

## **Stockton-on-Tees Borough Council**

# **2010 Strategic Housing Land Availability Assessment: Final 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 2010 SHLAA is essentially an update of the 2009 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 broad methodology for the SHLAA is set out in the CLG Practice Guidance. This requires potential housing sites to be tested according to the following framework:

- Suitability - is the site a suitable location for housing?
- Availability - is it available now or is there a reasonable prospect of it becoming available?
- Achievability - is there a reasonable prospect of housing being achieved on the site?

The study has used a base date of 1 April 2010. 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.

The assessment has shown that Stockton Borough has a 5-year supply of deliverable 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 2010) meet housing 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 SHLAA sites assessed as deliverable and/or developable (Appendix 6)
  - The schedule of SHLAA sites assessed as non-deliverable/developable (Appendix 7)
- 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 8).

## 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 Stockton-on-Tees Core Strategy

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

2.7 The Stockton-on-Tees Core Strategy Development Plan Document was adopted on 24 March 2010. Core Strategy Policy 7 (CS7) Housing and Distribution states that Stockton's housing requirement is set by the Regional Spatial Strategy which requires the provision of 11,140 new dwellings over the period 2004 to 2024 and by Planning Policy Statement 3: Housing (PPS3), which requires the maintenance of a continuous 5-year rolling supply of housing. Although the Coalition Government has stated its intention to revoke Regional Spatial Strategies, the borough's housing requirement is embedded in the Adopted Core Strategy and remains valid.

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. It should also be noted that PPS3 states that housing supply should be assessed within a 15-year time frame. This is with regard from the date of adoption of Local Development Documents. The relevant Local Development Plan Document in this context is the Regeneration DPD. The timing of the Regeneration DPD is currently being reviewed and the scheduled date of adoption of the Regeneration DPD (2013) may change. Therefore the 2010 SHLAA assesses 15-year housing supply within the time period 2010 to 2025.

2.9 In order to identify the housing requirement to 2025 the assumption has been made that the average annual housing target after 2024 will be the same as the average annual housing target for the period 2004 – 2024 (555 dwellings).<sup>1</sup> This means that the housing requirement for the period 2004 to 2025 is 11,695 dwellings.

### **RSS Policy 3**

2.10 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

2.11 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**

2.12 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.

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<sup>1</sup> This follows the same approach used to roll the housing requirement forward from 2021 to 2024 in Core Strategy Policy 7. It should be noted that this approach rounds the number to the nearest round number or number ending with a 5 (the actual precise number is 557).

2.13 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**

2.14 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 for a detailed implementation guide to assist practitioners when undertaking a SHLAA.

2.15 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.

2.16 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**

2.17 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.

2.18 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.

2.19 For the Tees Valley SHLAA guide a criteria-based approach to assessing suitability, availability and achievability has been developed. Some amendments were made to the criteria used for the Stockton 2009 SHLAA. These amendments have been carried forward to the 2010 SHLAA. The criteria used for this Assessment is appended to this report (Appendix 5).



## 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.

#### The steering group

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 SHLAA preparation. 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, for the 2009 SHLAA, 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. These representatives have maintained their membership of the steering group for the 2010 SHLAA.

3.5 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 Director of Tees Valley Wildlife Trust
- A land and property agent
- 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 agreed by e-mail the process for producing the 2010 SHLAA. The project plan follows the same format (call for sites - highways site assessment workshop - internal stakeholder site assessment workshop - consultation on site assessments - steering group come to a conclusion about “contentious” sites<sup>2</sup>) that was agreed for the 2009 SHLAA. However, the following amendments were agreed:

- The consultation period was four weeks (it was previously five). This took into consideration that the majority of sites would not be new sites.
- A “drop-in” event was held as part of the consultation for the 2009 SHLAA. This was recommended as best practice following a drop-in event held jointly by Sunderland and South Tyneside councils for their SHLAAs. However, despite all LDF consultees being notified of the event, attendance was poor (about ten people). No developers or landowners attended the event and only two consultants did so. The other attendees, apart from two Members, were all local residents from the same village. It was considered that there was insufficient justification for the cost of booking a venue and the officer time that is required to prepare for and staff a drop-in event when both the number and range of attendees is so limited. Therefore, for the 2010 SHLAA it was agreed to advertise, as part of the consultation, two half-day periods when any consultee could book half an hour to speak to an officer about a SHLAA site. This was instead of a drop-in event.

3.9 The steering group met on 1<sup>st</sup> September 2010 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 2. The schedule of all of the comments received, together with the Council / steering group responses, is Appendix 3.

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<sup>2</sup> 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 for the 2009 SHLAA that this approach should be applied to any “contentious” sites. A site is regarded as contentious if comments are received through the consultation process that takes a different view from the internal stakeholder assessment. This approach has been carried forward for the 2010 SHLAA.

## **Guidance stages 2, 3 and 4: Sources of sites, desktop review and selecting sites to be surveyed**

3.10 The 2009 SHLAA was the main starting point for determining which sources of sites to include in the assessment. The 2009 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**

3.11 Sites identified by the study team for the 2008 SHLAA have been carried forward into the 2009 and 2010 SHLAAs. 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). As with previous SHLAAs the Council's Employment Land Review has also been utilised as a possible source of sites.

### **Sites that have been promoted externally as candidate sites**

3.12 Sites promoted externally for the 2008 and 2009 SHLAAs have been carried forward into the 2010 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 12<sup>th</sup> February 2010 using the pro forma provided (see Appendix 4).

### **Sites in the planning process**

3.13 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.

3.14 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**

3.15 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**

3.16 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

3.17 Some Category 2 designations may initially<sup>3</sup> 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 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**

3.18 The 2009 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 2010 SHLAA.<sup>4</sup> 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

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<sup>3</sup> 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.

<sup>4</sup> 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.

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 8).

### Stage 5: Carrying out the survey

3.19 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 and 2010 SHLAAs 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.

3.20 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

3.21 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 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 %

- 3.22 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.
- 3.23 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**

- 3.24 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**

- 3.25 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**

- 3.26 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**

- 3.27 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.
- 3.28 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).
- 3.29 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 the Stockton-on-Tees Strategic Flood Risk Assessment (June 2010).
- 3.30 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.

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

3.31 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**<sup>5</sup>, **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;
- **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

3.32 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.

3.33 The assessment has drawn a conclusion for each site as to whether or not it is suitable using this framework (see Appendix 5 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

3.34 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.

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<sup>5</sup> 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.**

- 3.35 The pro forma for sites submitted externally for the 2010 SHLAA includes a number of questions relating to availability.
- 3.36 The study team has identified some sites. 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.
- 3.37 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 and Capital Asset Review teams.

### **Stage 7b: Assessing achievability for housing**

- 3.38 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.
- 3.39 Achievability has been assessed through the internal highways workshop and the internal stakeholder workshop. Where a site has been considered “contentious” (see footnote to paragraph 3.8) 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**

- 3.40 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.
- 3.41 In April 2010 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. In estimating these lead in times, the Council has exercised caution bearing in mind the increasingly challenging conditions in the housing market.

3.42 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).

3.43 The April 2010 test of the deliverability of planning permissions has informed this SHLAA Report.

#### **Stage 7d: Overcoming constraints**

3.44 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**

3.45 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".

3.46 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).

- 3.47 The findings of this stage of the assessment are that there is sufficient housing potential to meet the housing requirement for the period 2010 to 2025. 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.
- 3.48 Paragraphs 3.40 to 3.43 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)**

- 3.49 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.
- 3.50 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)**

- 3.51 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
- 3.52 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.
- 3.53 Evidence from the past 4 years is that an average of 58 dwellings per year have been provided on sites of 9 dwellings or less. The supply from this would, if maintained at this rate, contribute a further 416 dwellings (754 reduced by 338 to avoid double counting small sites that are commitments) over the plan period. No windfall allowance has been included in the overall calculation of housing supply. Therefore, the projected supply from sites of 9 dwellings or less is stated in this section of the report for information purposes only.

## 4.0 Assessment Findings

### Introduction

- 4.1 The fundamental purpose of a SHLAA is to identify a 15-year supply of housing land. This assessment breaks the 15-year time frame 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 15-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 Core Strategy over 10 years (2010/11 to 2019/20).

## Sites without planning permission

4.5 The following sites have been assessed as deliverable and/or developable.

<b>Deliverable and/or developable sites</b>	
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 15	Land at Little Maltby Farm, Ingleby Barwick
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, Egglecliffe (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 69	Land bound by Uray Nook Road, Egglecliffe
Ref 82	Land at Durham Lane, Egglecliffe
Ref 84	Site of Derwent House, Low Grange Avenue, Billingham
Ref 87	Bowesfield North Phase 1 (East), 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)
Ref 92	Land off Leeholme Road, Billingham
Ref 100	Land east of Yarm Station

4.6 The schedule showing the assessment of the deliverable and developable sites is at Appendix 6 of this report.

## Step 2 – Testing Availability / Achievability

4.7 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 6.

## Assessing the risk of whether sites will come forward as anticipated

- 4.8 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 3.40 to 3.43 of this report.
- 4.9 Independently of the SHLAA exercise there is a significant corporate focus on the achievability of those sites that have the potential to deliver the Core Strategy and the Regeneration DPD. This includes a Major Projects Group that meets 6-weekly to review site achievability. 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.
- 4.10 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. 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** - 23% of the site is in within the 1-in-1000 year flood extent as shown by the Strategic Flood Risk Assessment (SFRA) (June 2010). When the Environment Agency flood maps are updated this area will be designated as 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 site was assessed as part of the Level 2 Strategic Flood Risk Assessment (SFRA) published in June 2010. The SFRA 2010 identifies four mitigation options and recommends Mitigation Option 4 – managed floor level system (raising some areas within

the site but allowing some parts of the site to flood during the 1-in-1000 year and 1-in-200+cc year flood events) as the preferred option.

#### **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.

#### **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** – New hydraulic modelling undertaken for the SFRA shows the site to be at risk from the 1-in-1000 year flood event. When the Environment Agency flood maps are updated this area will be designated as 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**

##### **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 15-year time frame.

##### **Flood Risk**

The depth and hazard risk is similar to the 1-in-100 year + climate change (cc) event. The Level 2 SFRA Report states "The low flood depths and hazard within this extent means that flood mitigation measures (ground and floor raising) can be designed to put the development above the 1-in-100 year + cc flood level.

##### **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** – New hydraulic modelling undertaken for the SFRA shows the site to be at risk from the 1-in-1000 year flood event. When the Environment Agency flood maps are updated this area will be designated as 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

The depth and hazard risk is similar to the 1-in-100 year + climate change (cc) event. The Level 2 SFRA Report states “The low flood depths and hazard within this extent means that flood mitigation measures (ground and floor raising) can be designed to put the development above the 1-in-100 year + cc flood level.

### 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** – New hydraulic modelling undertaken for the SFRA shows that the river frontage part of the site is at risk from the 1-in-1000 year and 1-in-100 year + cc event.

**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

The SFRA recommends that the area at risk from flooding is left undeveloped.

### 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. “Full Approval” status has been received and funding obtained. Year 1 (of 5) of the implementation programme commenced in April 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 funding for development of the new super-hospital

Government funding of the proposed new hospital has been withdrawn. However, the Primary Care Trust has stated that it is still actively exploring options to deliver a new hospital at Wynyard through private finance.

##### **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.

### **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 Harrowgate 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 / Harrogate 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.

#### **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 formed part of the former Building Schools for the Future Programme (BSF). The Council then developed proposals based on the consultation process. The proposals included the buildings and hardstanding at Norton School becoming available for redevelopment in 2013. The BSF programme has now been revoked. However, the Council remains committed to improving the physical environment in which children are educated and is currently reviewing its options in relation to achieving this aim. It is considered therefore, that there is still a reasonable prospect of the site becoming available for development.

##### **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.

### **Step 3 – Determining whether Stockton Borough has a 15-year supply of specific, deliverable/developable sites.**

4.11 Figure 2 shows a breakdown of Stockton Borough's current (1 April 2010) housing land supply, based on sites with planning permission, in relation to the overall target of 11,695 dwellings for the period 2004 to 2025. It shows that planning commitments in the Borough are currently 1,444 dwellings short of this target. It should be noted that the table is based purely on dwelling completions that have already taken place and dwelling completions that are expected from planning commitments. It makes no allowance for sites that will be allocated in the Regeneration (site allocations) DPD.

**Figure 2 – Stockton Borough’s housing land supply 2004 to 2025**

<b>Housing Requirement 2004 - 2025</b>	
Housing requirement	<b>11,695</b>
<b>Housing supply at 1 April 2010</b>	
Net dwelling completions that have already taken place	<b>3,470</b>
Net dwelling completions that are expected to take place through planning commitments	<b>6,781</b>
<b>Current Total supply (completions plus commitments)</b>	<b>10,251</b>
<b>Requirement</b>	<b>1,444</b>

- 4.12 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).
- 4.13 Figure 3 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 13,830 dwellings over the period 2010 to 2025. When added to existing net completions (about 3,470 dwellings) this represents a surplus of developable housing land (in relation to the requirement of 11,695 dwellings) of about 5,600 dwellings.
- 4.14 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.
- 4.15 Figure 4 shows cumulative completions from commitments and the cumulative housing requirement as defined by the Core Strategy. It shows that the cumulative Core Strategy housing requirement is fully met from commitments alone up to 2020. Figure 4 also shows the deliverable/developable capacity of SHLAA sites from 2010 to 2025. The total deliverable/developable capacity of SHLAA sites during this period is about 7,000 dwellings.<sup>6</sup>
- 4.16 Figure 5 identifies the developable SHLAA sites by location and breaks them down into the categories listed below. This is useful in order to be able to see the overall development capacities from the different categories.
- Inside development limits
    - Urban land (2,769 dwellings)
    - Green wedge (1,178 dwellings)
  - Outside development limits
    - Urban extension (3,731 dwellings)
    - Extension to settlement (75 dwellings)

<sup>6</sup> It should be noted that this is an overall theoretical capacity without the application of a policy filter. It is for the Regeneration DPD to identify those sites which will best deliver the spatial strategy set out in Core Strategy Policy 1 (CS1): The Spatial Strategy.

