:
 Commercial, nature reserves, Old River Tees.

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SUITABILITY

Proximity to services (is the site within....)

2km of the nearest GP?	No
1km of the nearest Primary School?	No
2km of the nearest Secondary School?	No
2km of the nearest local, district or town centre?	Yes
2km of the nearest significant employment site?	Yes

Does the site have a day time (8:00am to 6:00pm) bus service that operates every 30 minutes or more on week days? Yes

Previously developed land status: Majority Brownfield

Used as or safeguarded for employment purposes: No

Sequential approach to development (site within or intersect with...)

Urban Green Space: Yes
 Green Wedge: No
 Development Limits: Yes

Hazardous Risk (site within or intersect with HSE Zones)

Inner Zone: No
 Middle Zone: No
 Outer Zone: Yes

Flood Risk (site within or intersect with...)

Flood Zone 2 Yes
 Flood Zone 3 Yes

Potentially incompatible neighbouring uses? Yes

Ecological constraint making the site non-developable in whole or in part? No

Will the site require archaeological evaluation prior to planning determination (as detailed in PPG 16, Archaeology and Planning)? Yes

Geological constraint making the site non-developable in whole or in part? No

Suitability Assessment

Policy Restrictions:

The site is within/intersects flood zones 2 and 3.

Physical Problems and Limitations

The site is within/intersects flood zones 2 and 3. There are major issues relating to contamination and to the impact on the highway network.

Potential Impacts:

Tees Valley Wildlife Trust commented that elements of industrial habitats would need to be safeguarded as part of a landscape scheme.

Environmental Conditions:

Most issues can be designed out. Noise from A66 and railway will require buffer. There is also station proposal in phase 1 which would slightly reduce the developable area. The site is located in the Core Area and has good access to services. The site has the potential to achieve good environmental conditions subject to successful masterplanning.

Is the site suitable?

The site is suitable subject to subject to satisfying the requirements of the exception test as stated in PPS25

AVAILABILITY

Are there any land ownership issues? There are no known constraints

Active use(s) on the site which could be difficult to relocate? No

Available:

It is considered that the site is not currently available. However, the owners (EWS and Network Rail) are committed to achieving the development potential of the site. It is anticipated therefore, that the site will be come available in due course.

ACHIEVABILITY

Contamination: are the costs (based on initial desktop assessment) of investigation/remediation likely to be high? Yes

Satisfactory Access can be achieved

Highways

There are: major perceived network implications
Awaiting completion of A66 A19 Development Study and associated Action Plan

Is the site achievable?

The site is considered to be achievable

Estimated period when the site may be developable

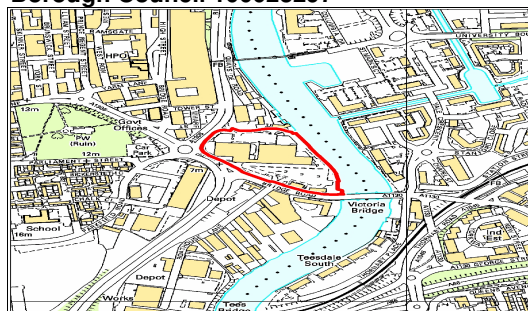
- 0 to 5 yr
- 6 to 10 yrs
- 11 to 15 yrs
- Non Developable

Chandler's Wharf

3

Location Conurbation
Site Area 2.9
Estimated Yield 220
Ward Stockton Town Centre
Housing Sub Area: Core Area

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Current Use Description:

The site is adjacent to the river on its east side and consists of commercial units and car parking. There are two small units next to Bridge Road / Victoria Bridge and a large car park to the south of large commercial units. Two of the units are vacant (former retail). There is a small car park to the north of large commercial units and a service area to the north.

Adjoining Land Use:

Commercial

SUITABILITY

Proximity to services (is the site within....)

2km of the nearest GP?	Yes
1km of the nearest Primary School?	No
2km of the nearest Secondary School?	No
2km of the nearest local, district or town centre?	Yes
2km of the nearest significant employment site?	Yes

Does the site have a day time (8:00am to 6:00pm) bus service that operates every 30 minutes or more on week days? Yes

Previously developed land status: Entirely Brownfield

Used as or safeguarded for employment purposes: No

Sequential approach to development (site within or intersect with...)

Urban Green Space: No
 Green Wedge: No
 Development Limits: Yes

Hazardous Risk

(site within or intersect with HSE Zones)

Inner Zone: No
 Middle Zone: No
 Outer Zone: No

Flood Risk

(site within or intersect with...)

Flood Zone 2 Yes
 Flood Zone 3 Yes

Potentially incompatible neighbouring uses? No

Ecological constraint making the site non-developable in whole or in part? No

Will the site require archaeological evaluation prior to planning determination (as detailed in PPG 16, Archaeology and Planning)? Yes

Geological constraint making the site non-developable in whole or in part? No

Suitability Assessment

Policy Restrictions:

The site is within/intersects flood zones 2 and 3.

Physical Problems and Limitations

The site is within/intersects flood zones 2 and 3. There are major issues relating to contamination and to the impact on the highway network. Site design would need to provide a footpath and frontage to river. It would also need to integrate with the proposed re-alignment of the road.

Potential Impacts:

Access to the river and the public right of way along river would need to be taken into consideration.

Environmental Conditions:

There are no issues relating to the environmental conditions which would be experienced by prospective residents which could not be designed out. This is particularly relevant to noise issues. The site is located in the Core Area and has good access to services..

Is the site suitable?

The site is suitable subject to subject to satisfying the requirements of the exception test as stated in PPS25.

AVAILABILITY

Are there any land ownership issues? There are multiple or difficult land ownerships.

Active use(s) on the site which could be difficult to relocate? No

Available:

The Council is supporting attempts to acquire the freehold of Chandler's Wharf but there are a number of leaseholders with different expiry dates. The site is not therefore, immediately available but its availability is anticipated within a 10-year time frame.

ACHIEVABILITY

Contamination: are the costs (based on initial desktop assessment) of investigation/remediation likely to be high? Yes

Satisfactory Access can be achieved
Access may be achieved as part of plans to re-align Riverside Road

Highways

There are: major perceived network implications that are likely to be resolved

Is the site achievable?

The site is considered to be achievable

Estimated period when the site may be developable

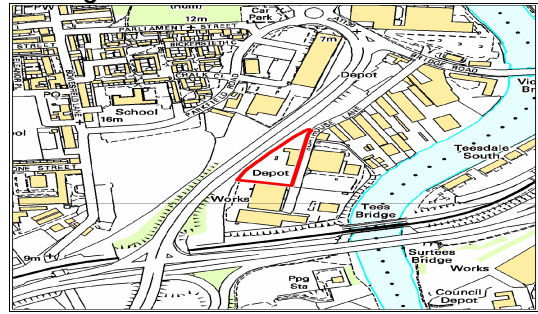
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|-------------|--------------------------|-----------------|-------------------------------------|
| 0 to 5 yr | <input type="checkbox"/> | 11 to 15 yrs | <input checked="" type="checkbox"/> |
| 6 to 10 yrs | <input type="checkbox"/> | Non Developable | <input type="checkbox"/> |

Speedy Hire, Boathouse Lane

5

Location Conurbation
Site Area 0.72
Estimated Yield 54
Ward Stockton Town Centre
Housing Sub Area: Core Area

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Current Use Description:

The site is a triangular plot of land to the west of Boathouse Lane and adjacent to the South Stockton link road. It is in active use for plant hire and storage. The site could be accessed from Boathouse Lane.

Adjoining Land Use:

Commercial

SUITABILITY

Proximity to services (is the site within....)

2km of the nearest GP?	No
1km of the nearest Primary School?	No
2km of the nearest Secondary School?	No
2km of the nearest local, district or town centre?	Yes
2km of the nearest significant employment site?	Yes

Does the site have a day time (8:00am to 6:00pm) bus service that operates every 30 minutes or more on week days? No

Previously developed land status: Entirely Brownfield

Used as or safeguarded for employment purposes: Yes

Sequential approach to development (site within or intersect with...)

Urban Green Space: No
 Green Wedge: No
 Development Limits: Yes

Hazardous Risk

(site within or intersect with HSE Zones)

Inner Zone: No
 Middle Zone: No
 Outer Zone: No

Flood Risk

(site within or intersect with...)

Flood Zone 2 Yes
 Flood Zone 3 Yes

Potentially incompatible neighbouring uses? Yes

Ecological constraint making the site non-developable in whole or in part? No

Will the site require archaeological evaluation prior to planning determination (as detailed in PPG 16, Archaeology and Planning)? No

Geological constraint making the site non-developable in whole or in part? No

Suitability Assessment

Policy Restrictions:

The site is within/intersects flood zones 2 and 3.

Physical Problems and Limitations

The site is within/intersects flood zones 2 and 3.

Potential Impacts:

Tees Valley Archaeology commented "evaluation - medieval castle"

Environmental Conditions:

There are no issues relating to the environmental conditions which would be experienced by prospective residents which could not be designed out. This is particularly relevant to noise issues. The site performs well against the proximity to services criteria.

Is the site suitable?

The site is suitable subject to subject to satisfying the requirements of the exception test as stated in PPS25.

AVAILABILITY

Are there any land ownership issues? There are no known constraints

Active use(s) on the site which could be difficult to relocate? No

Available:

The site is part of the Adopted Boathouse Lane Planning and Design Brief (Supplementary Planning Document June 2006) and the owners are actively pursuing the option for the redevelopment of the site for residential purposes. The site is therefore considered, to pass the test of being available now.

ACHIEVABILITY

Contamination: are the costs (based on initial desktop assessment) of investigation/remediation likely to be high? No

Satisfactory Access can be achieved

Access has been agreed onto A135 as part of scheme for adjacent site

Highways

There are: major perceived network implications

Awaiting completion of A66 A19 Development Study and associated Action Plan

Is the site achievable?

The site is considered to be achievable.

Estimated period when the site may be developable

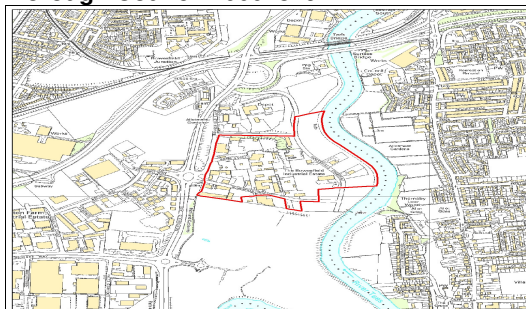
- | | |
|--|---|
| 0 to 5 yr <input checked="" type="checkbox"/> | 11 to 15 yrs <input type="checkbox"/> |
| 6 to 10 yrs <input checked="" type="checkbox"/> | Non Developable <input type="checkbox"/> |

Location Conurbation
Site Area 21.38
Estimated Yield 232
Ward Parkfield & Oxbridge
Housing Sub Area: Core Area

Current Use Description:
 Buildings, hardstanding.

Adjoining Land Use:
 Brownfield and greenfield

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SUITABILITY

Proximity to services (is the site within....)

2km of the nearest GP?	No
1km of the nearest Primary School?	No
2km of the nearest Secondary School?	No
2km of the nearest local, district or town centre?	No
2km of the nearest significant employment site?	Yes

Does the site have a day time (8:00am to 6:00pm) bus service that operates every 30 minutes or more on week days? Yes

Previously developed land status: Majority Brownfield

Used as or safeguarded for employment purposes: Yes

Sequential approach to development (site within or intersect with...)

Urban Green Space: No
 Green Wedge: Yes
 Development Limits: Yes

Hazardous Risk (site within or intersect with HSE Zones)

Inner Zone: No
 Middle Zone: No
 Outer Zone: No

Flood Risk

(site within or intersect with...)

Flood Zone 2 Yes
 Flood Zone 3 Yes

Potentially incompatible neighbouring uses? No

Ecological constraint making the site non-developable in whole or in part? No

Will the site require archaeological evaluation prior to planning determination (as detailed in PPG 16, Archaeology and Planning)? No

Geological constraint making the site non-developable in whole or in part? No

Suitability Assessment

Policy Restrictions:

The site includes an area that is green wedge. The site is within/or intersects flood zones 2 and 3.

Physical Problems and Limitations

There are potentially major highways network implications. The site is within/intersects flood zones 2 and 3. Contamination is also an issue.

Potential Impacts:

Riverside frontage treatment required. Tees Valley Wildlife Trust commented "Increased pressure on Bowesfield nature reserve. Effect on River Tees wildlife corridor".