Figure 3: Trajectory of Commitments and Deliverable/Developable SHLAA Sites

Site Ref	Site Address	Total Units	Completed	Remaining	Under Construction	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	24/25	Housing Sub Area	Assessment
<b>Commitments</b>																						
136	Land Off Greenwood Road	30	11	19	15	15	4														Billingham	Developer
198	Former Stockton And Billingham College Site, Fincdale Avenue/The Causeway	176	68	108	19	30	30	30	18												Billingham	SBCUD
99	Parkfield Foundry	229	114	115	9	19	20	20	20	16											Core Area	Developer
103	Parkfield Redevelopment Phase 1	114	49	65	21	25	20	20													Core Area	SBCUD
130	Ashmore House, Richardson Road (KVAERNER site)	217	8	209	96	30	40	40	40	19											Core Area	Developer
137	Corus Pipe Mill, Portrack Lane, Stockton-on-Tees, TS18 2NF	375		375		6	20	35	35	35	35	35	35	35	35	35	34				Core Area	Developer
168	Parkfield Phase 2	216		216				54	54	54	54										Core Area	SBC
202	North Shore, Church Road, Stockton	949		949				25	25	25	60	60	60	60	60	60	60	60	60	60	Core Area	SBC
202	North Shore, Home Zone	50		50		25	25															Developer
212	58-60 Norton Road	15		15		15															Core Area	SBC
239	Land At Thornaby Place, Thornaby	18		18				18													Core Area	SBC
248	Land At Boathouse Lane	174		174						50	50	50	24								Core Area	SBC
262	Northern Machine Tools Engineering, Land at Boathouse Lane,	118		118						30	30	30	28								Core Area	SBC
263	136-138 Norton Road, Norton	12		12				12													Core Area	SBC
278	Former CL Prosser Site, Parkfield Road, Stockton on Tees, TS17 5LR	60		60					30	30											Core Area	SBC
296	6 - 10 Hume Street, Stockton-on-Tees, TS18 2ER	18		18				18													Core Area	SBC
297	Land Off Norton Road, Stockton On Tees	551		551				15	30	50	50	50	50	50	50	50	50	50	6		Core Area	Developer
307	58 Yarm Road, Stockton	10		10	10	10															Core Area	SBCUD
317	Millfield House And 90-96 Dovecot Street Stockton-on-Tees	30		30				30													Core Area	SBC
408	British Visqueen Limited, Yarm Road, Stockton-on-Tees, TS18 3RD	474		474				40	40	40	34	34	34	34	34	30	30	30	30	30	Core Area	Developer
414	St Marys School, Major Street, Stockton-on-Tees	15		15	15	15															Core Area	SBCUD
11	The Forum/Portus Bar/Vallum Edge	133	113	20	9	9	5	6													Ingleby Barwick	Developer
11	Portus Bar, Village 6	39	36	3		3															Ingleby Barwick	Developer
11	The Forum Portus Bar Valum Edge Village 6 Ingleby Barwick	28	18	10	7	7	3														Ingleby Barwick	Developer
44	River View Zone A, Village 6, Ingleby Barwick	55	35	20	10	20															Ingleby Barwick	Developer
160	Hill Brook, Parcel B, Village 5	100	80	20	9	20															Ingleby Barwick	Developer
164	Land Off Broomhill Avenue, Hillbrook, Parcel B, Village 5	141	94	47	15	25	22														Ingleby Barwick	SBCUD
192	Land In The Vicinity Of Betty's Close Farm	17		17				17													Ingleby Barwick	SBC
193	Broom Wood, Parcel A, Ingleby Barwick	230	155	75	4	25	25	25													Ingleby Barwick	Developer
193	Broom Wood, Parcel A, Ingleby Barwick	64	56	8	8	8															Ingleby Barwick	Developer
193	Broom Wood, Parcel A, Ingleby Barwick	41		41	4	15	15	11													Ingleby Barwick	SBCUD
295	Ashbrook, Ringwood, Hazeldene	356		356			10	20	20	30	30	32	32	32	30	30	30	30	30		Ingleby Barwick	Developer
295	Remainder of Ingleby Barwick	500		500				10	20	30	45	45	45	45	45	45	45	45	45	35	Ingleby Barwick	Developer
383	Sandhill, Ingleby Barwick	150		150				12	12	15	15	12	12	12	12	12	12	12	12		Ingleby Barwick	Developer
6	Wynyard Woods Self Build	11		11	1	3	4	4													Rural	SBCUD
6	Land at Area 3	11		11				5	6												Rural	SBC
158	Tall Trees Hotel, Worsall Road, Yarm	250		250						42	42	42	42	42	40						Rural	SBC
189	Peacocks Yard, Land East Of Blakeston Lane, Norton	149		149		12	31	38	30	20	18										Rural	Developer
316	Former School House And Offices, The Wynd, Wynyard Village,	16		16				8	8												Rural	SBC





Figure 4: Cumulative completions and the cumulative housing requirement

Housing delivery period	2004 to 2011		2011 to 2016					2016 to 2021					2021 to 2025			
Period requirement	4200		2650					2625					2220			
Year	2004/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Core Strategy housing requirement	3600	600	530	530	530	530	530	525	525	525	525	525	555	555	555	555
Cumulative Core strategy housing requirement	3600	4200	4730	5260	5790	6320	6850	7375	7900	8425	8950	9475	10030	10585	11140	11695
Gross commitment completions	n/a	684	638	842	747	763	656	487	452	410	356	312	311	277	233	125
Demolitions	n/a	283	131	77	11	10	0	0	0	0	0	0	0	0	0	0
Net commitment completions	3475	401	507	765	736	753	656	487	452	410	356	312	311	277	233	125
Cumulative net commitment completions	3475	3876	4383	5148	5884	6637	7293	7780	8232	8642	8998	9310	9621	9898	10131	10256
Total developable SHLAA capacity	0	0	12	30	125	168	647	649	792	729	655	680	830	813	543	378
Cumulative developable SHLAA capacity	0	0	12	42	167	335	982	1631	2423	3152	3807	4487	5317	6130	6673	7051

**Figure 5: Deliverable and Developable sites by location**

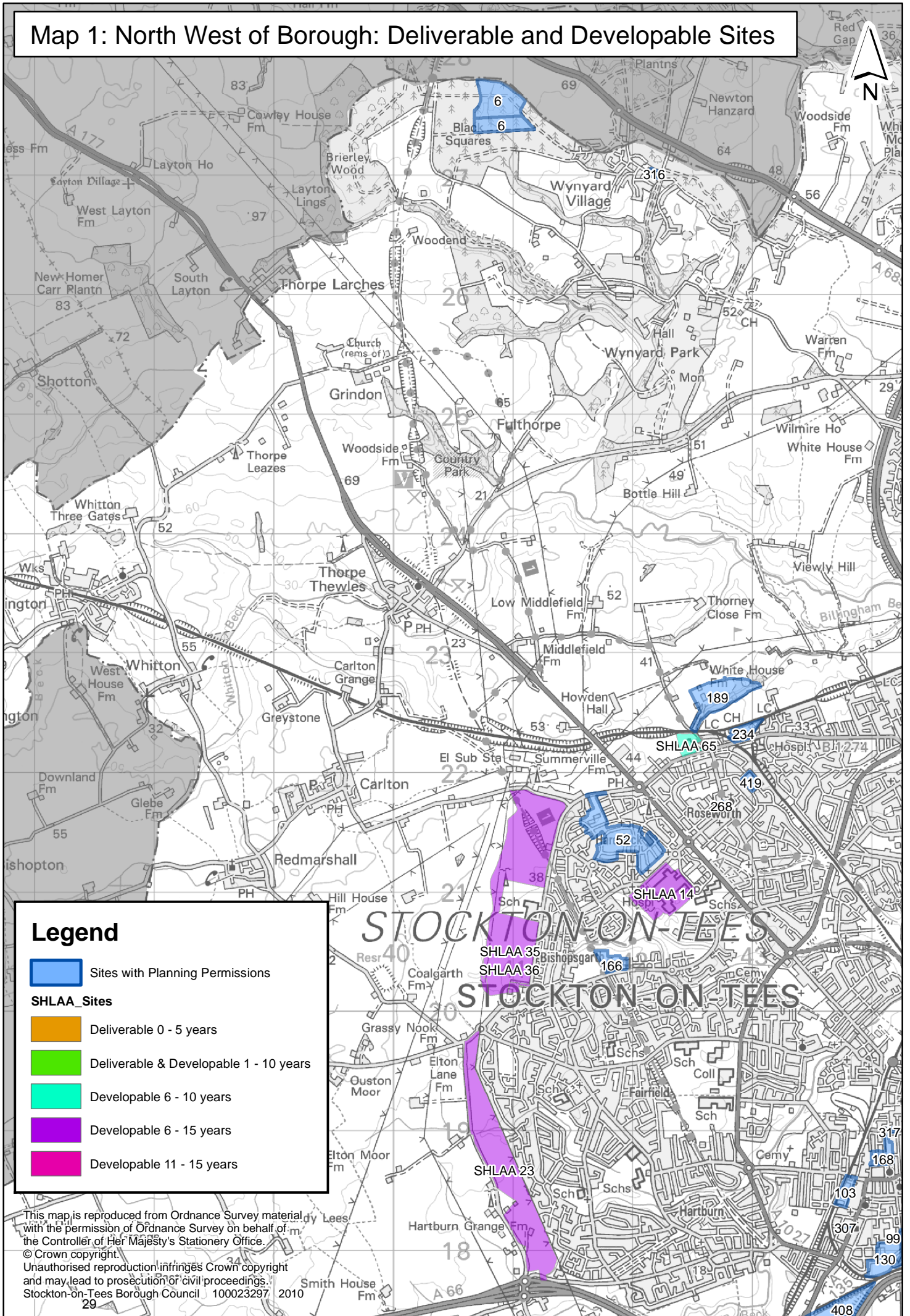
Site Ref	Site	PDL	Area	Yield
<b>Inside Development Limits</b>				
Urban Land				
1	Tees Marshalling Yard (West)	Majority Brownfield	31.1	800
2	Tees Marshalling Yard (East)	Majority Brownfield	10.94	100
3	Chandler's Wharf	Entirely Brownfield	2.9	220
5	Speedy Hire, Boathouse Lane	Entirely Brownfield	0.72	54
8	Supreme Knitwear Building, Mandale Triangle, Thornaby	Entirely Brownfield	0.47	78
14	University Hospital of North Tees	Entirely Brownfield	15.13	393
61	Egglecliffe School (buildings and hardstanding only), Egglecliffe	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
69	Land bound by Urray Nook Road.	Entirely Greenfield	6.62	148
82	Land at Durham Lane, Egglecliffe	Majority Greenfield	28	800
84	Site of Derwent House, Low Grange Ave, Billingham	Entirely Brownfield	0.49	12
92	Land off Leeholme Road, Billingham	Entirely Brownfield	1.04	30
			<b>Total</b>	<b>2769</b>
Green Wedge (in whole or part)				
6	Bowesfield Riverside Phase 2	Majority Brownfield	22.24	232
15	Land at Little Maltby Farm, Ingleby Barwick	Entirely Greenfield	39.03	878
63	St Michael's School (buildings and hardstanding only), Billingham	Entirely Brownfield	3.39	50
87	Bowesfield Riverside Phase 1 (East)	Majority Greenfield	5.53	18
			<b>Total</b>	<b>1178</b>
<b>Outside Development Limits</b>				
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
100	Land east of Yarm Station	Entirely Greenfield	14.75	310
			<b>Total</b>	<b>3731</b>
Small settlement extension				
26	Land to the South of Knowles Close, Kirklevington	Entirely Greenfield	3.32	75
			<b>Total</b>	<b>75</b>

## 5.0 Summary and Conclusions

- 5.1 Planning Policy Statement 3: Housing requires the maintenance of a deliverable 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 LDD for Stockton is the Regeneration DPD. However, the timing of the Regeneration DPD is currently being reviewed. The 2010 SHLAA has therefore, projected housing supply over the period 2010 to 2025. This extends by one year the period (2004 to 2024) covered for housing distribution and phasing purposes by the Core Strategy.
- 5.3 The assessment has shown that Stockton Borough has a deliverable 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 2010) meet the Core Strategy housing requirement 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.



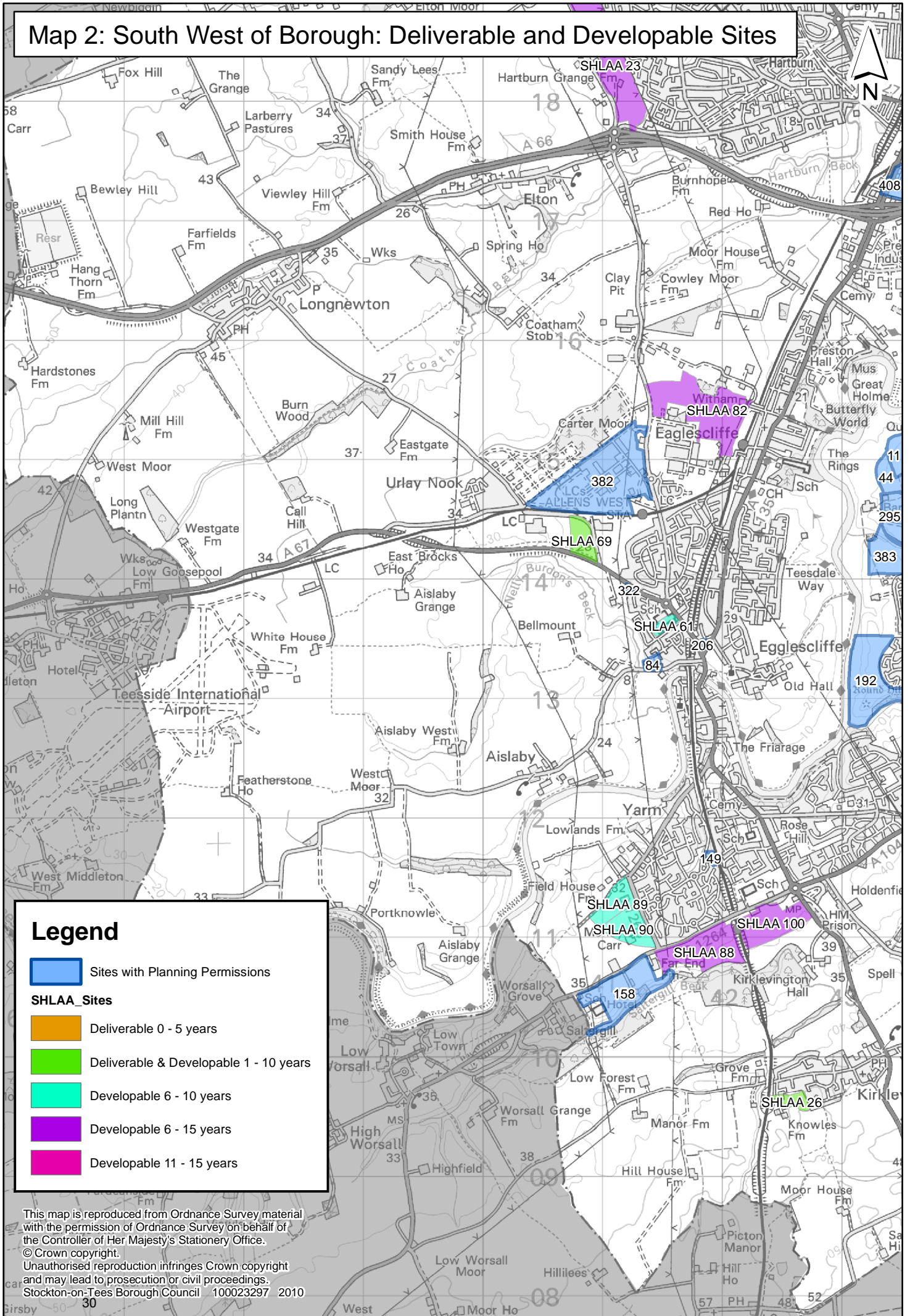
# Map 1: North West of Borough: Deliverable and Developable Sites



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# Map 2: South West of Borough: Deliverable and Developable Sites



## Legend

Sites with Planning Permissions

### SHLAA\_Sites

Deliverable 0 - 5 years

Deliverable & Developable 1 - 10 years

Developable 6 - 10 years

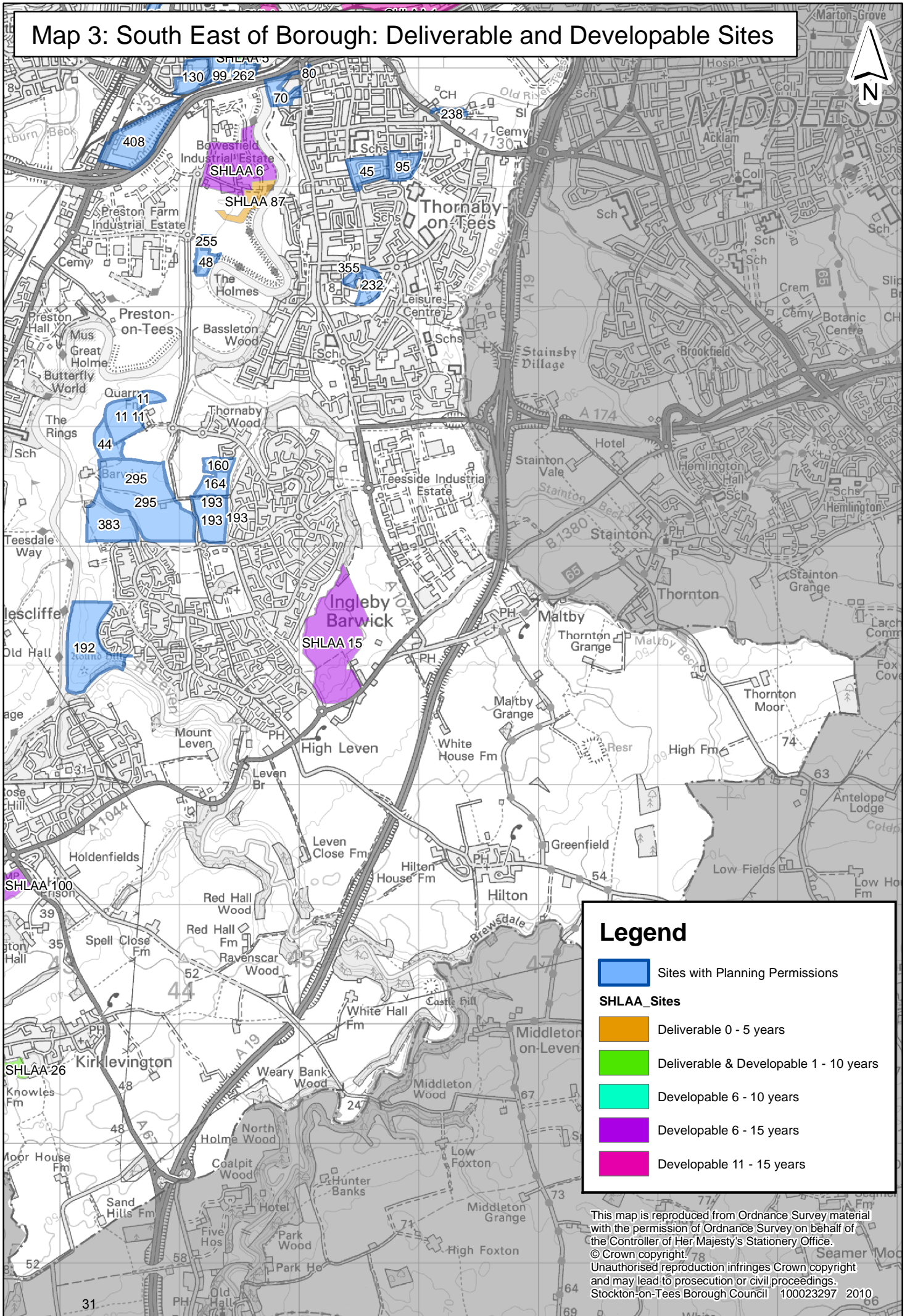
Developable 6 - 15 years

Developable 11 - 15 years

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# Map 3: South East of Borough: Deliverable and Developable Sites



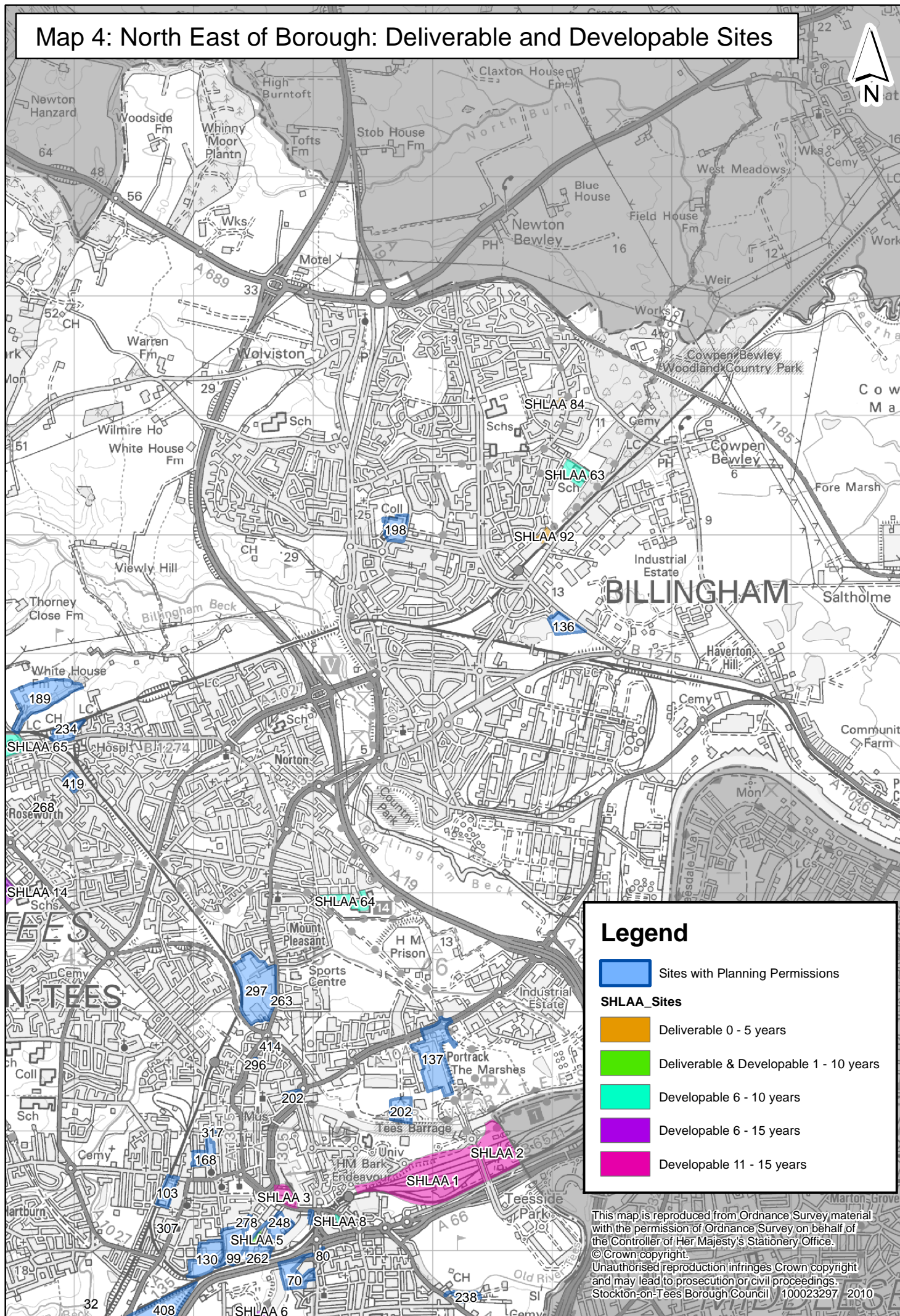
## Legend

- Sites with Planning Permissions
- SHLAA\_Sites**
- Deliverable 0 - 5 years
- Deliverable & Developable 1 - 10 years
- Developable 6 - 10 years
- Developable 6 - 15 years
- Developable 11 - 15 years

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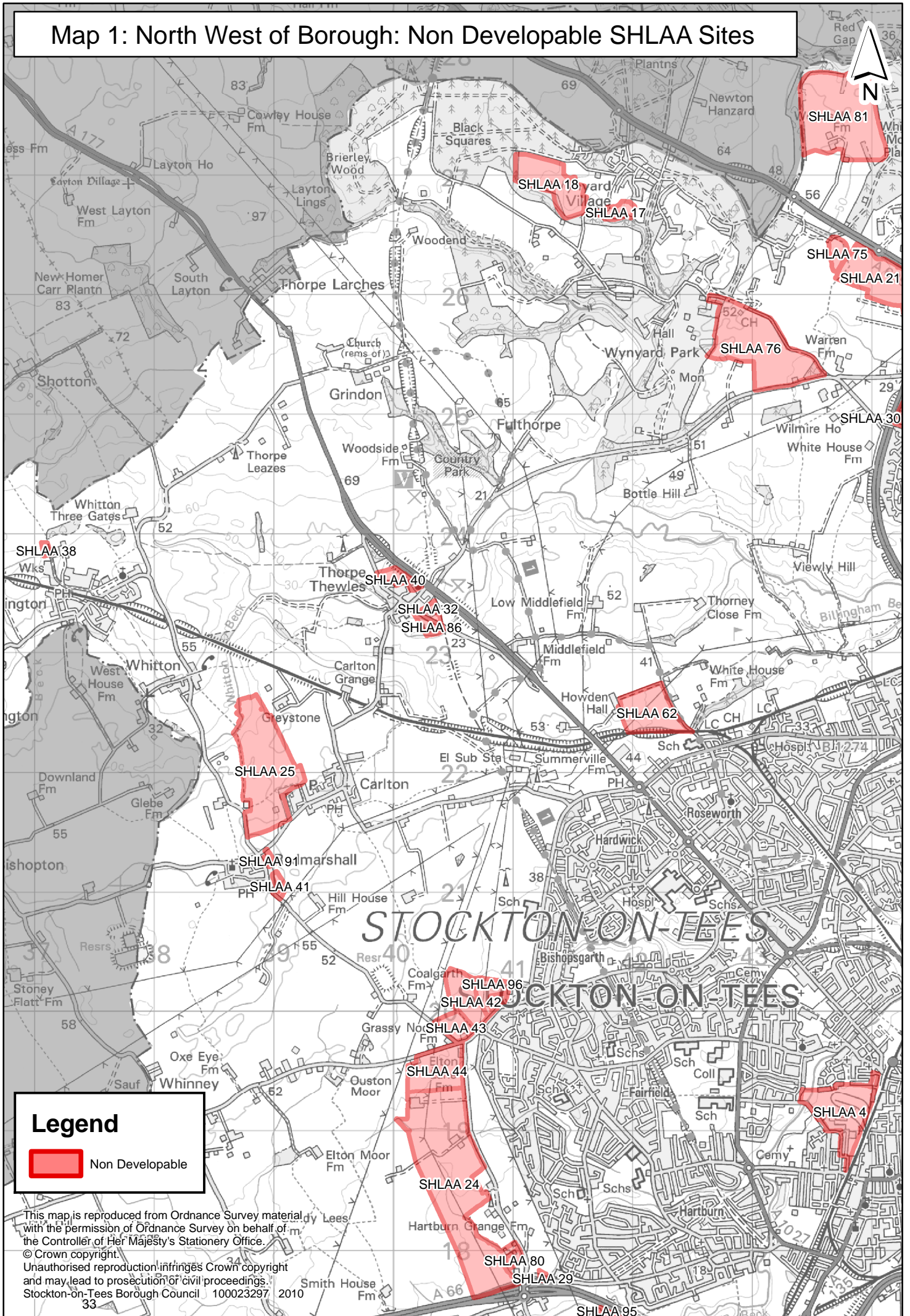
# Map 4: North East of Borough: Deliverable and Developable Sites



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# Map 1: North West of Borough: Non Developable SHLAA Sites



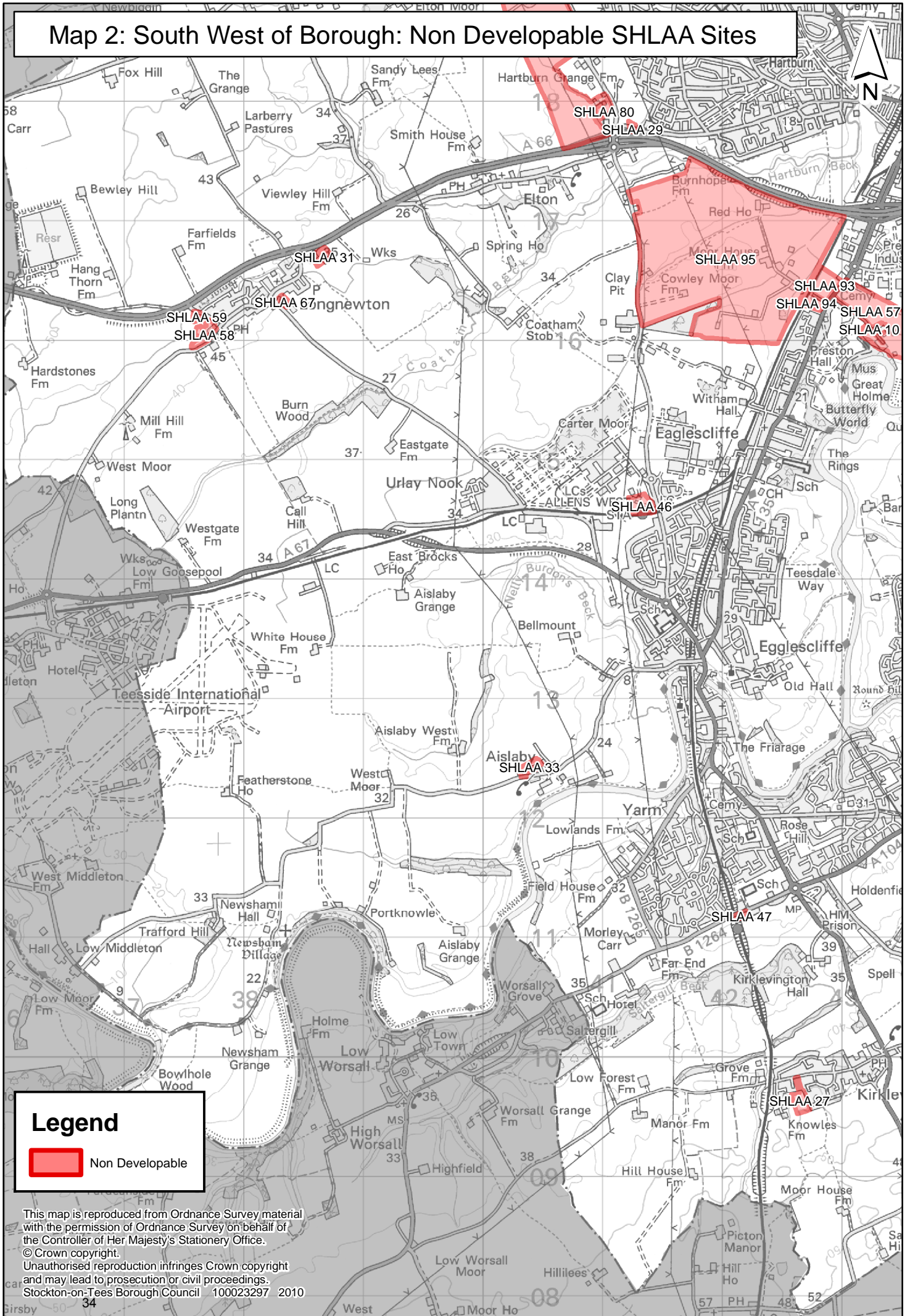
## Legend

Non Developable

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# Map 2: South West of Borough: Non Developable SHLAA Sites