Environmental Conditions:

The site has the potential to achieve good environmental conditions subject to successful masterplanning.

Is the site suitable?

The site is suitable subject to satisfying the requirements of the exception test as stated in PPS25. This is without reference to the current status of part of the site as green wedge.

AVAILABILITY

Are there any land ownership issues? There are multiple or difficult land ownerships.

Active use(s) on the site which could be difficult to relocate? Yes

Available:

The Council owns part of the site and is actively pursuing, in cooperation with the other landowners and developers, agreement to a masterplan which will form the basis of the future development / regeneration of the North Bowesfield area. The site is considered to pass the test of there being a reasonable prospect that it will be available for development.

ACHIEVABILITY

Contamination: are the costs (based on initial desktop assessment) of investigation/remediation likely to be high? Yes

Satisfactory Access can be achieved

Highways

There are: major perceived network implications

Awaiting completion of A66 A19 Development Study and associated Action Plan. Full transport assessment would be required to ascertain what effect traffic flows would have on the highways network if housing were to replace the current land use.

Is the site achievable?

The site is considered to be achievable

Estimated period when the site may be developable

- 0 to 5 yr
- 6 to 10 yrs
- 11 to 15 yrs
- Non Developable

Supreme Knitwear Building, Mandale Triangle, Thornaby

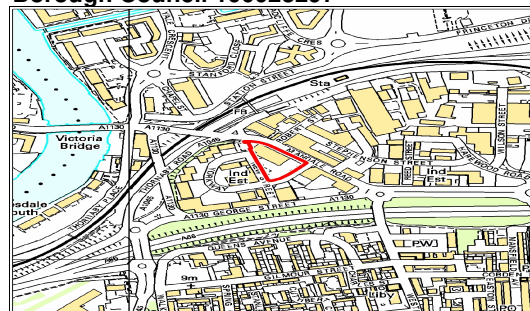
8

Location Conurbation
Site Area 0.47
Estimated Yield 78
Ward Mandale & Victoria
Housing Sub Area: Core Area

Current Use Description:
 Building (commercial unit), hardstanding.

Adjoining Land Use:
 Commercial area.

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SUITABILITY

Proximity to services (is the site within....)

2km of the nearest GP?	Yes
1km of the nearest Primary School?	Yes
2km of the nearest Secondary School?	No
2km of the nearest local, district or town centre?	Yes
2km of the nearest significant employment site?	Yes

Does the site have a day time (8:00am to 6:00pm) bus service that operates every 30 minutes or more on week days? Yes

Previously developed land status: Entirely Brownfield

Used as or safeguarded for employment purposes: Yes

Sequential approach to development (site within or intersect with...)

Urban Green Space: No
 Green Wedge: No
 Development Limits: Yes

Hazardous Risk

(site within or intersect with HSE Zones)

Inner Zone: No
 Middle Zone: No
 Outer Zone: No

Flood Risk

(site within or intersect with...)

Flood Zone 2 Yes
 Flood Zone 3 No

Potentially incompatible neighbouring uses? Yes

Ecological constraint making the site non-developable in whole or in part? No

Will the site require archaeological evaluation prior to planning determination (as detailed in PPG 16, Archaeology and Planning)? No

Geological constraint making the site non-developable in whole or in part? No

Suitability Assessment

Policy Restrictions:

The site is a commercial unit which is currently vacant

Physical Problems and Limitations

Potential conflicts with adjoining uses and traffic noise. Access to site is available

Potential Impacts:

No significant impacts upon landscape features and conservation have been identified.

Environmental Conditions:

The site performs well against the proximity to services criteria.

Is the site suitable?

The site is suitable. The steering group have identified that Mandale Triangle as a whole requires extensive masterplanning and this could include residential. As such the site has been assessed by the steering group as suitable and developable in the years 6 to 10 subject to masterplanning to avoid conflicts of land uses in the locality.

AVAILABILITY

Are there any land ownership issues? There are no known constraints

Active use(s) on the site which could be difficult to relocate? No

Available:

The site is considered to be available

ACHIEVABILITY

Contamination: are the costs (based on initial desktop assessment) of investigation/remediation likely to be high? No

Satisfactory Access can be achieved

Access will not be available via Mandale Road owing to proposed bus lane. Access may be viable from George Street

Highways

There are: major perceived network implications that are likely to be resolved

Is the site achievable?

The site is considered to be unachievable owing to the commercial viability of the area.

Estimated period when the site may be developable

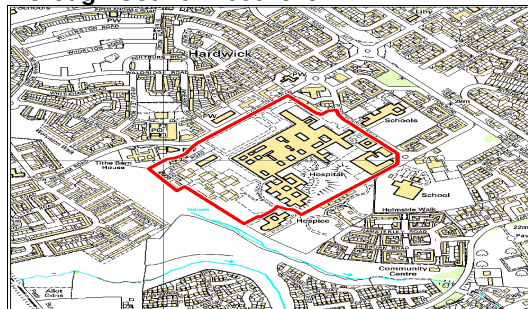
- 0 to 5 yr
- 6 to 10 yrs
- 11 to 15 yrs
- Non Developable

Location Conurbation
Site Area 15.13
Estimated Yield 393
Ward Hardwick
Housing Sub Area: Stockton

Current Use Description:
 Buildings/hardstanding

Adjoining Land Use:
 Residential,/amenity grassland

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SUITABILITY

Proximity to services (is the site within....)

2km of the nearest GP?	Yes
1km of the nearest Primary School?	Yes
2km of the nearest Secondary School?	Yes
2km of the nearest local, district or town centre?	Yes
2km of the nearest significant employment site?	No

Does the site have a day time (8:00am to 6:00pm) bus service that operates every 30 minutes or more on week days? Yes

Previously developed land status: Entirely Brownfield

Used as or safeguarded for employment purposes: No

Sequential approach to development (site within or intersect with...)

Urban Green Space: No
 Green Wedge: No
 Development Limits: Yes

Hazardous Risk (site within or intersect with HSE Zones)

Inner Zone: No
 Middle Zone: No
 Outer Zone: No

Flood Risk (site within or intersect with...)

Flood Zone 2 No
 Flood Zone 3 No

Potentially incompatible neighbouring uses? No

Ecological constraint making the site non-developable in whole or in part? No

Will the site require archaeological evaluation prior to planning determination (as detailed in PPG 16, Archaeology and Planning)? No

Geological constraint making the site non-developable in whole or in part? No

Suitability Assessment

Policy Restrictions:

There are no policy restrictions.

Physical Problems and Limitations

No physical problems or limitations have been identified.

Potential Impacts:

Tees Valley Wildlife Trust commented "Potential for bats in buildings".

Environmental Conditions:

The site performs well against the proximity to services criteria.

Is the site suitable?

The site is suitable.

AVAILABILITY

Are there any land ownership issues? There are no known constraints

Active use(s) on the site which could be difficult to relocate? Yes

Available:

The plans and strategies of North Tees Primary Care Trust and North Tees and Hartlepool National Health Service Foundation Trust show that the majority of the site (some services are likely to be retained at the site and there may be a new community facility), will become available for re-development for residential purposes in 2014. This is subject to the following factors: -
1) Successful public consultation on the proposals for a new "super"-hospital
2) Gaining planning approval for development of the new super-hospital
3) Successfully obtaining treasury funding for development of the new super-hospital

ACHIEVABILITY

Contamination: are the costs (based on initial desktop assessment) of investigation/remediation likely to be high? Yes

Satisfactory Access can be achieved

Highways

There are: major perceived network implications that are likely to be resolved
Current use generates numerous vehicular movements. If the change of use were to cause network implications these could be overcome by planning obligation funding

Is the site achievable?

The site is considered to be achievable

Estimated period when the site may be developable

- | | | | |
|-------------|-------------------------------------|-----------------|-------------------------------------|
| 0 to 5 yr | <input type="checkbox"/> | 11 to 15 yrs | <input checked="" type="checkbox"/> |
| 6 to 10 yrs | <input checked="" type="checkbox"/> | Non Developable | <input type="checkbox"/> |

Land at Allens West, Eaglescliffe

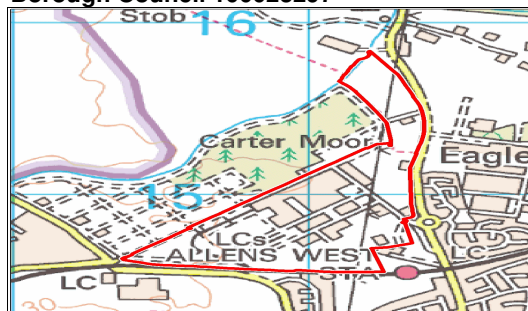
16

Location Conurbation
Site Area 48.48
Estimated Yield 500
Ward Eaglescliffe
Housing Sub Area: Yarm & Eaglescliffe

Current Use Description:
 Buildings, hardstanding with small areas of amenity greenspace

Adjoining Land Use:
 Mixed

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SUITABILITY

Proximity to services (is the site within....)

2km of the nearest GP?	No
1km of the nearest Primary School?	No
2km of the nearest Secondary School?	No
2km of the nearest local, district or town centre?	No
2km of the nearest significant employment site?	Yes

Does the site have a day time (8:00am to 6:00pm) bus service that operates every 30 minutes or more on week days? No

Previously developed land status: Entirely Brownfield

Used as or safeguarded for employment purposes: No

Sequential approach to development (site within or intersect with...)

Urban Green Space: No
 Green Wedge: No
 Development Limits: Yes

Hazardous Risk (site within or intersect with HSE Zones)

Inner Zone: No
 Middle Zone: Yes
 Outer Zone: Yes

Flood Risk

(site within or intersect with...)

Flood Zone 2 Yes
 Flood Zone 3 Yes

Potentially incompatible neighbouring uses? No

Ecological constraint making the site non-developable in whole or in part? No

Will the site require archaeological evaluation prior to planning determination (as detailed in PPG 16, Archaeology and Planning)? Yes

Geological constraint making the site non-developable in whole or in part? No

Suitability Assessment

Policy Restrictions:

Part of the site is within a HSE Outer Consultation Zone and part within a HSE Middle Consultation Zone.

Physical Problems and Limitations

There are contamination and highway impact issues. Part of the site is within a HSE Outer

Consultation Zone and part within a HSE Middle Consultation Zone. However, this has been considered as part of the current planning application.

Potential Impacts:

Tees Valley Wildlife Trust have commented "Protection of large population of great crested newt. Potential for bats in buildings".

Environmental Conditions:

The site has the potential to achieve good environmental conditions

Is the site suitable?

The site is suitable.

AVAILABILITY

Are there any land ownership issues? There are no known constraints

Active use(s) on the site which could be difficult to relocate? No

Available:

The site is considered to be available.

ACHIEVABILITY

Contamination: are the costs (based on initial desktop assessment) of investigation/remediation likely to be high? Yes

Satisfactory Access can be achieved

Highways

There are: major perceived network implications that are likely to be resolved

Is the site achievable?

The site is considered to be achievable.

Estimated period when the site may be developable

- | | | | |
|-------------|-------------------------------------|-----------------|-------------------------------------|
| 0 to 5 yr | <input type="checkbox"/> | 11 to 15 yrs | <input checked="" type="checkbox"/> |
| 6 to 10 yrs | <input checked="" type="checkbox"/> | Non Developable | <input type="checkbox"/> |

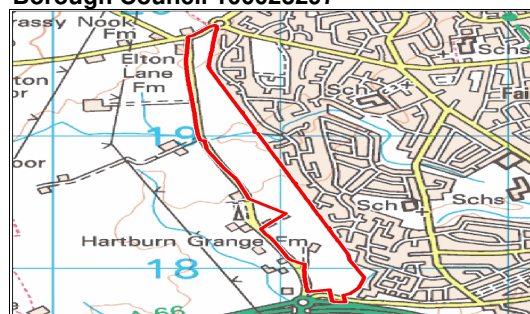
Hartburn Grange land between Yarm Back Lane and West Stockton built up area.

Location Peripheral
Site Area 42.32
Estimated Yield 860
Ward Hartburn
Housing Sub Area: Rural Area

Current Use Description:
 Farmland - mostly pasture, with hawthorn hedges and occasional trees

Adjoining Land Use:
 Residential, farmland

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SUITABILITY

Proximity to services (is the site within....)

2km of the nearest GP?	No
1km of the nearest Primary School?	No
2km of the nearest Secondary School?	Yes
2km of the nearest local, district or town centre?	Yes
2km of the nearest significant employment site?	Yes

Does the site have a day time (8:00am to 6:00pm) bus service that operates every 30 minutes or more on week days? No

Previously developed land status: Entirely Greenfield

Used as or safeguarded for employment purposes: No

Sequential approach to development (site within or intersect with...)