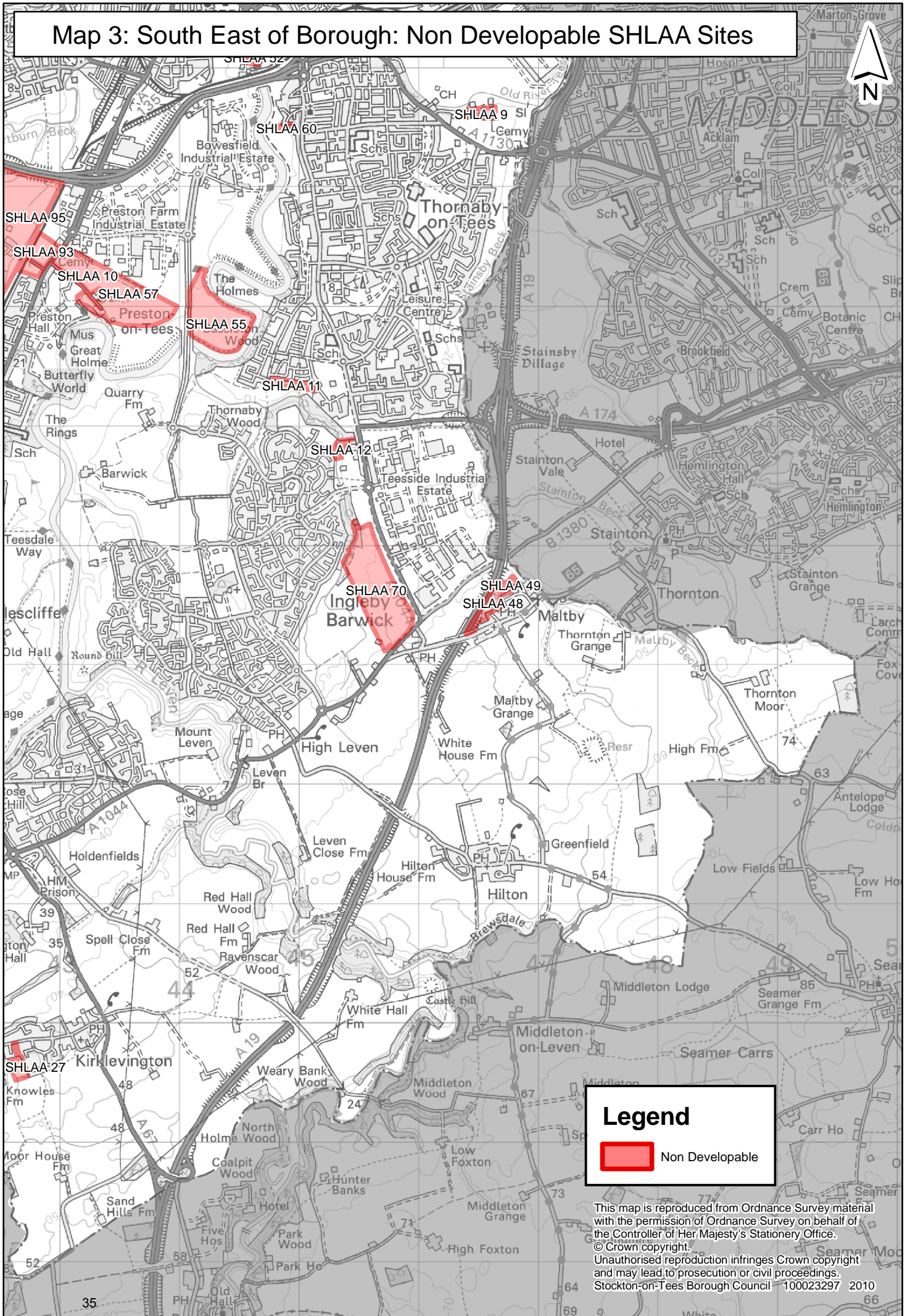
## Legend

Non Developable

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# Map 3: South East of Borough: Non Developable SHLAA Sites



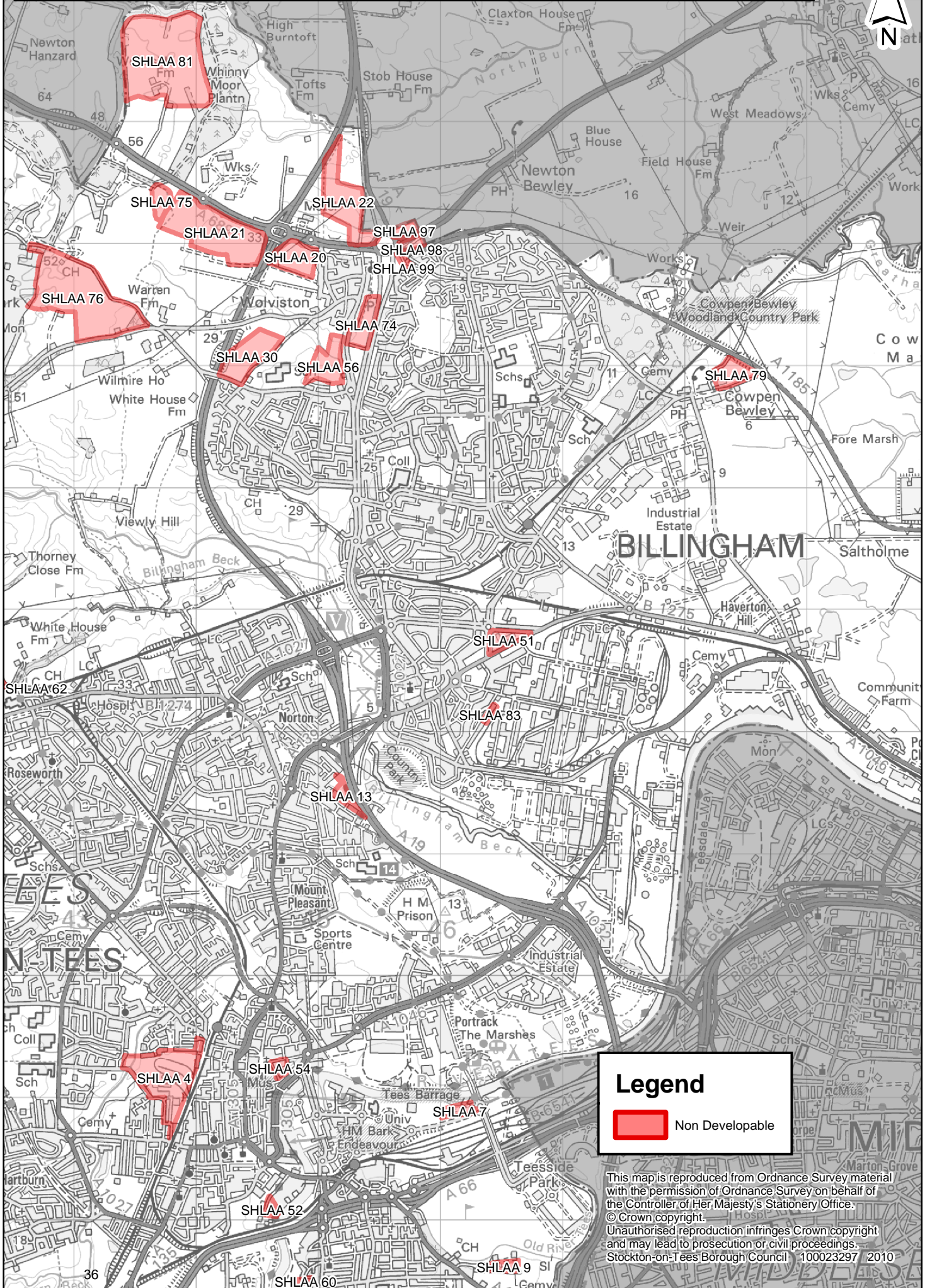
## Legend

 Non Developable


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# Map 4: North East of Borough: Non Developable SHLAA Sites



## Legend

 Non Developable

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# **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 01.09.10**

## **Strategic Housing Land Availability Assessment (SHLAA) – Steering Group**

**2.00pm Wednesday, 1<sup>st</sup> September.**

**1st Floor Committee Room, Gloucester House, Church Street, Stockton-on-Tees.**

### **Minutes**

#### Steering Group Members

Matthew Clifford	(Spatial Plans, SBC)
Jane Hall	(Spatial Plans, SBC)
Barry Jackson	(Development Services, SBC)
Ashley Briggs	(Regeneration, SBC)
Bill Trewick	(Technical Services, SBC)
Robert McLackland	(Home Builders Federation)
Chris Struthers	(Home Builders Federation)
John Irwin	(Land and property agent)
Jeremy Gartside	(Tees Valley Wildlife Trust)

#### Apologies

Tim Gibson	(Regeneration, SBC)
Peter Jordan	(Home Builders Federation)

#### Also attending

John Dixon	(Spatial Plans, SBC)
Joanne Hutchcraft	(Spatial Plans, SBC)
Stuart Grimes	(Home Builders Federation)

### **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:

- Two half days were available to consultees to book an appointment with an officer to discuss any issues relating to the consultation. No one took advantage of this opportunity.

### **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 the majority of the contentious sites. However, further information was requested in relation to SHLAA site 15: Land at Little Maltby Farm and SHLAA site 87: Bowesfield Riverside Phase 1 (East). It was agreed that further information would be circulated by e-mail and a conclusion then arrived at for these sites.

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

#### **4. Finalising the SHLAA Report**

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. Steering Group members stated that they did not see a need for the Steering Group to see the final report before it is reported through the Council's Cabinet process. However, it was requested that the schedule of comments be circulated with the conclusions from this meeting incorporated.

**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. The schedule of comments to be circulated with the conclusions from this meeting incorporated.

## **APPENDIX 3**

### **Schedule of comments received during the consultation period and the Council/steering group responses**

Site Ref	Site Address	Representor	Comment	Steering Group response
1	Tees Marshalling Yard (West)	British Waterways	<p><b>Suitability and Availability</b></p> <p>British Waterways owns land within the site. This part of the site can be made available now, i.e. there are no constraints to the availability of this part of the site. A plan of British Waterways' ownership can be provided.</p>	The Steering Group considered it to be a strategic site that would not come forward in a piecemeal fashion.
1	Tees Marshalling Yard (West and East)	Roland Firby (Tithebarn Land)	<p><b>Suitability, Availability and Achievability</b></p> <p>The Stainsby Beck green wedge is meant to serve the purpose of providing a definite and visible boundary between Stockton/ Thornaby and Middlesbrough, thus allowing each district to retain its individual identity. I know that the green wedge does not extend across the Marshalling Yards but the principle of separating the two towns should apply equally to this location.</p> <p>The flooding risk, the industrial contamination risks, the costs of remediation and the noise pollution from trunk roads and rail make the site an undesirable place to live and a very expensive development.</p> <p>It is remote from other housing, services and town centre and will create an isolated community. Uptake will probably be slow so there will be an unfulfilled allocation, or, at best, a very protracted completion time, depriving Stockton of inward investment</p> <p><b>Non developable</b></p>	<p>The Steering Group agreed that the principle referred to in the representation is a matter of policy judgement and not a SHLAA decision.</p> <p>In terms of delivery the Steering Group considered that achievability has been addressed as the site is not considered to be available until 2018 and the timescale for site preparation has been factored into the delivery.</p> <p>The site forms part of the SMI and Green Blue Heart plans and is intended to bridge the gap between Stockton and Middlesbrough.</p>
5	Speedy Hire, Boathouse Lane	Roland Firby (Tithebarn Land)	<p><b>Suitability</b></p> <p>There is an identified, perceived flood risk, so great that the adjoining site</p>	The Steering Group noted that the site formed part of the Boathouse Lane Planning and



			<p>52 would need river frontage treatment. There are major perceived network implications. The site is used or safeguarded for employment purposes and not identified as surplus to requirements through the Employment Land Review. Residential development here would no doubt lead to job losses. This site is next to a bus depot, and likely to be in the 0 – 10 year period, adjoins a dual carriage way, is close to a trunk road and yet has major highway implications and flood risk. It will not appear as attractive to the affluent buyer as out-of-borough sites, to the detriment of Stockton's prosperity</p> <p><b>11-15 years</b></p>	<p>Design Brief SPD and concurred with the council's assessment. It was also noted that the Strategic Flood Risk Assessment (June 2010) does not advise against development of the site.</p>
6	Bowesfield Riverside Phase 2	Roland Firby (Tithebarn Land)	<p>Suitability, Availability and Achievability</p> <p>The site fails four of the five standard questions on "Suitability". The site is safeguarded for employment purposes and not identified as surplus to the requirements of the Employment Land Review. The site is isolated from the High Street area and not likely to significantly add to the prosperity of the town centre core of the polycentric city region vision. The flood risk and the perceived major highway network implications add to the list of reasons against "Suitability". Development would create an isolated community, separated from the wider Parkfield area and services and facilities by the A66, and poorly related to the other housing development taking place at Bowesfield Park. The multiple and difficult land ownership issues; the perceived major highway network implications; the high contamination remediation expenses (against a background of much reduced or no Government subsidy for the foreseeable future) all indicate no ready or likely "Availability". These "Suitability" and "Availability" issues indicate serious doubts on "Achievability".</p> <p>Non developable</p>	<p>The Steering Group concurred with the assessment that there are land ownership issues and highway network implications which can be overcome; therefore the estimated period for development is appropriate as being 6-10/11-15 years. The Steering Group were also confident that flood risk concerns could be overcome through the avoidance of developing on the areas at risk at the periphery of the site.</p>
7	The Barrage	British Waterways	Suitability	<p>The Steering Group did not think the site was an appropriate</p>

			<p>A preferred developer has been short listed for the site to take forward a leisure-led development following site marketing but the project is at an early stage. This remains the preferred option and we are working to deliver this option. However, British Waterways would not wish to rule out the possibility of considering residential development on Site 7. This would be in the event of any issues being encountered in the delivery of the preferred option or in the event of some residential development being considered within the mix of uses, and also in a context in which the wider site encompasses a large area of circa 8 hectares.</p> <p>In this regard, it is too early in the development process to dismiss Site 7 for any residential development whether forming a significant element or a smaller element within a mix of uses.</p> <p>Furthermore, in the context of suitability, it is important to note that the current Environment Agency Flood Map appears to show that the majority, if not nearly all, of Site 7 and most of the wider Barrage site development area (shown on the enclosed plan) is located within Flood Zone 1. The site is well-related to the existing built up area being adjacent to the University College Stockton and is within the defined 'development limits' and Core Area. Consider the site suitable as with Tees Marshalling Yards</p>	<p>location for residential development and would be isolated if built independently.</p>
13	Land at Chesham Road, Norton	David Hand	<p>Suitability and Achievability</p> <p>Comments below are in addition to representations made in early 2010 which included a cost quote for road layouts.</p> <p><b>Yield</b></p> <p>I contest that the estimated yield in the draft report is artificial and has no substance. Stockton Council has consistently used the 68db level to identify a limit to where noise level has an affect on development. This goes as far back as the 1980s when Barratt Homes developed the High</p>	<p>The Steering Group were advised that, in response to the comments received, a Senior Planning Officer from the Development Services team had recently visited the site. The officer advised that the estimated yield be revised to 20 dwellings.</p> <p>The Steering Group concurred</p>

			<p>Grange estate near the old A19, this was subsequently extended after the A19 was realigned. It has been more recently used in applications in close proximity to the site where a condition was placed on approvals, which only required insulation where properties were inside the 68db level. I draw your attention to application 06/0043/FUL where a noise impact assessment was carried out. I contend that none of the site will be within 68db and if it were by careful design and use of curtilage none of the properties would be within the 68db level. I am not aware of any agreed policy, which has altered the previously used 68db level, and in the absence of any I feel the yield should be reconsidered in line with your consideration of other sites.</p> <p>Changes in wording: yield be changed to 72 any development would require an noise impact assessment prior to being developed and if any of the buildings were to fall within the 68db level there would need to be agreed noise insulation measures</p> <p><b>Access</b></p> <p>I do not consider the access to the site to be unviable. My clients recognise that there will need to be highway improvement works and possible compensation to existing residents. However as they wholly own the site and have no debt connected to the site the cost of these works could be easily accommodated and still make the site viable. This should also be considered in light of an increased yield on the site. At no point has the position being stated that the site could not be accessed in fact the SHLAA 2008 did not raise access as an issue.</p> <p>Change in wording: That the site is considered achievable subject to overcoming highway access issues</p> <p>0-5 years</p>	<p>with advice from Technical Services that the site would require a second access and that this would be unlikely to be viable.</p>
15	Land at Little	Satnam	Suitability and Achievability	Suitability – The Steering Group

	Maltby Farm, Ingleby Barwick	Planning Services Limited on behalf of Tiviot Way Investments Limited	<p>Suitability – we note the SHLAA states the site is “suitable” but “this is without reference to its current status as Green Wedge and Greenfield”. You will be aware that an Inspector has looked into the role of the Green Wedge around Ingleby Barwick in the location of Little Maltby Farm and considered there is no reason why Little Maltby Farm should be included within the Green Wedge to protect the integrity of the Green Wedge Policy surrounding Ingleby Barwick i.e. the site is able to be developed without harm or compromise to the integrity of the Green Wedge in the proximity of the site.</p> <p>Achievability – we note the SHLAA states “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 access can be achieved.</p>	<p>agreed that the comments regarding Green Wedge policy are not relevant to the SHLAA process.</p> <p>Achievability - The highways report submitted by the representor proposed two site accesses, one onto A1044 Low Lane and the other onto A1044 Thornaby Road (formerly A1045).</p> <p>Technical Services informed the Steering Group that concerns have previously been raised with regard to the access onto Low Lane. This access was only deemed acceptable as a means of access into a small land-locked mixed development site and the Network Safety Team would have concerns if this access were to become the primary access to the Little Maltby Farm site.</p> <p>It was agreed to defer a decision on achievability until the circulation to Steering Group members of a highways report due to be submitted imminently</p>
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				<p>by Satnam Planning. Following submission of the report Technical Services accepted that the following access solution had the potential to be workable: Primary access from a roundabout on Thornaby Road with the secondary access onto Low Lane. This is subject to satisfactorily mitigating the impacts on the surrounding road network.</p> <p>The steering group, with one exception (a Home Builders Federation representative), agreed that the achievability assessment of the site should read as follows:</p> <p>“The site is considered to be achievable. Whilst it is acknowledged that the landowner of the site does not have control over all accesses to the site it is considered that given the size of the site these constraints could be overcome and that suitable accesses could be achieved. The preferred option would be accesses from Barwick Way and Thornaby</p>
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				Road. Concerns have been raised regarding any possible access onto Low Lane, however, a detailed assessment of this access together with assessment of the wider network implications would be required should it come forward as part of a planning application as a secondary access to the site.”
17	Land to the South of Wynyard Village (Masterplan site 4)	Nathanial Lichfield and Partners	<p>We write in connection with the above on behalf of Sir John Hall and his land holdings at Wynyard. Of the various Master Plan sites previously submitted to the SHLAA we note areas 3, 4 and 5 (your ref: sites 17, 18 and 75) have been assessed as ‘non-developable’. Whilst the SHLAA confirms these sites are available and achievable (which is fully supported) the location is considered to be un-sustainable.</p> <p>In considering the sustainability of Wynyard, as a location for continued development, we note the following:</p> <ul style="list-style-type: none"> <li>• Wynyard represents the premier address within Teesside providing accommodation for many business leaders and entrepreneurs within the region</li> <li>• Wynyard, however, currently has only a limited range of facilities despite being the largest of all villages within the Stockton on Tees administrative area</li> <li>• The development of additional housing at Wynyard will fundamentally assist in enhancing sustainability for both the existing community and new residents</li> <li>• The submitted Master Plan provides commitments to delivery of: <ul style="list-style-type: none"> <li>- Public transport provision serving Wynyard</li> </ul> </li> </ul>	The Steering Group were informed that the Master Plan is not supported by the Local Authority and is not compliant with current planning policy. It is, therefore, a private speculative visioning document rather than one to which planning status can be attributed. It was concluded that the assessment of the site was appropriate as non-developable. Other issues were raised with regards to sustainability of the location and the ability of additional housing to support facilities.

			<ul style="list-style-type: none"> <li>- Community sports provision</li> <li>- Serviced buildings to enable an expansion of the village, including a community building</li> <li>- Education provision</li> <li>- Provision of a country park trail</li> <li>- Continued management and restoration of the historic parkland and listed buildings</li> <li>• Release of the Master Plan sites will assist in meeting housing needs and enhancing the sustainability of Wynyard.</li> </ul> <p>Accordingly, we respectfully request the various Wynyard Master Plan sites south of the A689 be recategorised as a deliverable recognising the positive contribution additional development will have in addressing sustainability. To base an appraisal of sustainability on the existing situation, as opposed to what a development can deliver, will perpetuate the current service deficiencies at Wynyard.</p> <p>We look forward to discussing the foregoing with you and would welcome the opportunity to present to the SHLAA working group in due course.</p>	
18	Land at Wynyard (Masterplan site 3)	Nathanial Lichfield and Partners	<p>We write in connection with the above on behalf of Sir John Hall and his land holdings at Wynyard. Of the various Master Plan sites previously submitted to the SHLAA we note areas 3, 4 and 5 (your ref: sites 17, 18 and 75) have been assessed as 'non-developable'. Whilst the SHLAA confirms these sites are available and achievable (which is fully supported) the location is considered to be un-sustainable.</p> <p>In considering the sustainability of Wynyard, as a location for continued development, we note the following:</p> <ul style="list-style-type: none"> <li>• Wynyard represents the premier address within Teesside providing accommodation for many business leaders and entrepreneurs within the region</li> </ul>	<p>The Steering Group were informed that the Master Plan is not supported by the Local Authority and is not compliant with current planning policy. It is, therefore, a private speculative visioning document rather than one to which planning status can be attributed. It was concluded that the assessment of the site was appropriate as non-developable. Other issues were raised with regards to</p>

			<ul style="list-style-type: none"> <li>• Wynyard, however, currently has only a limited range of facilities despite being the largest of all villages within the Stockton on Tees administrative area</li> <li>• The development of additional housing at Wynyard will fundamentally assist in enhancing sustainability for both the existing community and new residents</li> <li>• The submitted Master Plan provides commitments to delivery of: <ul style="list-style-type: none"> <li>- Public transport provision serving Wynyard</li> <li>- Community sports provision</li> <li>- Serviced buildings to enable an expansion of the village, including a community building</li> <li>- Education provision</li> <li>- Provision of a country park trail</li> <li>- Continued management and restoration of the historic parkland and listed buildings</li> </ul> </li> <li>• Release of the Master Plan sites will assist in meeting housing needs and enhancing the sustainability of Wynyard.</li> </ul> <p>Accordingly, we respectfully request the various Wynyard Master Plan sites south of the A689 be recategorised as a deliverable recognising the positive contribution additional development will have in addressing sustainability. To base an appraisal of sustainability on the existing situation, as opposed to what a development can deliver, will perpetuate the current service deficiencies at Wynyard.</p> <p>We look forward to discussing the foregoing with you and would welcome the opportunity to present to the SHLAA working group in due course.</p>	sustainability of the location and the ability of additional housing to support facilities.
20	Land at Wolviston	Barton Willmore	Suitability, Availability and Achievability  Suitability	The Steering Group commented on the proximity to major roads, impact of noise, power lines and the fact the site is not well related to the existing built up



			<ul style="list-style-type: none"> <li>• Whilst the site lies outside the development boundary this in itself does not preclude the site from being classed as suitable.</li> <li>• Site should not be considered unsuitable due to the fact that it is a <input type="checkbox"/> greenfield site</li> <li>• The site is located in Flood Zone 1 and is therefore considerable suitable for development.</li> <li>• We object to the Council's assessment that noise emanating from the A19/A689 would reduce the developable area of the site. Development of the site would need to be planned accordingly and this does not necessarily need to be at the cost of developable area.</li> <li>• Overhead pylons are noted by the Council as crossing the site. This in itself does not make the site unsuitable as there are options for either re-routing or burying these underground.</li> <li>• Similarly we object with the assessment that any development of the site would have major perceived highway network implications. In fact, the Highways Agency commented on the current SHLAA (2009) noting that traffic implications could be significant but that it could be managed through the use of conditions.</li> <li>• We object to the Council's assessment that there may be a potential impact on a green infrastructure designation on the A19 corridor. Any future development could be designed to reflect this and any suitable off sets or buffers could be incorporated into the design so as to ensure that there was not adverse impact on this designation</li> </ul> <p>Availability</p> <p>We confirm that the site is available for development.</p> <p>Achievable</p>	<p>area. The local authority officer assessment was agreed as appropriate.</p>
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			<ul style="list-style-type: none"> <li>• The assessment claims that the costs of remediating contamination at the site would be high and that this may affect the delivery of housing on the site. We do not agree with this position</li> <li>• Assessment indicates that there are major highway network implications that are unlikely to be resolved by planning obligations funding and that development would have significant implications for the A689 and A19. This is at odds with representations submitted by the HA to the 2009 SHLAA which noted that whilst there may be significant transport implications these could be managed through the use of conditions.</li> </ul> <p>0-5/6-10 years</p>	
21	Land at Wolviston	Barton Willmore	<p>Suitability, Availability and Achievability</p> <p>Suitability</p> <ul style="list-style-type: none"> <li>• Whilst the site lies outside the development boundary this in itself does not preclude the site from being classed as suitable.</li> <li>• Site should not be considered unsuitable due to the fact that it is a greenfield site</li> <li>• The Council's own assessment included within the 2009 SHLAA indicated that the site could access 5 of the 6 services listed by sustainable modes of transport. As such we do not agree that the site is located in an unsustainable location</li> <li>• The site is located in Flood Zone 1</li> <li>• We object to the Council's assessment that there may be a potential impact on a green infrastructure designation on the A19 corridor. Any future development could be designed to reflect this and any suitable off sets or buffers could be incorporated into the design so as to ensure that there was not adverse impact on this designation</li> </ul>	The Steering Group concurred with the local authority officer assessment that the site does not relate well to the existing built area.

			<ul style="list-style-type: none"> <li>• It is acknowledged that a pipeline runs north – south across the site this in itself should not preclude development as it could either be avoided or re-routed</li> <li>• We object to the Council’s assessment that there may be a potential impact on a green infrastructure designation on the A19 corridor. Any future development could be designed to reflect this and any suitable off sets or buffers could be incorporated into the design so as to ensure that there was not adverse impact on this designation</li> </ul> <p>Availability</p> <p>We confirm that the site is available for development.</p> <p>Achievable</p> <p>We support the Council’s assessment that the site is achievable subject to overcoming any highway implications.</p> <p>6-10/11-15 years</p>	
22	Land at Wolviston	Barton Willmore	<p>Suitability, Availability and Achievability</p> <p>Suitability</p> <ul style="list-style-type: none"> <li>• Whilst the site lies outside the development boundary this in itself does not preclude the site from being classed as suitable.</li> <li>• Site should not be considered unsuitable due to the fact that it is a greenfield site</li> <li>• The Council’s own assessment included within the 2009 SHLAA indicated that the site could access 5 of the 6 services listed by sustainable modes of transport. As such we do not agree that the</li> </ul>	The Steering Group concurred with the local authority officer assessment that the site does not relate well to the existing built area.