Urban Green Space: No
 Green Wedge: No
 Development Limits: No

Hazardous Risk

(site within or intersect with HSE Zones)

Inner Zone: No
 Middle Zone: No
 Outer Zone: No

Flood Risk

(site within or intersect with...)

Flood Zone 2 No
 Flood Zone 3 No

Potentially incompatible neighbouring uses? No

Ecological constraint making the site non-developable in whole or in part? No

Will the site require archaeological evaluation prior to planning determination (as detailed in PPG 16, Archaeology and Planning)? Yes

Geological constraint making the site non-developable in whole or in part? No

Suitability Assessment

Policy Restrictions:

The site is outside of the limits to development and greenfield.

Physical Problems and Limitations

Development would have a major highway impact.

Potential Impacts:

Green Beck will have biodiversity and ecological significance but the site as a whole has generally low wildlife value.

Environmental Conditions:

The site performs well against the proximity to services criteria.

Is the site suitable?

The site is suitable. This is without reference to its current status as outside of the limits to development and greenfield.

AVAILABILITY

Are there any land ownership issues? There are no known constraints

Active use(s) on the site which could be difficult to relocate? No

Available:

The site is considered to be available

ACHIEVABILITY

Contamination: are the costs (based on initial desktop assessment) of investigation/remediation likely to be high? No

Satisfactory Access can be achieved

Highways

There are: major perceived network implications that are unlikely to be resolved

Major works would be required to improve Elton interchange and the junction between Yarm Back Lane and Darlington Back Lane in order to accommodate traffic levels generated. Awaiting completion of A66 A19 Development Study and associated Action Plan

Is the site achievable?

The site is considered to be achievable

Estimated period when the site may be developable

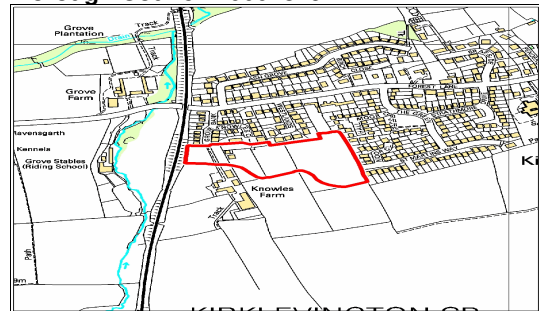
0 to 5 yr 11 to 15 yrs
6 to 10 yrs Non Developable

Land to the South of Knowles Close, Kirklevington

26

Location Rural
 Site Area 3.32
 Estimated Yield 75
 Ward Yarm
 Housing Sub Area: Rural Area

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Current Use Description:

Pasture with mature hedges and trees. Farm buildings.

Adjoining Land Use:

Residential and farm buildings

SUITABILITY

Access to services

Can residents access the following by sustainable means?

Employment (during normal office hours)	Yes
GP	Yes
Local, district or town centre	Yes

Are any of the following located within the settlement?

Shop	No
Primary School	Yes
Community Centre	Yes

Previously developed land status: Entirely Greenfield

Used as or safeguarded for employment purposes: No

Sequential approach to development (site within or intersect with...)

Urban Green Space: No
 Green Wedge: No
 Development Limits: No

Hazardous Risk

(site within or intersect with HSE Zones)

Inner Zone: No
 Middle Zone: No
 Outer Zone: No

Flood Risk

(site within or intersect with...)

Flood Zone 2 No
 Flood Zone 3 No

Potentially incompatible neighbouring uses? No

Ecological constraint making the site non-developable in whole or in part? No

Will the site require archaeological evaluation prior to planning determination (as detailed in PPG 16, Archaeology and Planning)? No

Geological constraint making the site non-developable in whole or in part? No

Suitability Assessment

Policy Restrictions:

The site is outside of the limits of development and greenfield.

Physical Problems and Limitations

There is a 20mph speed limit along part of Forest Lane. Potential for increased noise and congestion. Local flooding issues raised by local residents.

Potential Impacts:

Tees Valley Wildlife Trust commented "Potential for bats in buildings and mature trees".

Environmental Conditions:

The site performs well against the access to services criteria.

Is the site suitable?

The site is suitable, subject to overcoming local flooding issues.

AVAILABILITY

Are there any land ownership issues? There are no known constraints

Active use(s) on the site which could be difficult to relocate? No

Is the site available?

The site is considered to be available

ACHIEVABILITY

Contamination: are the costs (based on initial desktop assessment) of investigation/remediation likely to be high? No

Satisfactory Access can be achieved

Highways

There are: no major perceived network implications

Is the site achievable?

The site is considered to be achievable

Estimated period when the site may be developable

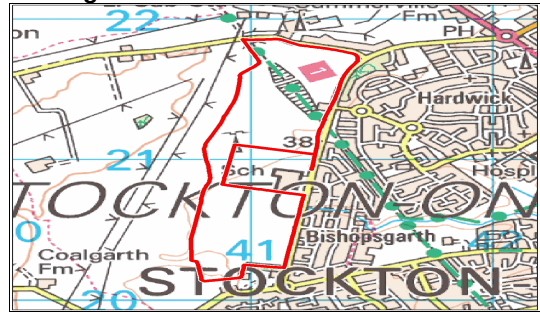
0 to 5 yr	<input checked="" type="checkbox"/>	11 to 15 yrs	<input type="checkbox"/>
6 to 10 yrs	<input checked="" type="checkbox"/>	Non Developable	<input type="checkbox"/>

Land West of Harrowgate Lane

35

Location Peripheral
Site Area 57.88
Estimated Yield 1302
Ward Bishopsgarth & Elm Tree
Housing Sub Area: Rural Area

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Current Use Description:
 Farmland - pasture and arable with hedges and mature trees

Adjoining Land Use:
 Residential and farmland. Adjacent to a section of Castle Eden walkway /cycle route

SUITABILITY

Proximity to services (is the site within....)

2km of the nearest GP?	No
1km of the nearest Primary School?	No
2km of the nearest Secondary School?	Yes
2km of the nearest local, district or town centre?	Yes
2km of the nearest significant employment site?	Yes

Does the site have a day time (8:00am to 6:00pm) bus service that operates every 30 minutes or more on week days? Yes

Previously developed land status: Entirely Greenfield

Used as or safeguarded for employment purposes: No

Sequential approach to development (site within or intersect with...)

Urban Green Space: No
 Green Wedge: No
 Development Limits: No

Hazardous Risk

(site within or intersect with HSE Zones)

Inner Zone: No
 Middle Zone: No
 Outer Zone: No

Flood Risk

(site within or intersect with...)

Flood Zone 2 No
 Flood Zone 3 No

Potentially incompatible neighbouring uses? No

Ecological constraint making the site non-developable in whole or in part? No

Will the site require archaeological evaluation prior to planning determination (as detailed in PPG 16, Archaeology and Planning)? Yes

Geological constraint making the site non-developable in whole or in part? No

Suitability Assessment

Policy Restrictions:

The site is outside of the limits of development and greenfield.

Physical Problems and Limitations

There are major highways network issues.

Potential Impacts:

Tees Valley Wildlife Trust commented "Protect trees and hedges. Potential for bats in trees. Increased pressure on Castle Eden Walkway / Cycleway".

Environmental Conditions:

The site performs well against the proximity to services criteria.

Is the site suitable?

The site is suitable. This is without reference to its current status as outside of the limits to development and greenfield.

AVAILABILITY

Are there any land ownership issues? There are no known constraints

Active use(s) on the site which could be difficult to relocate? No

Available:

The site is considered to be available

ACHIEVABILITY

Contamination: are the costs (based on initial desktop assessment) of investigation/remediation likely to be high? No

Satisfactory Access can be achieved

Highways

There are: major perceived network implications that are likely to be resolved

Is the site achievable?

The site is considered to be achievable.

Estimated period when the site may be developable

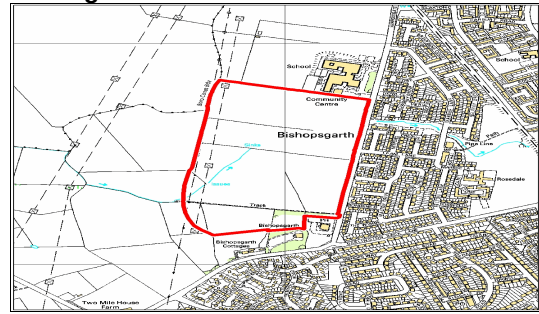
- 0 to 5 yr
- 6 to 10 yrs
- 11 to 15 yrs
- Non Developable

Land South of Bishopgarth School

36

Location Peripheral
Site Area 25.91
Estimated Yield 583
Ward Bishopgarth & Elm Tree
Housing Sub Area: Rural Area

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Current Use Description:
 Farmland - pasture and arable with hedges and mature trees.

Adjoining Land Use:
 Farmland, residential

SUITABILITY

Proximity to services (is the site within....)

2km of the nearest GP?	No
1km of the nearest Primary School?	No
2km of the nearest Secondary School?	Yes
2km of the nearest local, district or town centre?	Yes
2km of the nearest significant employment site?	Yes

Does the site have a day time (8:00am to 6:00pm) bus service that operates every 30 minutes or more on week days? Yes

Previously developed land status: Entirely Greenfield

Used as or safeguarded for employment purposes: No

Sequential approach to development (site within or intersect with...)

Urban Green Space: No
 Green Wedge: No
 Development Limits: No

Hazardous Risk (site within or intersect with HSE Zones)

Inner Zone: No
 Middle Zone: No
 Outer Zone: No

Flood Risk

(site within or intersect with...)

Flood Zone 2 No
 Flood Zone 3 No

Potentially incompatible neighbouring uses? No

Ecological constraint making the site non-developable in whole or in part? No

Will the site require archaeological evaluation prior to planning determination (as detailed in PPG 16, Archaeology and Planning)? Yes

Geological constraint making the site non-developable in whole or in part? No

Suitability Assessment

Policy Restrictions:

The site is outside of the limits of development and greenfield.

Physical Problems and Limitations

There are major highways network issues.

Potential Impacts:

Eggescliffe School (buildings and hardstanding only), Eggescliffe

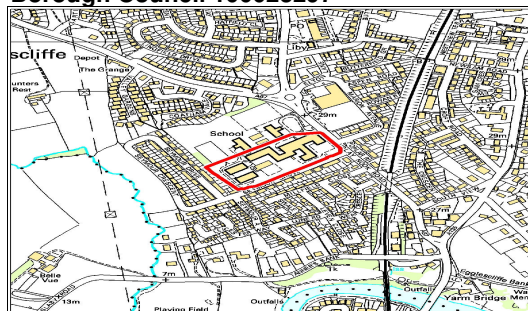
61

Location Conurbation
 Site Area 2.34
 Estimated Yield 49
 Ward Eggescliffe
 Housing Sub Area: Yarm & Eggescliffe

Current Use Description:
 Buildings/hardstanding

Adjoining Land Use:
 Residential/education

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SUITABILITY

Proximity to services (is the site within....)

2km of the nearest GP?	No
1km of the nearest Primary School?	Yes
2km of the nearest Secondary School?	No
2km of the nearest local, district or town centre?	Yes
2km of the nearest significant employment site?	No

Does the site have a day time (8:00am to 6:00pm) bus service that operates every 30 minutes or more on week days? Yes

Previously developed land status: Entirely Brownfield

Used as or safeguarded for employment purposes: No

Sequential approach to development (site within or intersect with...)

Urban Green Space: No
 Green Wedge: No
 Development Limits: Yes

Hazardous Risk

(site within or intersect with HSE Zones)

Inner Zone: No
 Middle Zone: No
 Outer Zone: No

Flood Risk

(site within or intersect with...)

Flood Zone 2 No
 Flood Zone 3 No

Potentially incompatible neighbouring uses? No

Ecological constraint making the site non-developable in whole or in part? No

Will the site require archaeological evaluation prior to planning determination (as detailed in PPG 16, Archaeology and Planning)? No

Geological constraint making the site non-developable in whole or in part? No

Suitability Assessment

Policy Restrictions:

There are no policy restrictions.

Physical Problems and Limitations

Access is achievable.

Potential Impacts:

Tees Valley Wildlife Trust commented "Potential for bats in buildings"

Environmental Conditions:

The site has the potential to achieve good environmental conditions

Is the site suitable?
The site is suitable.