			<p>site is located in an unsustainable location</p> <ul style="list-style-type: none"> <li>• The presence of pylons and utilities on the site does not make the site unsuitable. It does mean that these will need to be planned for accordingly in order that there is not a significant decrease in developable area as a result.</li> <li>• We object to the Council's assessment that there may be a potential impact on a green infrastructure designation on the A19 corridor. Any future development could be designed to reflect this and any suitable off sets or buffers could be incorporated into the design so as to ensure that there was not adverse impact on this designation</li> </ul> <p>Availability</p> <p>We confirm that the site is available for development.</p> <p>Achievable</p> <p>We support the Council's assessment that the site is achievable subject to overcoming any highway implications.</p> <p>0-5/6-10 years</p>	
23	Hartburn Grange land between Yarm Back Lane and West Stockton built up area.	Roland Firby (Tithebarn Land)	<p>Suitability, Availability and Achievability</p> <p>This land is suitable for residential development, but not as ideally situated as Harrowgate Lane owing to highway problems, greater travel distances to the centre and major commercial land allocations to the north. It is presently pasture land of long standing, so there could be environmental protests. For the southbound traveller along Yarm Back Lane the current panoramic views of the Cleveland Hills are a joy to behold and development could impair that vision. However, the most important point is availability. I understand that Persimmon control most of the sites at</p>	The Steering Group considered the local authority officer assessment of the site as appropriate and that highways and drainage infrastructure requirements could be overcome in the timescales identified. This is without reference to the current policy status of the land as outside

			<p>Ingelby Barwick, and release completed houses at a rate which will maintain value, for themselves, their shareholders, and customers. They also control a substantial share of Wynyard approved sites. Persimmon do not need a highly attractive site in west Stockton to detract from their extensive, less popular holdings. Site 36 is the place for the near future!</p> <p>11-15 years</p>	development limits.
25	Land at Hall Farm to the North and West of the Village of Carlton	Local Resident	<p>Suitability and Achievability</p> <p>Suitability</p> <ul style="list-style-type: none"> <li>• Access to services by Public Transport extremely limited.</li> <li>• No community centre – Hall owned by Womens Institute.</li> <li>• Potential Impacts – can identify Village Green adjacent to Post Office but nothing which you record as enclosed as gardens.</li> <li>• Environmental Condition – the comment that the site performs well against service criteria is subjective and irrelevant when set against the projected yield of a further 893 properties. Potentially greater impact on Redmarshall which has approx 100 homes and would certainly destroy the landscape from all aspects.</li> </ul> <p>Achievability</p> <p>Traffic volumes would increase significantly with massive network implications which would impact all surrounding villages and destroy their identities.</p>	The Steering Group concurred with the local authority officer assessment of the site as non-developable.
26	Land to the South of Knowles Close, Kirklevington	Local Resident	<p>Suitability</p> <p>The land in this area is currently rural and should remain that way. The land also appears to be the belt between Kirklevington and Yarm and is deemed to be just that – an area with separates Kirklevington from Yarm. Green Lane itself is a B road and is currently busy – to build houses in this area would be extremely detrimental to the area in terms of congestion and</p>	The Steering Group considered to the site to be available with no major highway implications and therefore agree with the local authority officer assessment. This is without reference to the current policy

			safety. Non developable	status of the land as outside development limits.
27	Land at St Martin's Way, Kirklevington	Local Resident	Suitability  The land in this area is currently rural and should remain that way. The land also appears to be the belt between Kirklevington and Yarm and is deemed to be just that – an area with separates Kirklevington from Yarm. Green Lane itself is a B road and is currently busy – to build houses in this area would be extremely detrimental to the area in terms of congestion and safety.  Non developable	The Steering Group concurred with the local authority officer assessment of the site as non-developable on achievability grounds.
28	Land adjacent to Manor House, East of Eggescliffe	Nathanial Lichfield & Partners	Suitability, Availability and Achievability  For the reasons outlined in our representation of November 2007 we consider the site is deliverable and should be included as a site with potential for housing. In terms of the number of dwellings the site could yield, until appropriate technical assessments are carried out, it is premature to restrict the site to a yield of less than 10 dwellings. Such assessments may identify the site can accommodate a greater yield. We are meeting with officers of the Council shortly to discuss a development proposal to bring forward the site for residential uses in conjunction Old Hall and with a wider development to deliver community facilities on land to the south adjacent to the River Tees. Accordingly, we will advise on the outcome of those discussions as proposals for this site and the wider area emerge.  0-5 years	Advice from a Senior Planning Officer in Development Services is that an appropriate scheme for this site would yield less than 10 dwellings.
35	Land West of Harrowgate	Michael Firby (Tithebarn)	Suitability, Availability and Achievability	The Steering Group concurred with the local authority officer

	Lane	Land)	<p>Provides a detailed consideration of Government Policy, economic circumstances, housing need, pros/cons of development in different areas and a policy analysis for future development.</p> <p>I urge the council to take this into consideration and bring forward suitable Greenfield sites such as Tithebarn land, west of Harrowgate Lane which joins the existing residential area. This land provides scope for both quantity and variety of homes and would provide an attractive proposition for a major home builder to develop and potentially bring forward the economic benefits as highlighted above. In addition, diversification in terms of the type of site will help ensure the continuation of housing supply in the face of change market forces and other economic factors.</p> <p>0-5/6-10 years</p>	assessment of the site as developable years 6 to 10 and 11 to 15. This is without reference to the current policy status of the site as outside development limits.
35	Land West of Harrowgate Lane	Roland Firby (Tithebarn Land)	<p>Suitability, Availability and Achievability</p> <p>Because of the very recent changes in development ideas, conditions and regulations it would be prudent to bring this land forward to the 0-5 and 6-10 year slots, starting south of Bishopsgarth School.</p> <p>The readily available land of an extended site 35 is ideally placed in relation to the High Street and Town Centre, and many local services and other underused infrastructure. Building here very soon will aid the community via the New Homes Bonus scheme, and also because of the provision of homes in one of the most popular urban locations in the borough, i.e. West Stockton.</p> <p>0-5/6-10 years</p>	The Steering Group concurred with the local authority officer assessment of the site as developable years 6 to 10 and 11 to 15. This is without reference to the current policy status of the site as outside development limits.
36	Land South of Bishopgarth School	Roland Firby (Tithebarn Land)	<p>Suitability, Availability and Achievability</p> <p>Since this SHLAA was prepared there have been significant developments. It would be prudent to acknowledge these by bringing this land forward into</p>	The Steering Group concurred with the local authority officer assessment of the site as developable years 6 to 10 and

			<p>the 0-5 year period.</p> <p>Housing located in or on the periphery of Stockton town and Norton will help to bring wealth to the High Street (your “New Life in the High Street”).</p> <p>Provides detailed commentary regarding the Coalition Governments recent announcements and advises that the site can be developed easily and quickly to meet the demand for housing.</p> <p>0-5 years</p>	<p>11 to 15. This is without reference to the current policy status of the site as outside development limits.</p>
39	Townend Farm, Whitton	Stillington and Whitton Parish Council	<p>Availability</p> <p>This site is currently under development and a number of new houses have been completed – as the assessment comments, planning permission was granted for this site some time ago. In the report it is classed as non-developable. It would be more accurate if the assessment recognised this fact.</p>	<p>Comments noted. The site will be removed from the SHLAA 2010 Final Report.</p>
39	Townend Farm, Whitton	Local Resident	<p>The inclusion of Townend Farm Whitton under this SHLAA can only serve to devalue the process and suggest a futility when contributing to this exercise.</p> <p>Properties are already for sale on the site and yet the draft shows that beyond 15 years the site non developable.</p> <p>The site remains unsustainable and with the estimated 22 properties disgorging their vehicles onto a double Z-bend, one can only question what constitutes a satisfactory access.</p>	<p>Comments noted. The site will be removed from the SHLAA 2010 Final Report.</p>
41	Hill House Farm Redmarshall	Redmarshall Parish Council	<p>Suitability and Availability</p> <p>This site is outside the limits for development (LTD) for the Village and it would allow creepage into the rural /open space around the village and</p>	<p>The comments are in agreement with the local authority officer assessment for site.</p>



			<p>ultimately lead to the merging of Redmarshall and Carlton. Redmarshall has been designated Tier 3 in the SBC Planning the Future of Rural Villages document with a sustainability score of 29. This is possibly nearer a Tier 4 with a score of less than 25 since the report was published due to the reduced availability of bus services, which is likely to reduce further or be withdrawn totally. Access to the site is in a dangerous location, outside the 30mph limit.</p> <p>Non developable</p>	
41	Hill House Farm Redmarshall	Local Resident (2)	<p>Suitability and Achievability</p> <p>Suitability Access to services by Public Transport extremely limited.</p> <p>Achievability This would require at least another access within a short stretch of road onto an already busy and unsuitable, undulating and unrestricted Redmarshall Road. Because of traffic volumes and speeds Drivers Lane (within a few metres of the site) is already the subject of Traffic Calming proposals awaiting implementation. In a village of approx 100 homes an increase of 31 will create immense problems, particularly with the imminent expansion of the Mains.</p> <p>Non developable</p>	The comments are in agreement with the local authority officer assessment for site.
46	Low Crook Farm, Eaglescliffe	Network Rail	<p>Suitability</p> <p>No reference is made in the schedule to the potential impact on the Allens West level crossing.</p>	Comments noted. Reference to Allens West Level Crossing will be added to the assessment.
47	Land of Green Lane, Yarm	Yarm Town Council	<p>Suitability</p> <p>At a meeting of the Yarm Town Council held on 3rd August 2010. I was</p>	The Steering Group agreed with the local authority officer assessment of the site as non-

			<p>instructed to write to you regarding the SHLAA. Councillors wish to point out that the infra structure of Yarm will not be capable of taking any more housing developments and have asked that it is noted that further development in Yarm will impact on local highways and services. Particular concern would be impact on Yarm High Street, Crossroads roundabout and Leven Bank. The Council will object to proposals at the appropriate planning stages.</p> <p>Non developable</p>	<p>developable on achievability grounds.</p>
61	Egglescliffe School (buildings and hardstanding only), Egglescliffe	Egglescliffe & Eaglescliffe Parish Council	<p>Achievability</p> <p>In view of the cancellation of the BSF programme the achievability is uncertain; no further comments until more information is available when the final assessments are undertaken.</p>	<p>The achievability of this site will be reviewed as part of the 2011 SHLAA in consultation with the Children, Education and Social Care service.</p>
61	Egglescliffe School (buildings and hardstanding only), Egglescliffe	Sport England	<p>Suitability</p> <p>Sport England protect playing field from development that encroaches upon it and development that will prejudice the use of playing field. While the site boundary for potential development only covers the school buildings and hard standings, the retained synthetic turf pitch will still need to be serviced by changing accommodation, car parking, and equipment storage facilities in order to operate properly.</p>	<p>Comments noted.</p>
62	Land adjoining Blakeston Lane, Norton	Network Rail	<p>Suitability and Achievability</p> <p>Although identified as not suitable, a further reason for this is in relation to the potential impact on the Blakestone Lane level crossing. Given this and the adjacent school site we would be ideally seeking elimination of the LC and its replacement by a bridge, which would impact on the achievability of the development of the site</p>	<p>The comments are in agreement with the SHLAA assessment for site. The assessment will be updated to reflect comments.</p>
63	St Michael's	Sport	<p>Availability and Achievability</p>	<p>Comments noted.</p>

	School (buildings and hardstanding only), Billingham	England	Sport England protect playing field from development that encroaches upon it and development that will prejudice the use of playing field. While the site boundary for potential development only covers the school buildings and hardstandings, the retained playing field will still need to be serviced by changing accommodation, car parking, and equipment storage facilities in order to operate properly.	
64	Norton School (buildings and hardstanding only), Norton	Sport England	<p>Suitability</p> <p>Sport England's concerns with this site are twofold. Firstly the red edge includes more than just buildings and hardstanding, with the western end including land that we consider was last used as playing field. Secondly Sport England also protect playing field from development that will prejudice its use. The retained playing field will still need to be serviced by changing accommodation, car parking, and equipment storage facilities in order to operate properly, and these ancillary areas will be lost to redevelopment.</p>	Comments noted. Whilst the red edge is larger than the building the SHLAA indicates that only land equivalent to the buildings and hardstanding will be available for development.
65	Blakeston School, Stockton	Network Rail	<p>Achievability</p> <p>The proximity of the Blakestone Lane Level Crossing will have to be taken into account in any development. Although we would not be seeking replacement of the crossing on the back of this development alone it may be that the crossing would need some improvement and it would certainly influence the position of any access point into the site.</p>	The report will be updated to reflect comments.
65	Blakeston School, Stockton	Sport England	<p>Suitability</p> <p>Sport England's concerns with this site are twofold. Firstly the red edge includes more than just buildings and hardstanding, with the western end including land that we consider was last used as playing field. Secondly Sport England also protect playing field from development that will prejudice its use. The retained playing field will still need to be serviced by</p>	Comments noted. Whilst the red edge is larger than the building the SHLAA indicates that only land equivalent to the buildings and hardstanding will be available for development.

			changing accommodation, car parking, and equipment storage facilities in order to operate properly, and these ancillary areas will be lost to redevelopment.	
69	Land bound by Urlay Nook Road	Egglescliffe & Egglescliffe Parish Council	Suitability  This Council's previous comments with regard to the HSE zone are no longer relevant since Elementis removed their hazardous chemical inventory.	It is not clear what "this council's previous comments with regard to HSE zones" is a reference to.
69	Land bound by Urlay Nook Road	Roland Firby (Tithebarn Land)	Suitability  It is inappropriate that this land should be suggested for early development when there are major perceived highway network implications that are unlikely to be resolved by planning network implications. The site is not large enough to generate capital to resolve the highways issues. Due to the severe constraints on public funding it is probable that highway constraints will be unresolved in the medium (plan period) term, which is your caveat on, and condition for, achievability.  Concerns over the impact on the Stockton High Street and the increased level of car travel.  11-15 years	The scale of development proposed should be achievable within a 5-year time frame.
69	Land bound by Urlay Nook Road	Network Rail	Suitability  Reference should be made to potential impacts on Urlay Nook Road LC.	Assessment will be updated to reflect comments.
69	Land bound by Urlay Nook Road	Peter Wigglesworth Planning Ltd on behalf of West Raynham	On behalf of West Raynham Developments Ltd I fully support the draft site assessment undertaken by Stockton Borough Council. The site is suitable, available and achievable. It is also sustainable, being located within the defined development boundary and close to employment and service provision and public transport.	The comments are in agreement with the local authority officer assessment for site.  It is not for the SHLAA process to determine whether or not a

		Development s Ltd	In order to facilitate its development the site should be considered for allocation as a housing site in the Regeneration Development Plan Document.	site should be allocated for housing. This will be determined through the relevant DPD process.
75	Land at Wynyard (Masterplan site 5)	Nathanial Lichfield and Partners	<p>We write in connection with the above on behalf of Sir John Hall and his land holdings at Wynyard. Of the various Master Plan sites previously submitted to the SHLAA we note areas 3, 4 and 5 (your ref: sites 17, 18 and 75) have been assessed as 'non-developable'. Whilst the SHLAA confirms these sites are available and achievable (which is fully supported) the location is considered to be un-sustainable.</p> <p>In considering the sustainability of Wynyard, as a location for continued development, we note the following:</p> <ul style="list-style-type: none"> <li>• Wynyard represents the premier address within Teesside providing accommodation for many business leaders and entrepreneurs within the region</li> <li>• Wynyard, however, currently has only a limited range of facilities despite being the largest of all villages within the Stockton on Tees administrative area</li> <li>• The development of additional housing at Wynyard will fundamentally assist in enhancing sustainability for both the existing community and new residents</li> <li>• The submitted Master Plan provides commitments to delivery of: <ul style="list-style-type: none"> <li>- Public transport provision serving Wynyard</li> <li>- Community sports provision</li> <li>- Serviced buildings to enable an expansion of the village, including a community building</li> <li>- Education provision</li> <li>- Provision of a country park trail</li> <li>- Continued management and restoration of the historic parkland and listed buildings</li> </ul> </li> </ul>	The Steering Group were informed that the Master Plan is not supported by the Local Authority and is not compliant with current planning policy. It is, therefore, a private speculative visioning document rather than one to which planning status can be attributed. It was concluded that the assessment of the site as non-developable is appropriate. Other issues were raised with regards to sustainability of the location and the ability of additional housing to support facilities.

			<ul style="list-style-type: none"> <li>• Release of the Master Plan sites will assist in meeting housing needs and enhancing the sustainability of Wynyard.</li> </ul> <p>Accordingly, we respectfully request the various Wynyard Master Plan sites south of the A689 be recategorised as a deliverable recognising the positive contribution additional development will have in addressing sustainability. To base an appraisal of sustainability on the existing situation, as opposed to what a development can deliver, will perpetuate the current service deficiencies at Wynyard.</p> <p>We look forward to discussing the foregoing with you and would welcome the opportunity to present to the SHLAA working group in due course.</p>	
76	Land at Wynyard Golf Course	Signet Planning on behalf of Jomast Developments Ltd	<p>Suitability and Achievability</p> <p>Suitable for a low density 'executive' housing development which will both enhance the sustainability credentials of the village and also contribute to addressing the acknowledged shortfall of 'executive' housing within Stockton Borough.</p> <p>Requested amendment to boundary owing to error</p> <p><b>Government Guidance</b></p> <p>The consideration by Stockton Council of the suitability of rural settlements to accommodate some additional residential development has been informed largely by the study 'Planning the Future of Rural Villages in the Borough' study. Contrary to Central Government guidance within PPS3, as highlighted above, this considered each village in terms of existing sustainability only with reference to existing levels of facilities and services. Unfortunately, it failed to consider opportunities to enhance the existing sustainability credentials of the Borough's rural settlements as advocated by PPS3. This should be rectified through this updated SHLAA.</p>	The Steering Group concurred with the local authority officer assessment of the site. The boundary of the site has been amended for the final SHLAA report. The yield has also been amended to reflect the preference expressed by the representor for "a very low density development of large dwellings".

		<p>It is clear, in accordance with the provisions of PPS3, that additional development is needed in the village in order to establish the population threshold required to create a sustainable settlement in its own right in this location. This additional development would be in accordance with the requirements of paragraph 38 of PPS3, as highlighted above.</p> <p>It is also the view that insufficient weight is being given to the proximity of Wynyard Business Park to the village. Planning permissions exists for 3 million sqft of employment uses across the business park which equates roughly to approximately 18,000 jobs. This is undoubtedly going to generate the need for additional housing in Wynyard Village.</p> <p>Housing Choice</p> <p>Provides detailed evidence of the need for executive housing in Stockton</p> <p><b>Suitability of the Site</b></p> <p>As part of the consideration of the land at Wynyard Golf Club the SHLAA fails to take account of the fact that the site, whilst currently greenfield, benefits from planning permission, in outline, for development on this area of land with this comprising:</p> <ul style="list-style-type: none"> <li>• 150-bedroom hotel</li> <li>• Outdoor sports facilities including tennis courts and football pitches</li> <li>• Replacement Golf Club House</li> <li>• Replacement Golf Academy and Driving Range</li> <li>• Key worker accommodation and entrance gatehouses</li> <li>• Access roads and car parking</li> </ul> <p>As such, the LPA consider that development on this site is acceptable, in</p>	
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			<p>principle. As a consequence, whilst housing is a different use to that with the benefit of planning permission, the starting point for consideration of the site should be this extant consent and not its current greenfield status.</p> <p><b>Achievability</b></p> <p>It is also noted in the SHLAA, with reference to this site, that development of this particular site would 'have significant implications for the highway network on the A689 and A19'. However, it is not suggested that housing be allocated across the whole of the land encompassed within the red line boundary. Much of this would be taken up by the hotel/leisure development with the balance of land assessed for residential development. Further, it is proposed that this site be developed for 'executive' housing at the very top end of the market which, by definition, will comprise a very low density development of large dwellings in substantial residential curtilages. In light of the aforementioned, therefore, it is clear that the limited extent of additional development proposed will not increase, to an unacceptable level, additional traffic on surrounding roads. This will be confirmed once housing numbers are established.</p> <p>0-5 years</p>	
77	Land at Wynyard (Masterplan site 1)	Nathanial Lichfield and Partners	<p>Additionally, we note that Master Plan sites 1 and 2 (your ref: 77 and 78) have been ascribed as having zero housing potential because of a Site of Nature Conservation Importance ("SNCI") designation. We note that this blanket approach has been applied to all SNCI submissions as agreed by the Steering Group.</p> <p>We, however, fully contest this analysis for the following reasons:</p> <ul style="list-style-type: none"> <li>• CLG SHLAA Practice Guide (July 2007) is clear that whilst particular types of land or areas may be excluded from the Assessment "except for more clear cut designations such as a Site of Special Scientific Interest ("SSSI"), the scope of the Assessment</li> </ul>	<p>The Steering Group considered it appropriate to ascribe sites a zero housing potential if they lied within an SNCI designation. This had been agreed at the outset of the SHLAA.</p> <p>The Steering Group were informed that the Master Plan is not supported by the Local Authority and is not compliant</p>



			<p>should not be narrowed down by existing policies designed to constrain development”. A SNCI is not of the same level of importance as a SSSI</p> <ul style="list-style-type: none"> <li>• Paragraph 3.20 of the SHLAA notes the Regional SHLAA Guidance indicates that (amongst other designations) a SNCI “could affect the nature and extent of development, and in some circumstances could also be ascribed zero housing potential”. The implication of this is that a proper assessment ought to be undertaken of each site and, depending on the specific circumstances, the housing potential be arrived at; it is not appropriate to apply a blanket approach</li> <li>• It is not established that a SNCI represents an impediment to residential development - rather both can be compatible as established through earlier phases of Wynyard which is similarly designated as a SNCI</li> <li>• Finally, this blanket approach fails to consider the role new development can have in enhancing ecological and landscape resources through the implementation of a positive and comprehensive management strategy.</li> </ul> <p>As such, we consider the SHLAA has mis-directed itself in the exclusion of the preceding Wynyard sites which should have been fully assessed through the SHLAA process (cognisant of the earlier comments regarding sustainability).</p> <p>We look forward to discussing the foregoing with you and would welcome the opportunity to present to the SHLAA working group in due course.</p>	<p>with current planning policy. It is, therefore, a private speculative visioning document rather than one to which planning status can be attributed. It was concluded that the assessment of the site as non-developable is appropriate. Other issues were raised with regards to sustainability of the location and the ability of additional housing to support facilities.</p>
78	Land at Wynyard (Masterplan site 2)	Nathanial Lichfield and Partners	<p>Additionally, we note that Master Plan sites 1 and 2 (your ref: 77 and 78) have been ascribed as having zero housing potential because of a Site of Nature Conservation Importance (“SNCI”) designation. We note that this blanket approach has been applied to all SNCI submissions as agreed by the Steering Group.</p>	<p>The Steering Group considered it appropriate to ascribe sites a zero housing potential if they lied within an SNCI designation. This had been agreed at the</p>

		<p>We, however, fully contest this analysis for the following reasons:</p> <ul style="list-style-type: none"> <li>• CLG SHLAA Practice Guide (July 2007) is clear that whilst particular types of land or areas may be excluded from the Assessment “except for more clear cut designations such as a Site of Special Scientific Interest (“SSSI”), the scope of the Assessment should not be narrowed down by existing policies designed to constrain development”. A SNCI is not of the same level of importance as a SSSI</li> <li>• Paragraph 3.20 of the SHLAA notes the Regional SHLAA Guidance indicates that (amongst other designations) a SNCI “could affect the nature and extent of development, and in some circumstances could also be ascribed zero housing potential”. The implication of this is that a proper assessment ought to be undertaken of each site and, depending on the specific circumstances, the housing potential be arrived at; it is not appropriate to apply a blanket approach</li> <li>• It is not established that a SNCI represents an impediment to residential development - rather both can be compatible as established through earlier phases of Wynyard which is similarly designated as a SNCI</li> <li>• Finally, this blanket approach fails to consider the role new development can have in enhancing ecological and landscape resources through the implementation of a positive and comprehensive management strategy.</li> </ul> <p>As such, we consider the SHLAA has mis-directed itself in the exclusion of the preceding Wynyard sites which should have been fully assessed through the SHLAA process (cognisant of the earlier comments regarding sustainability).</p> <p>We look forward to discussing the foregoing with you and would welcome</p>	<p>outset of the SHLAA.</p> <p>The Steering Group considered that the Master Plan is not supported by the Local Authority and is not compliant with current planning policy. It was therefore concluded that the assessment of the site as non-developable is appropriate. Other issues were raised with regards to sustainability of the location and the ability of additional housing to support facilities.</p>
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			the opportunity to present to the SHLAA working group in due course.	
82	Land at Durham Lane, Eaglescliffe	Nathaniel Lichfield and Partners C/O Ashteene Industrial Fund	<p>Suitability, Availability and Achievability</p> <p>Suitability and Availability</p> <p>We support Council officer's conclusions that the site is suitable and available, in our view in years 0-5. Our client is able to confirm that the site in its entirety remains available for new housing development now.</p> <p>Achievability</p> <p>We also support the view of officers that the site is achievable, although we note that the draft identifies that this is subject to highway network implications being overcome. On this matter we would highlight to officers that our client has advised that a detailed highway assessment will be submitted to the Council in due course which will examine the relevant issues and identify appropriate mitigation measures. Our client's specialist highways consultant remains confident that highways issues are not insurmountable and therefore we consider that there is a reasonable prospect that new housing could be achieved at the site in the next 5 years.</p> <p>We would also reiterate our previous representations that the site is currently well served by public transport. Bus services, close proximity to 'Super Core Route'. In addition, Eaglescliffe railway station is located on the eastern boundary of the site. This station, which has been recently upgraded</p> <p>A well planned housing development on the site provides the opportunity to limit and shape travel characteristics and to maximise the concentration of rail and bus infrastructure as well as local access on foot and by cycle.</p>	The Steering Group considered the local authority officer assessment of the site as appropriate.

			Reasonable for the 2010 SHLAA to conclude that new housing could be achieved in the next 5 years.  0-5/6-10 years	
82	Land at Durham Lane, Eaglescliffe	Network Rail	Suitability  There are three issues – firstly any impact the development may have on Allens West LC would need to be taken into account. Secondly linkages to the railway station are not obvious, especially given the lack of a right of way in the vicinity of the station. Finally consideration should be given to improvements at the station as part of an overall package of development –led public transport improvements.	Comments noted. Reference to Allens West Level Crossing will be added to the assessment.
82	Land at Durham Lane, Eaglescliffe	Roland Firby (Tithebarn Land)	Suitability <ul style="list-style-type: none"> <li>• This site is used or safeguarded for employment purposes and not identified as surplus to requirements through the Employment Land Review</li> <li>• “major perceived network implications that are unlikely to be resolved by planning obligations funding.” “Committed development in the vicinity and likely to require major improvements to Elton Interchange” Due to the severe constraints on public spending it is unlikely that your condition “subject to overcoming highway network implications” will be met in time to allow the site to be developed within the plan period</li> <li>• The site is sandwiched between two significant industrial areas, and is some way away from services. The site is not “sustainable” in that it would require the duplication of existing infrastructure or long journeys to the existing facilities. Possibly suffer from a lack of community identity,</li> <li>• Concern on impact on the High Street</li> </ul>	The Steering Group considered the local authority officer assessment of the site as appropriate. It is not appropriate to rule the site as non-developable based on employment land status, as this is a policy decision.
85	Land to rear	Smiths Gore	Suitability	The Steering Group concurred

	of Rectory, Long Newton	on behalf of Durham Diocese Board of Finance	<ul style="list-style-type: none"> <li>• The site is located north of the built up area of Long Newton which contains services and is considered a suitable location</li> <li>• The SHLAA states that the Tees Valley Green Infrastructure Strategy seeks to protect green space along the A66. It is considered development of this site can be achieved whilst still providing a buffer zone immediately alongside the A66.</li> <li>• The SHLAA states access is dependant on site 68 coming forward for development. DDBF are more than happy to work alongside the adjacent landowners (at site 68) to create a comprehensive development in this settlement.</li> <li>• The character of Long Newton has changed from a linear settlement to a more rounded village with development stretching up to the A66, particularly to the west of the village</li> <li>• It is noted that site 68 is also proposed for future development and the release of these two sites in tandem would provide an area for comprehensive, sensitive new development</li> </ul> <p>0-5/6-10 years</p>	with the assessment that the site is not well related to the existing built up area. The access is also limited for site 68; therefore satisfactory access for this site cannot be achieved.
86	Land at Durham Lane to the south west of Thorpe Thewles	Smiths Gore on behalf of Durham Diocese Board of Finance	<p>Suitability</p> <ul style="list-style-type: none"> <li>• The site is located south east of the built up area of Thorpe Thewles and adjacent to existing development which contains services and is considered a suitable and sustainable location</li> <li>• Development of site 86 will enhance the linear shape if the settlement</li> <li>• Access to the site could be taken from Durham Road</li> <li>• Only a small section of the site is within Flood Zone 2 and 3</li> </ul> <p>0-5/6-10 years</p>	The Steering Group concurred with the local authority officer assessment that the site is located in an unsustainable location.
87	Bowesfield	HJ Banks &	Suitability	The Steering Group discussed

	Riverside Phase 1 (East)	Co Limited	<p>Banks Developments Ltd (BDL) disagrees with the conclusion that this site is not a suitable site for housing for the following reasons;</p> <p>Site Detail</p> <p>The site is located in the 'Core Area' of Stockton on entirely brownfield land immediately adjoining a site granted outline planning permission for 148 dwellings in July 2010. BDL has been in detailed discussions with the Local Planning Authority regarding development of housing on this site for over 2 years in conjunction with the proposed wider regeneration of Bowsfield Riverside Phase 2 or 'site 6' within this SHLAA. Banks Developments in conjunction with Turley Associates have previously masterplanned the entire area in consultation with the Council and other local developers / interest groups, and have consistently promoted, discussed, and agreed the principal of housing in this area with the Council.</p> <p>The SHLAA states that the site is green wedge - this is misleading. The majority of the site (approximately 90%) is brownfield prepared development platform with either the benefit of detailed planning consent for commercial offices, or an implemented consent for industrial units. This site therefore cannot be considered green wedge.</p> <p>The conclusion that the site is outside 2km from the Town Centre is also inaccurate. Calculations carried out by BDL indicate it is no more than 2km from Stockton Town centre. The site has immediately adjacent footpath / cycleway links to the town centre.</p> <p>Flood Risk</p> <p>Comments superseded by later comments (see next text box)</p>	<p>the site at length, they were advised that a meeting was taking place with Banks Development the following day to discuss the site and it may be appropriate to defer the decision and come to an agreement via e-mail at a later date.</p> <p>The Steering Group subsequently agreed that the site is partly Greenfield and partly Brownfield. The SHLAA will be amended to find the site developable. However, the amount of developable land will be limited to the area outside the 1-in-100 year flood extent. This will limit the yield to approximately 18 dwellings.</p>
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		<p>Policy</p> <p>The principal of riverside housing is promoted within Stockton’s adopted Core Strategy document in Objective 12 'To provide homes to suit all needs and incomes'; which states that 'Provision of housing will be an integral part of the wider mixed use regeneration schemes, with the offer of riverside living as part of the residential choice'. The conclusion that Bowesfield Riverside Phase 1 (East) is not a suitable housing choice directly contradicts this objective.</p> <p>Furthermore, Appendix 1 of the Core Strategy ('The Spatial Strategy at the Local Level: Implications Of The Core Strategy For Each Partnership Level - The Central Area) states that 'the presence of large areas of previously developed land creates the opportunity to transform the river corridor and to provide a high quality environment for sustainable urban living'. This site has the potential to do just that, and furthermore, the SHLAA assessment recognises under the heading of 'Environmental Condition' that the site 'has the potential to achieve good environmental conditions subject to successful masterplanning'.</p> <p>Also, Core Strategy Policy 7 (CS7) 'Housing Distribution and Phasing' states that housing needs will be managed through the release of land consistent with (among other things) the 'Priority accorded to the Core Area"; and 'Seeking to achieve the target of 75% of dwelling completions on previously developed land'. Again, Bowesfield Riverside Phase 1 (East) would directly address these objectives / policies, and yet it is concluded within this SHLAA to be unsuitable for housing. BDL must reiterate that this conclusion seems illogical.</p> <p>Conclusion</p>	
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			<p>Considering the merits of the site detailed above; the policy position as detailed in the adopted Core Strategy; and the principal of suitability that has been afforded to other sites at risk of flooding within the SHLAA; BDL are of the opinion that Bowesfield Riverside Phase 1 (East) is indeed suitable for housing, and furthermore, promote the site to be deliverable within 0 to 5 years.</p> <p>0-5 years</p>	
87	Bowesfield Riverside Phase 1 (East)	HJ Banks & Co Limited	<p>Suitability</p> <p>Further Comments in addition to written representations submitted by Banks Developments Ltd (BDL):</p> <p>The conclusion of the July 2010 SHLAA which states that Bowesfield Riverside Phase 1 (East) is “not suitable” for housing and therefore “non-developable” seems to rely almost completely on the recommendations of the July 2010 “Level 2 Strategic Flood Risk Assessment – Final Report” (SFRA) produced by JBA Consulting.</p> <p>This being the case, in order to establish whether or not the SHLAA’s conclusion that site 87 is indeed “not suitable” for housing is based on <u>valid and sound reasoning</u>, it is necessary to consider the SFRA report and how its conclusions and recommendations have been made.</p> <p><b><u>SFRA Conclusions</u></b></p> <p><b>The SFRA “Summary and Proposed Mitigation” (page 44) for this site (referred to in the document as “Bowesfield North Phase 1”) is copied below;</b></p> <p><b><i>“Bowesfield North Phase 1</i></b></p>	See above comments