AVAILABILITY

Are there any land ownership issues? There are no known constraints

Active use(s) on the site which could be difficult to relocate? Yes

Available:
Consultation on the future of Egglecliffe School has formed part of the Building Schools for the Future Programme (BSF). The Council has now developed proposals based on the consultation process. The BSF programme that has been developed now would result in the buildings and hardstanding at Egglecliffe School becoming available for redevelopment in 2016

ACHIEVABILITY

Contamination: are the costs (based on initial desktop assessment) of investigation/remediation likely to be high? No

Satisfactory Access can be achieved

Highways

There are: major perceived network implications that are likely to be resolved

Is the site achievable?
The site is considered to be achievable

Estimated period when the site may be developable

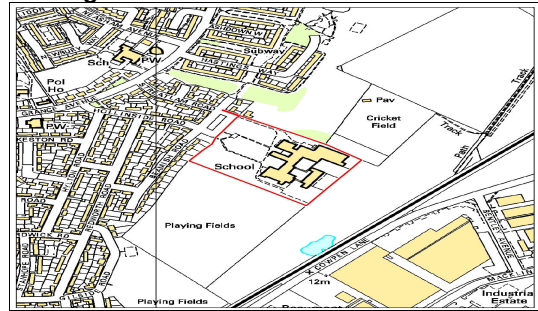
- 0 to 5 yr
- 6 to 10 yrs
- 11 to 15 yrs
- Non Developable

St Michael's School (buildings and hardstanding only), Billingham

63

Location Conurbation
Site Area 3.39
Estimated Yield 50
Ward Billingham East
Housing Sub Area: Billingham
Current Use Description:
 buildings and hardstanding
Adjoining Land Use:
 Residential, Cowpen Bewley Woodland Park

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SUITABILITY

Proximity to services (is the site within....)

2km of the nearest GP?	Yes
1km of the nearest Primary School?	Yes
2km of the nearest Secondary School?	Yes
2km of the nearest local, district or town centre?	Yes
2km of the nearest significant employment site?	Yes

Does the site have a day time (8:00am to 6:00pm) bus service that operates every 30 minutes or more on week days? No

Previously developed land status: Entirely Brownfield

Used as or safeguarded for employment purposes: No

Sequential approach to development (site within or intersect with...)

Urban Green Space: No
 Green Wedge: Yes
 Development Limits: Yes

Hazardous Risk

(site within or intersect with HSE Zones)

Inner Zone: No
 Middle Zone: No
 Outer Zone: Yes

Flood Risk

(site within or intersect with...)

Flood Zone 2 No
 Flood Zone 3 No

Potentially incompatible neighbouring uses? No

Ecological constraint making the site non-developable in whole or in part? No

Will the site require archaeological evaluation prior to planning determination (as detailed in PPG 16, Archaeology and Planning)? No

Geological constraint making the site non-developable in whole or in part? No

Suitability Assessment

Policy Restrictions:

The site is green wedge.

Physical Problems and Limitations

The site is within or intersects with a HSE Outer Consultation Zone.

Potential Impacts:

Tees Valley Wildlife Trust commented "Increased pressure on Cowpen Bewley Woodland Park".

Environmental Conditions:

The site performs well against the proximity to services criteria. The HSE has stated it would not advise against residential development.

Is the site suitable?

The site is suitable. This is without reference to its current status as green wedge.

AVAILABILITY

Are there any land ownership issues? There are no known constraints

Active use(s) on the site which could be difficult to relocate? Yes

Available:

Consultation on the future of St Michaels School has formed part of the Building Schools for the Future Programme (BSF). The Council has now developed proposals based on the consultation process. The BSF programme that has been developed now would result in an area at St Michaels School within the boundary shown on the map becoming available for redevelopment in 2016. This area would be equivalent to the footprint of the buildings and hardstanding.

ACHIEVABILITY

Contamination: are the costs (based on initial desktop assessment) of investigation/remediation likely to be high? No

Satisfactory Access can be achieved

Highways

There are: no major perceived network implications

Is the site achievable?

The site is considered to be achievable

Estimated period when the site may be developable

- 0 to 5 yr
- 6 to 10 yrs
- 11 to 15 yrs
- Non Developable

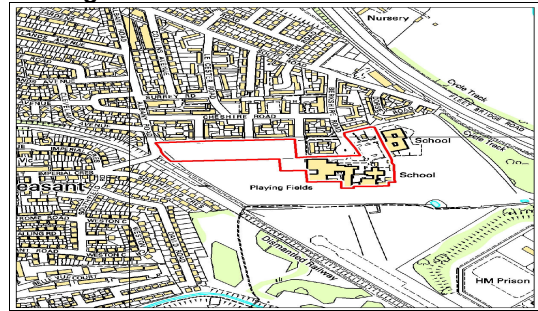
Norton School (buildings and hardstanding only), Norton

Location Conurbation
 Site Area 3.49
 Estimated Yield 46
 Ward Norton South
 Housing Sub Area: Stockton

Current Use Description:
 buildings and hardstanding

Adjoining Land Use:
 Residential, grassed area

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SUITABILITY

Proximity to services (is the site within....)

2km of the nearest GP?	No
1km of the nearest Primary School?	No
2km of the nearest Secondary School?	No
2km of the nearest local, district or town centre?	Yes
2km of the nearest significant employment site?	No

Does the site have a day time (8:00am to 6:00pm) bus service that operates every 30 minutes or more on week days? No

Previously developed land status: Entirely Brownfield

Used as or safeguarded for employment purposes: No

Sequential approach to development (site within or intersect with...)

Urban Green Space: No
 Green Wedge: No
 Development Limits: Yes

Hazardous Risk (site within or intersect with HSE Zones)

Inner Zone: No
 Middle Zone: No
 Outer Zone: Yes

Flood Risk

(site within or intersect with...)

Flood Zone 2 No
 Flood Zone 3 No

Potentially incompatible neighbouring uses? No

Ecological constraint making the site non-developable in whole or in part? No

Will the site require archaeological evaluation prior to planning determination (as detailed in PPG 16, Archaeology and Planning)? No

Geological constraint making the site non-developable in whole or in part? No

Suitability Assessment

Policy Restrictions:

There are no policy restrictions.

Physical Problems and Limitations

Access is achievable.

Potential Impacts:

No significant impacts upon landscape features and conservation have been identified.

Environmental Conditions:

The site has the potential to achieve good environmental conditions.

Is the site suitable?
The site is suitable.

AVAILABILITY

Are there any land ownership issues? There are no known constraints

Active use(s) on the site which could be difficult to relocate? Yes

Available:
Consultation on the future of Norton School has formed part of the Building Schools for the Future Programme (BSF). The Council has now developed proposals based on the consultation process. The BSF programme that has been developed now would result in an area at Norton School within the boundary shown on the map becoming available for redevelopment in 2013. This area would be equivalent to the footprint of the buildings and hardstanding.

ACHIEVABILITY

Contamination: are the costs (based on initial desktop assessment) of investigation/remediation likely to be high? No

Satisfactory Access can be achieved

Highways

There are: no major perceived network implications

Is the site achievable?
The site is considered to be achievable

Estimated period when the site may be developable

- 0 to 5 yr
- 6 to 10 yrs
- 11 to 15 yrs
- Non Developable

Blakeston School (buildings and hardstanding only), Stockton

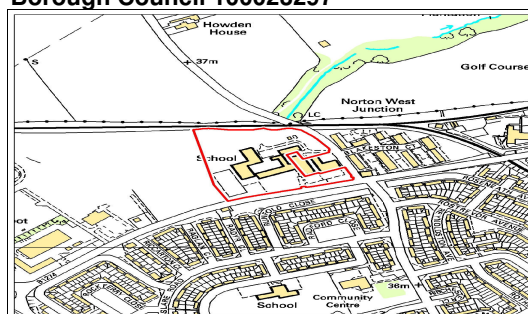
65

Location Conurbation
 Site Area 3.1
 Estimated Yield 39
 Ward Roseworth
 Housing Sub Area: Stockton

Current Use Description:
 buildings and hardstanding

Adjoining Land Use:
 Residential

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SUITABILITY

Proximity to services (is the site within....)

2km of the nearest GP?	No
1km of the nearest Primary School?	Yes
2km of the nearest Secondary School?	Yes
2km of the nearest local, district or town centre?	Yes
2km of the nearest significant employment site?	No

Does the site have a day time (8:00am to 6:00pm) bus service that operates every 30 minutes or more on week days? Yes

Previously developed land status: Entirely Brownfield

Used as or safeguarded for employment purposes: No

Sequential approach to development (site within or intersect with...)

Urban Green Space: No
 Green Wedge: No
 Development Limits: Yes

Hazardous Risk

(site within or intersect with HSE Zones)

Inner Zone: No
 Middle Zone: No
 Outer Zone: No

Flood Risk

(site within or intersect with...)

Flood Zone 2 No
 Flood Zone 3 No

Potentially incompatible neighbouring uses? No

Ecological constraint making the site non-developable in whole or in part? No

Will the site require archaeological evaluation prior to planning determination (as detailed in PPG 16, Archaeology and Planning)? No

Geological constraint making the site non-developable in whole or in part? No

Suitability Assessment

Policy Restrictions:

There are no policy restrictions.

Physical Problems and Limitations

Access is achievable

Potential Impacts:

Tees Valley Wildlife Trust commented "Potential for bats in buildings".

Environmental Conditions:

The site performs well against the proximity to services criteria.

Is the site suitable?
The site is suitable.

AVAILABILITY

Are there any land ownership issues? There are no known constraints

Active use(s) on the site which could be difficult to relocate? Yes

Available:
Consultation on the future of Blakeston School has formed part of the Building Schools for the Future Programme (BSF). The Council has now developed proposals based on the consultation process. The BSF programme that has been developed now may result in an area at Blakeston School within the boundary shown on the map becoming available for redevelopment in 2013. This area would be equivalent to the footprint of the buildings and hardstanding. It should be noted that the boundary excludes the gym, sports hall and the parking areas to the rear and to the front of the gym, as these will be retained.

ACHIEVABILITY

Contamination: are the costs (based on initial desktop assessment) of investigation/remediation likely to be high? No

Satisfactory Access can be achieved

Highways

There are: no major perceived network implications

Is the site achievable?
The site is considered to be achievable

Estimated period when the site may be developable

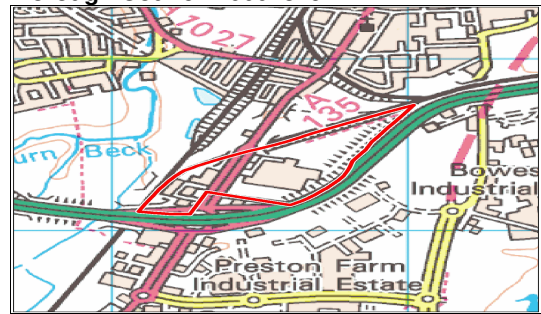
- 0 to 5 yr
- 6 to 10 yrs
- 11 to 15 yrs
- Non Developable

Location Conurbation
Site Area 21.14
Estimated Yield 354
Ward Parkfield & Oxbridge
Housing Sub Area: Core Area

Current Use Description:
 Buildings, hardstanding and grassed area.

Adjoining Land Use:
 Commercial and residential

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SUITABILITY

Proximity to services (is the site within....)

2km of the nearest GP?	No
1km of the nearest Primary School?	No
2km of the nearest Secondary School?	No
2km of the nearest local, district or town centre?	Yes
2km of the nearest significant employment site?	Yes

Does the site have a day time (8:00am to 6:00pm) bus service that operates every 30 minutes or more on week days? Yes

Previously developed land status: Majority Brownfield

Used as or safeguarded for employment purposes: Yes

Sequential approach to development (site within or intersect with...)

Urban Green Space: No
 Green Wedge: No
 Development Limits: Yes

Hazardous Risk (site within or intersect with HSE Zones)

Inner Zone: No
 Middle Zone: No
 Outer Zone: No

Flood Risk (site within or intersect with...)

Flood Zone 2 No
 Flood Zone 3 No

Potentially incompatible neighbouring uses? Yes

Ecological constraint making the site non-developable in whole or in part? No

Will the site require archaeological evaluation prior to planning determination (as detailed in PPG 16, Archaeology and Planning)? No

Geological constraint making the site non-developable in whole or in part? No

Suitability Assessment

Policy Restrictions:

The site includes an element of greenfield.

Physical Problems and Limitations

There are major perceived highways network issues. Noise attenuation would reduce the developable area.

Potential Impacts:

No significant impacts upon landscape features and conservation have been identified.

Environmental Conditions:

The site has the potential to achieve good environmental conditions

Is the site suitable?

The site is suitable.

AVAILABILITY

Are there any land ownership issues? There are multiple or difficult land ownerships.

Active use(s) on the site which could be difficult to relocate? Yes

Available:

The site is in multiple uses and ownerships. Uses include a Stockton BC depot, the Visqueen building products factory, the Yarm Road Abattoir and a plastic moulding manufacturer. Stockton BC intend to close their depot as part of a reorganisation of the delivery of the associated services. The Council is also aware of advanced discussions with three other site owners and a developer for site assembly which include potential site re-location elsewhere in the Borough.

ACHIEVABILITY

Contamination: are the costs (based on initial desktop assessment) of investigation/remediation likely to be high? Yes

Satisfactory Access can be achieved

Highways

There are: major perceived network implications

Awaiting completion of A66 A19 Development Study and associated Action Plan. Full transport assessment would be required to ascertain what effect traffic flows would have on the highways network if housing were to replace the current land use.

Is the site achievable?

The site is considered to be achievable

Estimated period when the site may be developable

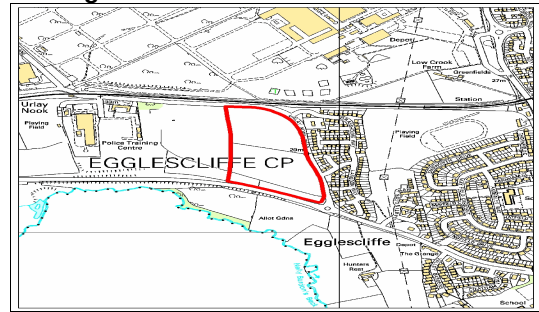
- | | | | |
|-------------|-------------------------------------|-----------------|-------------------------------------|
| 0 to 5 yr | <input type="checkbox"/> | 11 to 15 yrs | <input checked="" type="checkbox"/> |
| 6 to 10 yrs | <input checked="" type="checkbox"/> | Non Developable | <input type="checkbox"/> |

Land bound by Urray Nook Road

69

Location Conurbation
Site Area 6.62
Estimated Yield 148
Ward Eaglescliffe
Housing Sub Area: Yarm & Eaglescliffe
Current Use Description:
 Pasture
Adjoining Land Use:
 Commercial/residential

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SUITABILITY

Proximity to services (is the site within....)

2km of the nearest GP?	No
1km of the nearest Primary School?	No
2km of the nearest Secondary School?	Yes
2km of the nearest local, district or town centre?	Yes
2km of the nearest significant employment site?	Yes

Does the site have a day time (8:00am to 6:00pm) bus service that operates every 30 minutes or more on week days? No

Previously developed land status: Entirely Greenfield

Used as or safeguarded for employment purposes: No

Sequential approach to development (site within or intersect with...)

Urban Green Space: No
 Green Wedge: No
 Development Limits: Yes

Hazardous Risk (site within or intersect with HSE Zones)

Inner Zone: No
 Middle Zone: No
 Outer Zone: No

Flood Risk (site within or intersect with...)

Flood Zone 2 No
 Flood Zone 3 No

Potentially incompatible neighbouring uses? Yes

Ecological constraint making the site non-developable in whole or in part? No

Will the site require archaeological evaluation prior to planning determination (as detailed in PPG 16, Archaeology and Planning)? No

Geological constraint making the site non-developable in whole or in part? No

Suitability Assessment

Policy Restrictions:

The site is greenfield.

Physical Problems and Limitations

There are major perceived highways network implications. The adjacent land to the west is allocated for industrial use but not currently developed. The developable area may have to be reduced to provide a buffer as an insurance against possible future incompatible

neighbouring uses.

Potential Impacts:

No significant impacts upon landscape features and conservation have been identified.

Environmental Conditions:

The site performs well against the proximity to services criteria.

Is the site suitable?

The site is suitable. This is without reference to its current greenfield status.

AVAILABILITY

Are there any land ownership issues? There are no known constraints

Active use(s) on the site which could be difficult to relocate? No

Available:

The site is considered to be available

ACHIEVABILITY

Contamination: are the costs (based on initial desktop assessment) of investigation/remediation likely to be high? No

Satisfactory Access can be achieved

Highways

There are: major perceived network implications that are unlikely to be resolved

Is the site achievable?

The site is considered to be achievable

Estimated period when the site may be developable

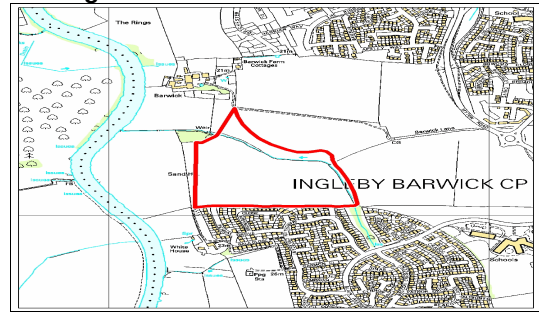
- | | | | |
|-------------|-------------------------------------|-----------------|--------------------------|
| 0 to 5 yr | <input checked="" type="checkbox"/> | 11 to 15 yrs | <input type="checkbox"/> |
| 6 to 10 yrs | <input checked="" type="checkbox"/> | Non Developable | <input type="checkbox"/> |

Sandhill, Ingleby Barwick

72

Location Conurbation
Site Area 11.59
Estimated Yield 150
Ward Ingleby Barwick West
Housing Sub Area: Ingleby Barwick
Current Use Description:
 Farmland
Adjoining Land Use:
 residential, farmland

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SUITABILITY

Proximity to services (is the site within....)

2km of the nearest GP?	No
1km of the nearest Primary School?	Yes
2km of the nearest Secondary School?	Yes
2km of the nearest local, district or town centre?	Yes
2km of the nearest significant employment site?	No

Does the site have a day time (8:00am to 6:00pm) bus service that operates every 30 minutes or more on week days? No

Previously developed land status: Entirely Greenfield

Used as or safeguarded for employment purposes: No

Sequential approach to development (site within or intersect with...)

Urban Green Space: Yes
 Green Wedge: Yes
 Development Limits: Yes

Hazardous Risk (site within or intersect with HSE Zones)

Inner Zone: No
 Middle Zone: No
 Outer Zone: No

Flood Risk (site within or intersect with...)

Flood Zone 2 No
 Flood Zone 3 No

Potentially incompatible neighbouring uses? No

Ecological constraint making the site non-developable in whole or in part? No

Will the site require archaeological evaluation prior to planning determination (as detailed in PPG 16, Archaeology and Planning)? Yes

Geological constraint making the site non-developable in whole or in part? No

Suitability Assessment

Policy Restrictions:

The site is green wedge and greenfield.

Physical Problems and Limitations

There are major perceived highways network implications.

Potential Impacts:

The Beck has biodiversity/ecological significance. Tees Valley Archaeology commented "Would oppose northern boundary which impinges on medieval ridge & furrow associated with Scheduled ancient monument. Aligning boundary to stream would be OK but would require archaeological evaluation predetermination".

Environmental Conditions:

The site performs well against the proximity to services criteria.

Is the site suitable?

The site is suitable. This is without reference to its current green wedge and greenfield status.

AVAILABILITY

Are there any land ownership issues? There are no known constraints

Active use(s) on the site which could be difficult to relocate? No

Available:

The site is considered to be available

ACHIEVABILITY

Contamination: are the costs (based on initial desktop assessment) of investigation/remediation likely to be high? No

Satisfactory Access can be achieved

Highways

There are: major perceived network implications that are unlikely to be resolved

Is the site achievable?

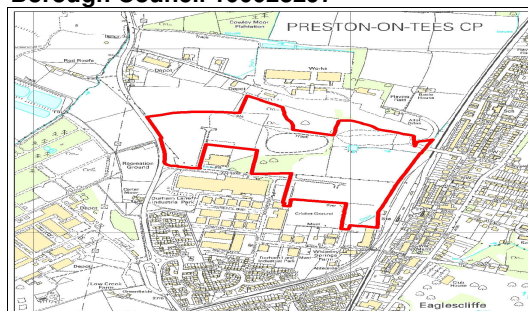
The site is considered to be achievable

Estimated period when the site may be developable

- | | | | |
|-------------|-------------------------------------|-----------------|--------------------------|
| 0 to 5 yr | <input checked="" type="checkbox"/> | 11 to 15 yrs | <input type="checkbox"/> |
| 6 to 10 yrs | <input checked="" type="checkbox"/> | Non Developable | <input type="checkbox"/> |

Location Conurbation
Site Area 28
Estimated Yield 800
Ward Eaglescliffe
Housing Sub Area: Yarm & Eaglescliffe

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Current Use Description:
 Mainly vacant and unused, parts of areas have employment and recreational uses

Adjoining Land Use:
 residential, employment and open space

SUITABILITY

Proximity to services (is the site within....)

2km of the nearest GP?	No
1km of the nearest Primary School?	No
2km of the nearest Secondary School?	No
2km of the nearest local, district or town centre?	Yes
2km of the nearest significant employment site?	Yes

Does the site have a day time (8:00am to 6:00pm) bus service that operates every 30 minutes or more on week days? No

Previously developed land status: Majority Greenfield

Used as or safeguarded for employment purposes: Yes

Sequential approach to development (site within or intersect with...)

Urban Green Space: No
 Green Wedge: No
 Development Limits: Yes

Hazardous Risk (site within or intersect with HSE Zones)

Inner Zone: No
 Middle Zone: No
 Outer Zone: No

Flood Risk

(site within or intersect with...)

Flood Zone 2 No
 Flood Zone 3 No

Potentially incompatible neighbouring uses? Yes

Ecological constraint making the site non-developable in whole or in part? No

Will the site require archaeological evaluation prior to planning determination (as detailed in PPG 16, Archaeology and Planning)? Yes

Geological constraint making the site non-developable in whole or in part? No

Suitability Assessment

Policy Restrictions:

Site is currently designated for other uses

Physical Problems and Limitations

Major perceived network implications

Potential Impacts:

No significant impacts upon landscape features and conservation have been identified

Environmental Conditions:

Through careful masterplanning the site could become well related to the existing built up area and overcome concerns regarding neighbouring uses.

Is the site suitable?

This site is suitable.

AVAILABILITY

Are there any land ownership issues? There are no known constraints

Active use(s) on the site which could be difficult to relocate? No

Available:

The site is considered to be available

ACHIEVABILITY

Contamination: are the costs (based on initial desktop assessment) of investigation/remediation likely to be high? No

Satisfactory Access can be achieved

Highways

There are: major perceived network implications that are unlikely to be resolved

Is the site achievable?

The site is achievable subject to overcoming highway network implications

Estimated period when the site may be developable

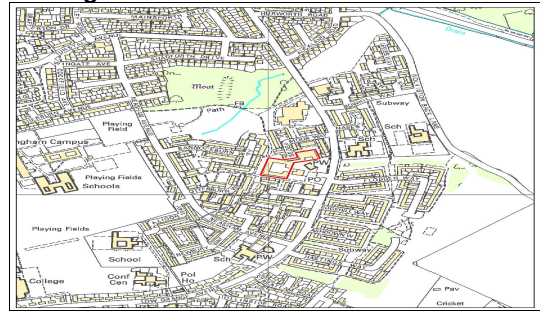
- | | | | |
|-------------|-------------------------------------|-----------------|-------------------------------------|
| 0 to 5 yr | <input type="checkbox"/> | 11 to 15 yrs | <input checked="" type="checkbox"/> |
| 6 to 10 yrs | <input checked="" type="checkbox"/> | Non Developable | <input type="checkbox"/> |

Site of Derwent House, Low Grange Ave, Billingham

84

Location Conurbation
Site Area 0.49
Estimated Yield 12
Ward Billingham East
Housing Sub Area: Billingham
Current Use Description:
 Vacant property
Adjoining Land Use:
 Residential and community uses

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SUITABILITY

Proximity to services (is the site within....)

2km of the nearest GP?	No
1km of the nearest Primary School?	Yes
2km of the nearest Secondary School?	Yes
2km of the nearest local, district or town centre?	Yes
2km of the nearest significant employment site?	No

Does the site have a day time (8:00am to 6:00pm) bus service that operates every 30 minutes or more on week days? Yes

Previously developed land status: Entirely Brownfield

Used as or safeguarded for employment purposes: No

Sequential approach to development (site within or intersect with...)

Urban Green Space: No
 Green Wedge: No
 Development Limits: Yes

Hazardous Risk

(site within or intersect with HSE Zones)

Inner Zone: No
 Middle Zone: No
 Outer Zone: Yes

Flood Risk

(site within or intersect with...)

Flood Zone 2 No
 Flood Zone 3 No

Potentially incompatible neighbouring uses? No

Ecological constraint making the site non-developable in whole or in part? No

Will the site require archaeological evaluation prior to planning determination (as detailed in PPG 16, Archaeology and Planning)? No

Geological constraint making the site non-developable in whole or in part? No

Suitability Assessment

Policy Restrictions:

There are no policy restrictions

Physical Problems and Limitations

None

Potential Impacts:

No issues raised

Environmental Conditions:

No issues raised which would be experienced by prospective residents

Is the site suitable?
This site is suitable

AVAILABILITY

Are there any land ownership issues? There are no known constraints

Active use(s) on the site which could be difficult to relocate? No

Available:
The site is considered to be available

ACHIEVABILITY

Contamination: are the costs (based on initial desktop assessment) of investigation/remediation likely to be high? No

Satisfactory Access can be achieved

Highways

There are: no major perceived network implications

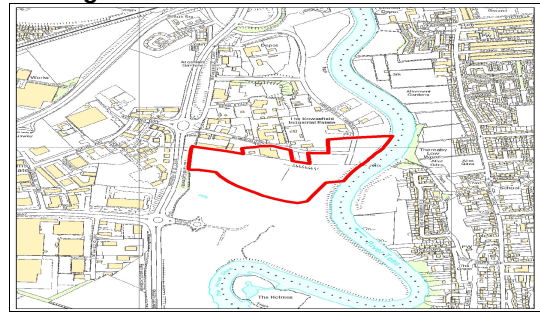
Is the site achievable?
The site is considered achievable

Estimated period when the site may be developable

- 0 to 5 yr
- 6 to 10 yrs
- 11 to 15 yrs
- Non Developable

Location Conurbation
Site Area 12.22
Estimated Yield 210
Ward Parkfield & Oxbridge
Housing Sub Area: Core Area

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Current Use Description:
 Vacant Land.

Adjoining Land Use:
 Adjoins Bowesfield nature reserve

SUITABILITY

Proximity to services (is the site within....)

2km of the nearest GP?	No
1km of the nearest Primary School?	No
2km of the nearest Secondary School?	No
2km of the nearest local, district or town centre?	No
2km of the nearest significant employment site?	Yes

Does the site have a day time (8:00am to 6:00pm) bus service that operates every 30 minutes or more on week days? Yes

Previously developed land status: Majority Brownfield

Used as or safeguarded for employment purposes: Yes

Sequential approach to development (site within or intersect with...)

Urban Green Space: No
 Green Wedge: Yes
 Development Limits: Yes

Hazardous Risk (site within or intersect with HSE Zones)

Inner Zone: No
 Middle Zone: No
 Outer Zone: No

Flood Risk (site within or intersect with...)

Flood Zone 2 Yes
 Flood Zone 3 Yes

Potentially incompatible neighbouring uses? No

Ecological constraint making the site non-developable in whole or in part? No

Will the site require archaeological evaluation prior to planning determination (as detailed in PPG 16, Archaeology and Planning)? No

Geological constraint making the site non-developable in whole or in part? No

Suitability Assessment

Policy Restrictions:

The site includes an area that is green wedge. The site is within/intersects flood zones 2 and 3.

Physical Problems and Limitations

There are potentially major highways network implications. The site is within/intersects flood zones 2 and 3. Contamination is also an issue.

Potential Impacts:

Riverside frontage treatment required. Tees Valley Wildlife Trust commented "Increased pressure on Bowesfield nature reserve. Effect on River Tees wildlife corridor".

Environmental Conditions:

The site has the potential to achieve good environmental conditions subject to successful masterplanning.

Is the site suitable?

The site is suitable subject to satisfying the requirements of the exception test as stated in PPS25. This is without reference to the current status of part of the site as green wedge.

AVAILABILITY

Are there any land ownership issues? There are no known constraints

Active use(s) on the site which could be difficult to relocate? No

Available:

The site is considered to be available

ACHIEVABILITY

Contamination: are the costs (based on initial desktop assessment) of investigation/remediation likely to be high? Yes

Satisfactory Access can be achieved

Highways

There are: major perceived network implications

Awaiting completion of A66 A19 Development Study and associated Action Plan. Full transport assessment would be required to ascertain what effect traffic flows would have on the highways network if housing were to replace the current land use.

Is the site achievable?

The site is considered to be achievable

Estimated period when the site may be developable

- 0 to 5 yr 11 to 15 yrs
- 6 to 10 yrs Non Developable

Land to West of Yarm Station, Kirklevington

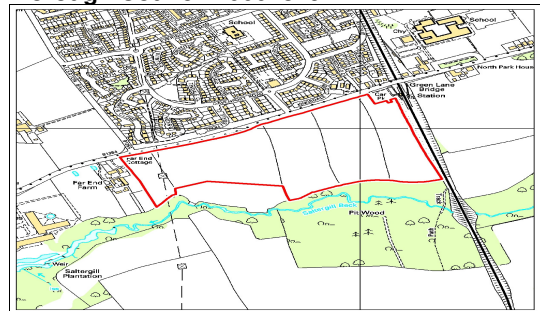
88

Location Peripheral
Site Area 17.89
Estimated Yield 300
Ward Yarm
Housing Sub Area: Rural Area

Current Use Description:
Agricultural

Adjoining Land Use:
Residential, agricultural and woodland

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SUITABILITY

Proximity to services (is the site within....)

2km of the nearest GP?	No
1km of the nearest Primary School?	Yes
2km of the nearest Secondary School?	Yes
2km of the nearest local, district or town centre?	Yes
2km of the nearest significant employment site?	No

Does the site have a day time (8:00am to 6:00pm) bus service that operates every 30 minutes or more on week days? No

Previously developed land status: Entirely Greenfield

Used as or safeguarded for employment purposes: No

Sequential approach to development (site within or intersect with...)

Urban Green Space: No
 Green Wedge: No
 Development Limits: No

Hazardous Risk (site within or intersect with HSE Zones)

Inner Zone: No
 Middle Zone: No
 Outer Zone: No

Flood Risk

(site within or intersect with...)

Flood Zone 2 Yes
 Flood Zone 3 Yes

Potentially incompatible neighbouring uses? No

Ecological constraint making the site non-developable in whole or in part? No

Will the site require archaeological evaluation prior to planning determination (as detailed in PPG 16, Archaeology and Planning)? Yes

Geological constraint making the site non-developable in whole or in part? No

Suitability Assessment

Policy Restrictions:

The site is outside the limits to development. The site is adjacent to a Site of Nature Conservation Importance.

Physical Problems and Limitations

Creation of access points to the site may require controlled junctions. Need to mitigate impacts on local highways network at Crathorne Interchange. Particular concern would be impact on Yarm high Street, Crossroads roundabout and Leven Bank.

Potential Impacts:

No significant impacts upon landscape features and conservation have been identified within the site as shown. It should be noted that the site submitted for consideration includes an area that is within a designated SNCI. This area does not form part of the assessed site and is not shown on the site plan. This is because the Steering Group for the SHLAA have decided that land that is designated as a SNCI should be ascribed zero housing potential.

Environmental Conditions:

Noise mitigation may be required owing to the railway line to the east of the site. This may slightly reduce the developable area.

Is the site suitable?

The site is suitable, subject to overcoming highways network issues. This is without reference to its current status as outside the limits to development and greenfield.

AVAILABILITY

Are there any land ownership issues? There are land ownership issues (small part of site is reserved for expansion of the stations car park)

Active use(s) on the site which could be difficult to relocate? No

Available:

The site is considered to be available

ACHIEVABILITY

Contamination: are the costs (based on initial desktop assessment) of investigation/remediation likely to be high? No

Satisfactory Access can be achieved
In highway terms the site would probably require two access points (possibly forming controlled cross road junctions with Allerton Balk and Davenport Road)

Highways

There are: maior perceived network implications
Highways mitigation would be required against impacts on the local network and possibly at Crathorne Interchange. Of particular concern would be impact on Yarm High Street, Crossroads roundabout and Leven Bank.

Is the site achievable?

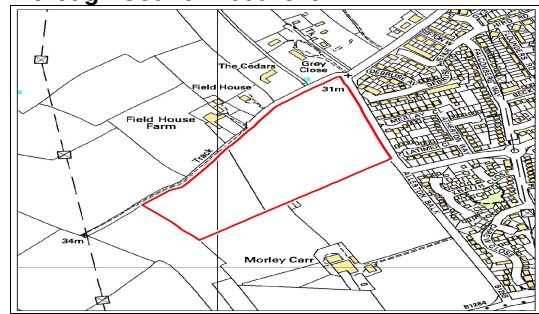
The site is considered to be achievable, subject to overcoming major percieved network implications

Estimated peroid when the site may be developable

- 0 to 5 yr
- 6 to 10 yrs
- 11 to 15 yrs
- Non Developable

Location Peripheral
Site Area 7.53
Estimated Yield 169
Ward Yarm
Housing Sub Area: Rural Area
Current Use Description:
 Agricultural
Adjoining Land Use:
 Residential and agricultural

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SUITABILITY

Proximity to services (is the site within....)

2km of the nearest GP?	No
1km of the nearest Primary School?	Yes
2km of the nearest Secondary School?	Yes
2km of the nearest local, district or town centre?	Yes
2km of the nearest significant employment site?	No

Does the site have a day time (8:00am to 6:00pm) bus service that operates every 30 minutes or more on week days? No

Previously developed land status: Entirely Greenfield

Used as or safeguarded for employment purposes: No

Sequential approach to development (site within or intersect with...)

Urban Green Space: No
 Green Wedge: No
 Development Limits: No

Hazardous Risk

(site within or intersect with HSE Zones)

Inner Zone: No
 Middle Zone: No
 Outer Zone: No

Flood Risk

(site within or intersect with...)

Flood Zone 2 No
 Flood Zone 3 No

Potentially incompatible neighbouring uses? No

Ecological constraint making the site non-developable in whole or in part? No

Will the site require archaeological evaluation prior to planning determination (as detailed in PPG 16, Archaeology and Planning)? Yes

Geological constraint making the site non-developable in whole or in part? No

Suitability Assessment

Policy Restrictions:

The site is outside the limits to development

Physical Problems and Limitations

Major perceived network implications

Potential Impacts:

No significant impacts upon landscape features and conservation have been identified within the site

Environmental Conditions:

This site performs well against the proximity to services criteria. The site would not be a logical extension to the built up area viewed in isolation. However, it has been submitted as phase 1 of a two-phased development. Considered in tandem the two phases would form a logical extension to the existing built up area.

Is the site suitable?

The site is suitable subject to overcoming the highways constraints. This is without reference to its current status as outside the limits to development and greenfield.

AVAILABILITY

Are there any land ownership issues? There are no known constraints

Active use(s) on the site which could be difficult to relocate? No

Available:

The site is considered to be available

ACHIEVABILITY

Contamination: are the costs (based on initial desktop assessment) of investigation/remediation likely to be high? No

Satisfactory Access can be achieved

May require second access onto private road to north. The private road is substandard so would need improving including its junction with Worsall Road.

Highways

There are: major perceived network implications

Highways mitigation would be required against impacts on the local network and possibly at Crathorne Interchange. Of particular concern would be impact on Yarm High Street, Crossroads roundabout and Leven Bank'

Is the site achievable?

The site is considered to be achievable, subject to overcoming major perceived network implications

Estimated period when the site may be developable

- 0 to 5 yr
- 6 to 10 yrs
- 11 to 15 yrs
- Non Developable

Morley Carr Farm, Yarm (Phase 2)

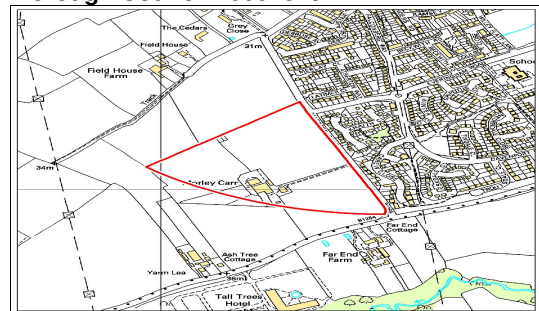
90

Location Peripheral
 Site Area 9.22
 Estimated Yield 207
 Ward Yarm
 Housing Sub Area: Rural Area

Current Use Description:
 Agricultural

Adjoining Land Use:
 Residential and agricultural

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SUITABILITY

Proximity to services (is the site within....)

2km of the nearest GP?	No
1km of the nearest Primary School?	Yes
2km of the nearest Secondary School?	Yes
2km of the nearest local, district or town centre?	Yes
2km of the nearest significant employment site?	No

Does the site have a day time (8:00am to 6:00pm) bus service that operates every 30 minutes or more on week days? No

Previously developed land status: Majority Greenfield

Used as or safeguarded for employment purposes: No

Sequential approach to development (site within or intersect with...)

Urban Green Space: No
 Green Wedge: No
 Development Limits: No

Hazardous Risk

(site within or intersect with HSE Zones)

Inner Zone: No
 Middle Zone: No
 Outer Zone: No

Flood Risk

(site within or intersect with...)

Flood Zone 2 No
 Flood Zone 3 No

Potentially incompatible neighbouring uses? No

Ecological constraint making the site non-developable in whole or in part? No

Will the site require archaeological evaluation prior to planning determination (as detailed in PPG 16, Archaeology and Planning)? Yes

Geological constraint making the site non-developable in whole or in part? No

Suitability Assessment

Policy Restrictions:

The site is outside the limits to development

Physical Problems and Limitations

Major perceived network implications

Potential Impacts:

No significant impacts upon landscape features and conservation have been identified within the site.

Environmental Conditions:

This site performs well against the proximity to services criteria. The site would not be a logical extension to the built up area viewed in isolation. However, it has been submitted as phase 2 of a two-phased development. Considered in tandem the two phases would form a logical extension to the existing built up area.

Is the site suitable?
The site is suitable subject to overcoming the highways constraints. This is without reference to its current status as outside the limits to development and greenfield.

AVAILABILITY

Are there any land ownership issues? There are no known constraints

Active use(s) on the site which could be difficult to relocate? No

Available:
The site is considered to be available

ACHIEVABILITY

Contamination: are the costs (based on initial desktop assessment) of investigation/remediation likely to be high? No

Satisfactory Access can be achieved

Highways

There are: major perceived network implications
Highways mitigation would be required against impacts on the local network and possibly at Crathorne Interchange. Of particular concern would be impact on Yarm High Street, Crossroads roundabout and Leven Bank'

Is the site achievable?
The site is considered to be achievable, subject to overcoming major perceived network implications

Estimated period when the site may be developable

- 0 to 5 yr
- 6 to 10 yrs
- 11 to 15 yrs
- Non Developable

**Appendix 11:
Schedule showing the assessment of potential sites assessed
as non-developable**

Non-Developable Sites

Land off Grangefield (Millfield) 4

- Is the site suitable?** The site is suitable.
- Is the site available?** The landowners have not stated an intention to make the site available for redevelopment and should they ever do so the metal recycling yard would be a difficult use to re-locate.
- Is the site achievable?** Further information is required before a definitive view can be taken on the achievability of the site particularly with regard to the owners intentions

The Barrage 7

- Is the site suitable?** The site is not suitable as it does not relate well to the existing built up area
- Is the site available?** The site is not considered to be currently available. The site owner (British Waterways) is committed to exploring development options for the site within the context of the Green Blue Heart project. However, it has still to be determined whether the preferred option will include residential.
- Is the site achievable?** The site is not considered to be achievable owing to the uncertainty over availability.

Land to the South of Teesdale Park, Thornaby 9

- Is the site suitable?** The site is not suitable as it is not well related to the existing urban form
- Is the site available?** The site is considered to be available.
- Is the site achievable?** The site is not considered to be achievable as a suitable secondary access cannot be achieved

Land to the West of Preston Farm, Preston Lane 10

- Is the site suitable?** The site is not suitable as it is not well related to the existing built up area.
- Is the site available?** The site is considered to be available.
- Is the site achievable?** The site is considered to be achievable

Land South of Thornaby (between Middleton Avenue and Bassleton Lane) 11

- Is the site suitable?** The site is suitable. This is without reference to its current status as greenfield and green wedge.
- Is the site available?** The site is considered to be available.
- Is the site achievable?** The site is not considered to be achievable. The current access via Bader Lane would not support any further development owing to amount of properties being served by one access onto the main road.

Land to the rear of Holly Bush Farm, Thornaby Road, Thornaby 12

- Is the site suitable?** The site is not suitable as it is not well related to the existing urban form
- Is the site available?** The site is considered to be available.
- Is the site achievable?** The site is not considered to be achievable. Access as shown onto Thornaby Road could not be achieved owing to proximity to petrol station

Land at Chesham Road, Norton 13

Is the site suitable?	The site is not suitable owing to unacceptable access.	
Is the site available?	The site is considered to be available.	
Is the site achievable?	The site is not considered to be achievable. Current access is not acceptable owing to number of properties being served by single access to main road. Access points to the west of the site are not achievable owing to ground levels.	
Land at Little Maltby Farm, Ingleby Barwick		15
Is the site suitable?	The site is suitable. This is without reference to its current status as green wedge and greenfield.	
Is the site available?	The site is considered to be available	
Is the site achievable?	The site is not considered to be achievable. There is currently only one access onto the site via Low Lane and this access is not deemed as being suitable. However, this judgement may be revised should information be provided that suitable accesses can be achieved.	
Land to the South of Wynyard Village (Masterplan site 4)		17
Is the site suitable?	The site is not suitable as the location is considered to be unsustainable	
Is the site available?	The site is considered to be available.	
Is the site achievable?	The site is considered to be achievable	
Land at Wynyard (Masterplan site 3)		18
Is the site suitable?	The site is not suitable as the location is considered to be unsustainable	
Is the site available?	It is considered that the site is available	
Is the site achievable?	The site is considered to be achievable	
Land at Wolviston		20
Is the site suitable?	The site is not suitable as it is not well related to the existing built up area.	
Is the site available?	The site is considered to be available	
Is the site achievable?	The site is considered to be achievable	
Land at Wolviston		21
Is the site suitable?	The site is not suitable as it is not related to the existing built up area and the location is considered to be unsustainable	
Is the site available?	The site is considered to be available	
Is the site achievable?	The site is considered to be achievable	
Land at Wolviston		22
Is the site suitable?	The site is not suitable as it is not well related to the existing built up area.	
Is the site available?	The site is considered to be available	
Is the site achievable?	The site is considered to be achievable	
Land at Yarm Back Lane, Hartburn		24
Is the site suitable?	The site is not suitable as it is not well related to the urban form	
Is the site available?	The site is considered to be available	
Is the site achievable?	The site is considered to be achievable but there are constraints which may significantly reduce the developable area.. Large pylons which would not be movable go through the centre of the site. It is also noted that there is also a 34" and 36" steel water main passing through the site.	

Land at Hall Farm to the North and West of the Village of Carlton		25
Is the site suitable?	The site is not suitable as it does not relate well to the existing village.	
Is the site available?	It is considered that the site is available	
Is the site achievable?	The site is considered to be achievable but there are constraints which may significantly reduce the developable area.. Large pylons which would not be movable go through the centre of the site. It is also noted that there is also a 34" and steel and a 36" steel water main passing through the site.	
Land at St Martin's Way, Kirklevington		27
Is the site suitable?	The site is not suitable owing to access concerns.	
Is the site available?	The site is considered to be available	
Is the site achievable?	The site is not considered to be achievable. Access shown would require the demolition of a listed building and is therefore not feasible. Access via St Martins Way would not be suitable as this access already serves approximately 60 dwellings.	
Land adjoining Bungalow, Netherleigh		29
Is the site suitable?	The site is not suitable as it is not well related to the existing built up area	
Is the site available?	The site is considered to be available	
Is the site achievable?	The site is not considered to be achievable as suitable access cannot be achieved	
Land to the North East of White House Farm, Billingham		30
Is the site suitable?	The site is not suitable as it is not well related to the existing built up area.	
Is the site available?	The site is considered to be available	
Is the site achievable?	The site is considered to be achievable.	
Land at Mount Pleasant, Long Newton		31
Is the site suitable?	The site is not suitable as it is not well related to the existing village	
Is the site available?	The site is considered to be available	
Is the site achievable?	The site is considered to be achievable	
Land at Durham Lane to the South East of Thorpe Thewles		32
Is the site suitable?	The site is not suitable as the location is considered to be unsustainable	
Is the site available?	The site is considered to be available	
Is the site achievable?	The site is considered to be achievable	
Land on the North Western boundary of Aislaby Village		33
Is the site suitable?	The site is not suitable as the location is considered to be unsustainable	
Is the site available?	The site is considered to be available	
Is the site achievable?	The site is considered to be achievable	
Land adjacent to Stillington		38

Is the site suitable?	The site is not suitable as it is not well related to residential development and there are incompatible neighbouring uses
Is the site available?	The site is not considered to be available owing to concerns over multiple/difficult land ownerships
Is the site achievable?	The site is not considered to be achievable as access would be via an unadopted road

Townend Farm, Whitton **39**

Is the site suitable?	The site is not suitable as the location is considered to be unsustainable.
Is the site available?	The site is considered to be available
Is the site achievable?	It is considered that the site is achievable

Land North of St James Close Thorpe Thewles **40**

Is the site suitable?	The site is not suitable as the location is considered to be unsustainable
Is the site available?	The site is considered to be available
Is the site achievable?	The site is considered to be achievable

Hill House Farm Redmarshall **41**

Is the site suitable?	The site is not suitable as the location is considered to be unsustainable
Is the site available?	The site is considered to be available
Is the site achievable?	The site is considered to be achievable

Land at rear of Bishopgarth Cottages, Darlington Back Lane **42**

Is the site suitable?	The site is not suitable as it is not well related to the existing built up area.
Is the site available?	The site is considered to be available
Is the site achievable?	The site is considered to be achievable

Land at Two Mile House Farm **43**

Is the site suitable?	The site is not suitable as it is not well related to the existing built up area.
Is the site available?	The site is considered to be available
Is the site achievable?	The site is considered to be achievable

Elton Lane Farm, Yarm Back Lane **44**

Is the site suitable?	The site is not suitable as it is not well related to the existing built up area.
Is the site available?	The site is considered to be available
Is the site achievable?	The site is considered to be achievable but the developable area could be significantly reduced by pylons

Low Crook Farm, Eaglescliffe **46**

Is the site suitable?	The site is not suitable owing to access issues
Is the site available?	The site is considered to be available apart from approximately 10% which is currently being built on following a planning permission for a single dwelling
Is the site achievable?	The site is not considered to be achievable owing to access issues.

Land of Green Lane, Kirklevington **47**

Is the site suitable?	The site is not suitable owing to concerns over access
Is the site available?	The site is considered to be available
Is the site achievable?	The site is not considered to be achievable. The Council's Highways team have advised that the access is unsuitable. It is opposite a school entrance adjacent to a set of shuttle traffic signals regulating traffic over a hump backed bridge and the adjacent site already has significant use in its present form. Satisfactory access is therefore, not achievable.

Land North of Maltby **48**

Is the site suitable?	The site is not suitable owing to the fact that it does not relate well to the linear form of the settlement
Is the site available?	The site is considered to be available
Is the site achievable?	The site is considered to be achievable but the developable area would be significantly reduced by the proximity of the A19

Land adjacent to Maltby **49**

Is the site suitable?	The site is not suitable owing to the fact that it does not relate well to the linear form of the settlement
Is the site available?	The site is considered to be available
Is the site achievable?	The site is considered to be achievable

Billingham House **51**

Is the site suitable?	The site is suitable.
Is the site available?	The site is considered to be available
Is the site achievable?	The site is not considered to be achievable. The costs of remediation are likely to be high and the site is considered to be unattractive to the market

Arriva Bus Depot, Boat House Lane **52**

Is the site suitable?	The site is suitable subject to satisfying the requirements of the Exception test as stated in PPS25.
Is the site available?	The site is not considered to be available owing to active uses on the site which could be difficult to relocate
Is the site achievable?	On the basis of current information the site is not considered to be achievable. This may be revised if there is ever a realistic possibility that the bus depot could be re-located.

Land North of Preston Lane **53**

Is the site suitable?	The site is not suitable as it is not well related to the existing built up area.
Is the site available?	The site is considered to be available
Is the site achievable?	The site is considered to be achievable

Municipal Buildings, Stockton Library and Police Station **54**

Is the site suitable?	The site is suitable.
Is the site available?	The site is not considered to be available. However, it is anticipated that Municipal Buildings and Stockton Library may become available in due course as this is option is under consideration through the Council's Capital Asset Strategy Review. It is considered, therefore, that there is a reasonable prospect of the site becoming available.
Is the site achievable?	The sale of the site of Municipal Buildings is an option under consideration by the Council's Capital Asset Strategy Review. If this option is ever pursued then the possibility of including the police station in a redevelopment scheme may be considered. This option has not been confirmed and would require the re-location of Municipal Buildings and Stockton Library as well as integration with the capital asset plans of Stockton Police should it be proposed to include the police station in a re-development scheme. Should the site ever become available for development then, given its town centre location, careful consideration would have to be given as to whether residential use would be the most suitable use for the site. The site is considered to pass the test of there being a reasonable prospect of it becoming available for redevelopment but it is not currently possible to take a view on its achievability for residential redevelopment given the different redevelopment options available.

Former Cable Ski Site, Bowesfield Farm 55

Is the site suitable?	The site is not suitable. Amongst other things suitable access cannot be achieved and the site is not well related to the existing built up area.
Is the site available?	The site is considered to be available
Is the site achievable?	The site is not considered to be achievable owing to access concerns.

Land at Wolviston 56

Is the site suitable?	The site is not suitable as it is not well related to the existing built up area.
Is the site available?	The site is considered to be available
Is the site achievable?	The site is considered to be achievable

Land at Smith's Farm 57

Is the site suitable?	The site is not suitable as amongst other things it is not well related to the existing built up area.
Is the site available?	The site is considered to be available
Is the site achievable?	There are incompatible neighbouring use issues (visual and possibly noise) that would be difficult to design out.

Land at West End Farm, Longnewton (Parcel 2) 58

Is the site suitable?	The site is not suitable as it is not well related to the existing built up area.
Is the site available?	The site is considered to be available
Is the site achievable?	The site is not considered to be achievable. Access onto Mill Lane is not suitable.

Land at West End Farm, Longnewton (Parcel 1) 59

Is the site suitable?	The site is not suitable as it is not well related to the existing village
Is the site available?	The site is considered to be available
Is the site achievable?	The site is considered to be achievable

Land behind Old Autoparts, Thornaby 60

Is the site suitable?	The site is suitable. This is without reference to its current status as green wedge and greenfield.
Is the site available?	The site is considered to be available
Is the site achievable?	The site is not considered to be achievable. Cornfield Close would provide access for this site however it is unsuitable owing to the number of properties that already use this access onto the main highway network

Land adjoining Blakeston Lane, Norton **62**

Is the site suitable?	The site is not suitable as it is not well related to the existing built up area
Is the site available?	The site is considered to be available.
Is the site achievable?	A new signal controlled junction would be required at Junction Rd / Blakeston Lane / Ragpath Lane. There may be wider highways network improvements needed.

Land to the rear of Londonderry Arms, Long Newton **67**

Is the site suitable?	The site is not suitable as it is not well related to the existing village.
Is the site available?	The site is considered to be available
Is the site achievable?	The site is considered to be achievable

Land to the North of White House Farm, Long Newton **68**

Is the site suitable?	The site is not suitable as it is not well related to the existing built up area.
Is the site available?	The site is considered to be available
Is the site achievable?	The site is considered to be achievable.

Land adjacent to Teeside Industrial Estate **70**

Is the site suitable?	The site is not suitable as it does not relate well to the existing built up area.
Is the site available?	The site is considered to be available
Is the site achievable?	The site is considered to be achievable. However, there would need to be significant buffering to mitigate the impact of Teeside Industrial Estate

Land East of Wolviston Road, Wolviston **74**

Is the site suitable?	The site is not suitable as it is not well related to the existing built up area.
Is the site available?	The site is considered to be available
Is the site achievable?	The site is considered to be achievable

Land at Wynyard (Masterplan site 5) **75**

Is the site suitable?	The site is not suitable as the location is considered to be unsustainable
Is the site available?	The site is considered to be available
Is the site achievable?	The site is considered to be achievable

Land at Wynyard Golf Course **76**

Is the site suitable?	The site is not suitable as the location is considered to be unsustainable.
Is the site available?	The site is considered to be available
Is the site achievable?	The site is considered to be achievable

Land at Manor House Farm, Cowpen Bewley **79**

Is the site suitable? This site is not suitable as the location is considered to be unsustainable.

Is the site available? The site is considered to be available

Is the site achievable? The site is considered to be achievable

Land to north of Southlands, Yarm Back Lane **80**

Is the site suitable? This site is not suitable as it does not relate well to the existing built up area and the location is considered to be unsustainable

Is the site available? The site is considered to be available

Is the site achievable? This site is considered to be achievable

Wynyard Park **81**

Is the site suitable? The site is not suitable as the location is considered to be unsustainable

Is the site available? The site is considered to be available

Is the site achievable? This site is considered to be achievable

Land at Roscoe Road, Billingham **83**

Is the site suitable? The site may be suitable subject to HSE discussions.

Is the site available? Clear evidence required that covenant can be removed. At this stage the site is assessed as not available

Is the site achievable? This site is not considered to be achievable owing to concerns over availability

Land to rear of Rectory, Long Newton **85**

Is the site suitable? The site is not suitable as is not well related to the existing built up area.

Is the site available? The site is considered to be available

Is the site achievable? This site is considered to be achievable

Land at Durham Lane to the south west of Thorpe Thewles **86**

Is the site suitable? This site is not suitable as the location is considered to be unsustainable.

Is the site available? The site is considered to be available

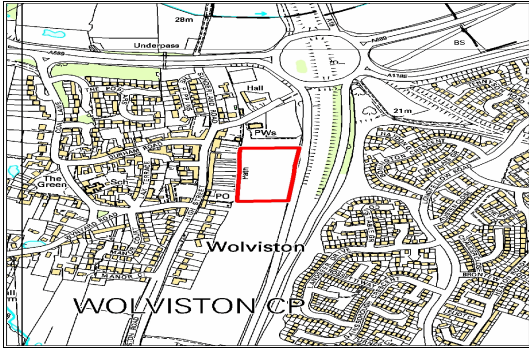
Is the site achievable? The site is considered achievable

**Appendix 12:
Schedule of sites ascribed as having zero housing potential**

Allotments in active use

Land at the edge of Wolviston Village

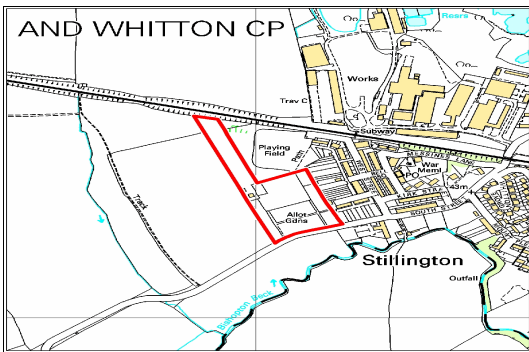
19



Ward Northern Parishes
 HousingSub Rural Area
 Site Area 1.57
 Detailed reason N/A

Land adjacent to Stillington

37

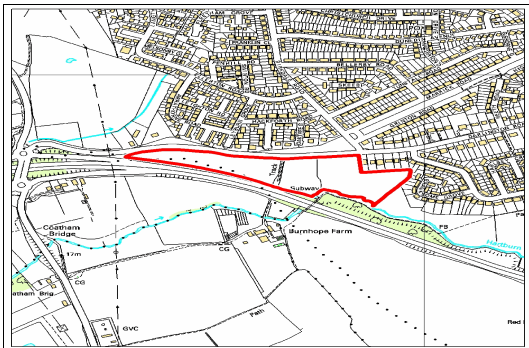


Ward Western Parishes
 HousingSub Rural Area
 Site Area 3.05
 Detailed reason N/A

Sites of Nature Conservation Importance

Land to the South of Darlington Road, Hartburn

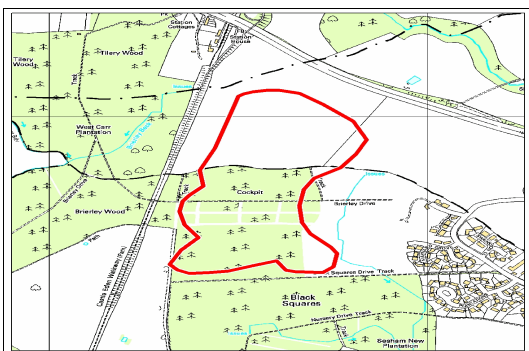
73



Ward Hartburn
 HousingSub Rural Area
 Site Area 5.1
 Detailed reason N/A

Land at Wynyard (Masterplan site 1)

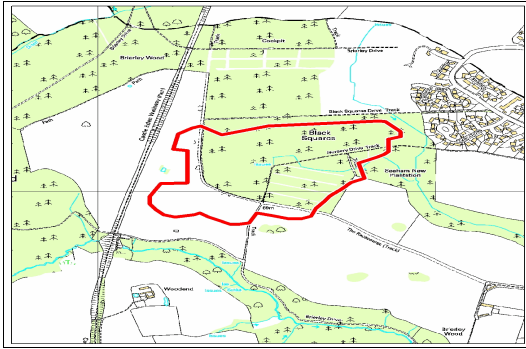
77



Ward Northern Parishes
 HousingSub Rural Area
 Site Area 23.74
 Detailed reason N/A

Land at Wynyard (Masterplan site 2)

78

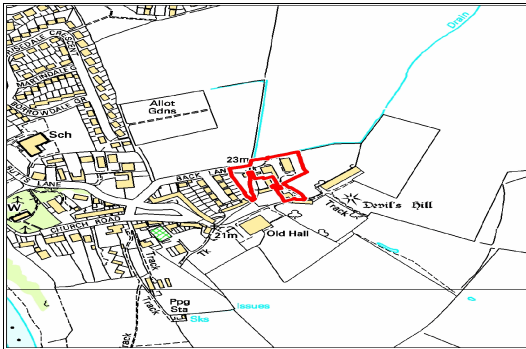


Ward Northern Parishes
HousingSub Rural Area
Site Area 23.78
Detailed reason N/A

Total yield less than 10 dwellings

Land adjacent to Manor House, East of Egglecliffe

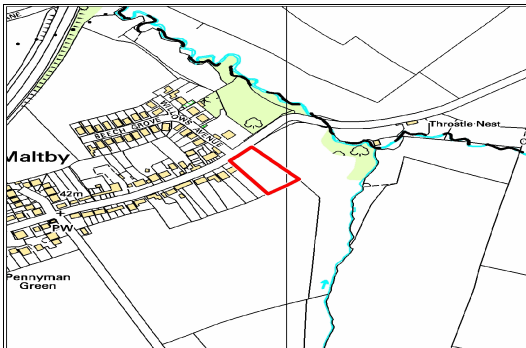
28



Ward Egglecliffe
HousingSub Yarm & Egglecliffe
Site Area 0.65
Detailed reason Given the areas status as a conservation area and the current land use it is suggested that a greater yield could not be achieved

Land adjacent to Maltby

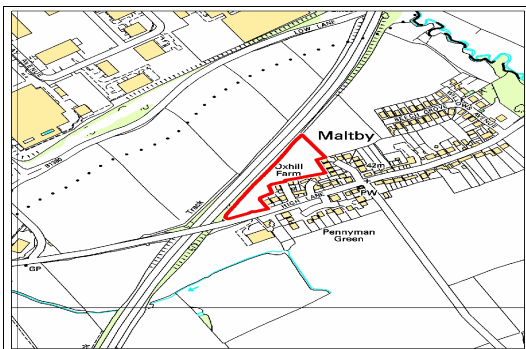
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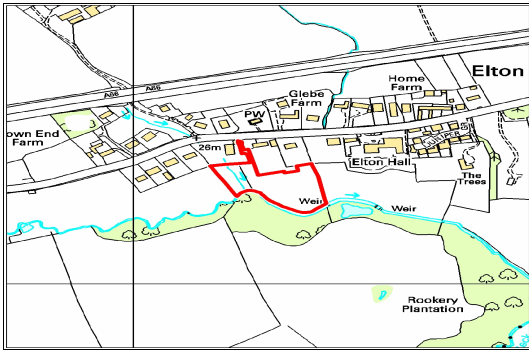
Ward Ingleby Barwick East
HousingSub Rural Area
Site Area 0.51
Detailed reason The Council's Highways Team have advised that the only achievable access to the site would serve a maximum of 4 dwellings.

Land North East of Maltby

71



Ward Ingleby Barwick East
HousingSub Rural Area
Site Area 1.33
Detailed reason Noise attenuation would be required owing to the proximity of A19. This would drastically reduce the yield. It is possible that the reduction in the developable area would be such as to render the site unachievable.



Ward Western Parishes

HousingSub Rural Area

Site Area 1.17

Detailed reason

Access would be via a shared drive. This would reduce the number of dwellings which could be served by this access