		<p>4.3.4.26 <i>Figure 7 shows that around half of the Bowesfield Phase 1 site is within current Environment Agency Flood Zone 3. As residential development is proposed for this area, the Exception Test will need to be passed if this is to be allocated.</i></p> <p>4.3.4.27 <i>New hydraulic modelling has been completed for this SFRA. This shows that a much smaller section is at risk from the 1 in 100 year flood (equivalent to Flood Zone 3) as seen in Figure 8. A small section is also at risk from the 1 in 1000 year flood extent (Flood Zone 2).</i></p> <p>4.3.4.28 <i>It is proposed that the area at risk from the 1 in 100 year flood extent is retained as floodplain as the risk of flooding is high, the area is greenfield and it would be very difficult to find compensatory flood storage if this area were to be developed.</i></p> <p>4.3.4.29 <i>The low flood hazard and depths mean that the part of the site at risk from the 1 in 1000 year event can be developed safely though a combination of ground and floor raising. This mitigation strategy will raise the area at risk from the 1 in 1000 year flood above the 1 in 100 year+cc level.</i></p> <p>4.3.4.30 <i>The residual tidal risk is described under Bowesfield North Phase 2”</i></p> <p><b><u>BDL Comments on SFRA Conclusions</u></b></p> <p><b>Para 4.3.4.26 recognises that the Exception Test will need to be passed if this site is allocated for residential development; however, this recommendation has <u>not</u> been followed through to the SHLAA.</b></p> <ul style="list-style-type: none"> <li>• Effectively, the SHLAA ignores this recommendation and this precludes the carrying out / results of an Exception Test; a test which</li> </ul>	
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			<p>BDL believes this site would pass as it has strong planning merits for housing development.</p> <ul style="list-style-type: none"> <li>• There are other sites within the SHLAA that have been deemed suitable “subject to satisfying the requirements of the exception test as stated in PPS25” (e.g. sites 1 &amp; 2 and ). BDL sees no reason why this conclusion has not been afforded to this site.</li> </ul> <p><b>Para 4.3.4.28 states that the area at risk of the 1:100 year flood extent is greenfield. This is incorrect.</b></p> <ul style="list-style-type: none"> <li>• This land is 100% brownfield. The site was previously used for clay extraction, was never restored by its previous owners, and since purchasing the site BDL has carried out significant earthworks on the land pursuant to detailed implemented planning permissions for industrial units and earthworks. This error was originally included in the 2009 SFRA Key Issues Paper and BDL made both the Council and JBA aware of this at the Core Strategy Examination in September 2009. Therefore this reference shouldn't have again been included in this updated SFRA.</li> <li>• This reference to the site being greenfield has implications for considering whether or not the site would pass the Sequential and Exception test. As the land is brownfield there is indeed a higher chance of it passing both these tests and as this has not been recognised in the SFRA, the SFRA's conclusion is flawed, and subsequently, so is the SHLAA's.</li> <li>• As stated in para 43.4.10 on page 41; “The approach taken in the SFRA is to bring forward regeneration sites to be assessed against the flood risk requirements outlined in part c) of the Exception Test, assuming planning justification can be found. However, where part of the site is greenfield, there may not be the planning justification to support passing the Sequential Test”. This paragraph recognises that where the site is greenfield there may not be planning justification to</li> </ul>	
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			<p>support passing the test and it is assumed this statement is made with reference to this site. This reference is accurate for “Bowesfield North Phase 2”, as the site is greenfield, however, again, the SFRA does not recognise nor consider the brownfield nature of Bowesfield North Phase 1 (or “SHLAA site 87”) and therefore the recommendation of the SFRA with regards to this area of land is based on inaccurate baseline information.</p> <p><b>In para 4.3.4.7 on page 41, the report states “<i>the Environment Agency insists that compensatory flood storage is required for any development within Flood Zone 3 (1 in 100 / 200 year event). Due to the problems associated with finding and purchasing land for compensatory flood storage, this study advises against development here.</i>”</b></p> <ul style="list-style-type: none"> <li>• BDL disagrees with the last sentence of this extract. In 2008, environmental consultants MWH UK Ltd carried out a Flood Risk Assessment on behalf of BDL and modelled areas of compensatory storage within this site. BDL are confident (subject to further flood modelling work) that they can create areas of storage on land in their control in order to compensate for raising some areas of the site currently at risk of flooding in the 1:100 year event. This will allow the creation of a more suitable development platform for housing.</li> <li>• Nowhere in the report do JBA provide detailed justification as to what “problems associated with finding and purchasing land for compensatory flood storage” exist on this site (BDL are not aware of any); nor do they provide any justification as to why compensatory flood storage cannot be provided for on land within the site boundary / ownership of BDL.</li> <li>• However, it should be noted that the point made above is not a pre-requisite to housing development on this site for the following reasons;</li> </ul>	
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			<ul style="list-style-type: none"> <li>- there are other areas within the site in flood zones 1 and 2 which can be developed without the requirement for compensatory flood storage; and</li> <li>- the amount of compensatory flood storage required on this site would be relatively small due, in part, to other constraints on land in flood zone 3a presented by existing utilities services. These areas would need to be retained as green / open space in any event. This is reflected in the last iteration of an indicative masterplan which the Council have been presented with a number of times (including in a previous planning application).</li> </ul> <p><b>As also detailed above, the SHLAA makes reference to the Sequential Test under the heading “Is the site suitable?”, stating that, for site 87 “...applying the Sequential Test would suggest therefore the area at risk from the relatively lower probability events should be avoided for vulnerable uses such as housing”.</b></p> <ul style="list-style-type: none"> <li>• Firstly, Banks Developments are not aware of any sequentially preferable sites in the Core Area, and have not seen any evidence of the Council’s Sequential Test referred to above.</li> <li>• Secondly, it is noted by BDL that a Sequential Test carried out in isolation should not preclude development of key regeneration sites in the river corridor in Stockton Borough. At the Core Strategy Examination in September 2009 a draft common approach was agreed between the EA and Stockton Borough Council (SBC) with regards to the application of the Sequential test and a “sustainability appraisal”.</li> <li>• The approach specifically mentions a sustainability appraisal which should be undertaken at the Sequential Test stage. This site has strong sustainability merits which support housing development and would promote the site through the Sequential and Exception Test. As stated above, BDL have seen no evidence of the Council’s</li> </ul>	
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			<p>sequential testing or the consideration of a corresponding sustainability assessment referred to in the SHLAA assessment of site 87.</p> <ul style="list-style-type: none"> <li>• Although the Sustainability Appraisal (as per the Regeneration DPD) was carried out in the SFRA, as mentioned previously it has been carried out on the basis that Bowesfield North Phase 1 / SHLAA site 87 is greenfield and this is incorrect.</li> <li>• For reference, some of the sustainability merits of the site are detailed below; <ul style="list-style-type: none"> <li>- The site is previously developed brownfield land;</li> <li>- The site is within the Core Area of Stockton Borough;</li> <li>- The site is within an existing regeneration development;</li> <li>- The site is directly adjacent to a site which has recently gained planning permission for 148 dwellings, a shop, a multi-ball court and a landscaped play area;</li> <li>- The site has directly adjacent employment opportunities;</li> <li>- The site benefits from a directly adjacent 4ha central water feature and a 15ha nature conservation area with corresponding network of footpaths linking to the town centre;</li> <li>- The site has access to public transport nodes;</li> <li>- The site can be masterplanned accordingly so as to avoid developing a proportion of the land at risk of the 1:100 year flood level; and where not avoidable, compensatory storage is achievable within the site boundary.</li> </ul> </li> </ul> <p><b><u>Conclusion</u></b></p> <ul style="list-style-type: none"> <li>• The SHLAA assessment of this site's "suitability" is based predominantly on the July 2010 SFRA, which is flawed as it is based on; <ul style="list-style-type: none"> <li>- inaccurate baseline information regarding the site's brownfield/greenfield status; and</li> </ul> </li> </ul>	
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			<ul style="list-style-type: none"> <li>- an unjustified / incorrect conclusion of an on-site lack of compensatory flood storage capacity</li> <li>- an incorrect presumption that the site will not pass the Sequential Test / Sustainability Appraisal as defined in the "Draft common approach between the EA and SBC" (as discussed at the Core Strategy Examination in September 2009 and confirmed in writing in October 2009)</li> <li>• only approximately 50% of the site is within Flood Zone 3a and a proportion of this land will remain as such due to services constraints;</li> <li>• the site indeed has potential for some areas of compensatory flood storage;</li> <li>• the remainder of the site is within flood zone 1 &amp; 2 and is very likely to satisfy the sequential and exception tests;</li> <li>• the site is owned by BDL who have been engaged in detailed discussions with the Council and the local community regarding the principal of housing on the site over the last 18 months and this principal has previously been supported by the Council.</li> </ul> <p><b><u>For these reasons set out and detailed above, in addition to the reasons set out in BDL's previous representations, it is BDL's recommendation that the site is indeed suitable for housing subject to satisfying the requirements of the Exception Test.</u></b></p> <p>0-5 years</p>	
88	Land to West of Yarm Station, Green Lane	Yarm Town Council	<p>Suitability</p> <p>At a meeting of the Yarm Town Council held on 3rd august 2010. I was instructed to write to you regarding the SHLAA. Councillors wish to point out that the infrastructure of Yarm will not be capable of taking any more housing developments and have asked that it is noted that further development in Yarm will impact on local highways and services. Particular concern would be impact on Yarm High Street, Crossroads roundabout</p>	The Steering Group concurred with the local authority officer assessment of the site as developable years 6 to 10 and 11 to 15 subject to overcoming major perceived network implications. This is without reference to the current policy

			and Leven Bank. The Council will object to proposals at the appropriate planning stages.  Non developable	status of the site as outside development limits.
88	Land to West of Yarm Station, Green Lane	Local Resident	Suitability  Yarm is currently gridlocked for an increasing amount each day due to amount of building that has taken place in the last 50 years w/o any upgrading of the road system or of parking in Yarm. No further development should take place until the infrastructure has been upgraded to handle the current situation ie a multistory car park on the High St eg Sainsbury's plus the Western Bypass from the A19 at Kirklevington to the A66 at Long Newton.  6-10 years	The Steering Group concurred with the local authority officer assessment of the site as developable years 6 to 10 and 11 to 15 subject to overcoming major perceived network implications. This is without reference to the current policy status of the site as outside development limits.
88	Land to West of Yarm Station, Green Lane	Network Rail	Given the close proximity of the developments to Yarm station we would expect a contribution to be made to station improvements commensurate with the likely increase of usage of the station with over 600 dwellings envisaged in the immediate vicinity.	Comments will be reflected within the report.
88	Land to West of Yarm Station, Green Lane	Roland Firby (Tithebarn Land)	Suitability and Achievability <ul style="list-style-type: none"> <li>• In addition to other criteria, sites like this should be assessed in relation to whether or not they are likely to benefit the economy of Stockton Town Centre.</li> <li>• Severe traffic flow problem that I know of in the Borough is Yarm High Street. Together with SHLAAs 89, 90 and 100 there are 986 house sites planned. These would make Yarm High Street impassable and intolerable</li> <li>• Concerns regarding out-migration to other Districts</li> </ul> Non developable	The Steering Group concurred with the local authority officer assessment of the site as developable years 6 to 10 and 11 to 15 subject to overcoming major perceived network implications. This is without reference to the current policy status of the site as outside development limits.

88	Land to West of Yarm Station, Green Lane	Yarm and Willie Flats Residents Association	<p>Suitability</p> <p>This land should remain outside of the development area and should not be considered for 100 years. To inflict more development into the Yarm area is irresponsible as we already are unable to service the traffic on our country roads. Once building is agreed on this site the development could reach Kirklevington village in years to come. The affect on the town would be a death knell to all business.</p> <p>Non developable</p>	The Steering Group concurred with the local authority officer assessment of the site as developable years 6 to 10 and 11 to 15 subject to overcoming major perceived network implications. This is without reference to the current policy status of the site as outside development limits.
88	Land to West of Yarm Station, Green Lane	Local Resident (13)	<p>Suitability, Availability and Achievability</p> <p>Concerns include:</p> <ul style="list-style-type: none"> <li>• Flooding</li> <li>• Traffic, congestion (needs to be seen in conjunction with other proposals in the area)</li> <li>• Impact on conservation area (traffic and car parking)</li> <li>• Outside the limit to development</li> <li>• Greenfield site</li> <li>• Adjacent SNCI</li> <li>• No employment in the Yarm area, so everyone in the proposed development will have to travel to work.</li> <li>• Children would have to cross the main road to access schools</li> <li>• Expansion of the current car park must not be precluded</li> <li>• Strategic gap</li> <li>• The views of the Cleveland Hills will be gone</li> <li>• Limited public services that will be further over stretched</li> </ul> <p>Non developable</p>	The Steering Group concurred with the local authority officer assessment of the site as developable years 6 to 10 and 11 to 15 subject to overcoming major perceived network implications. This is without reference to the current policy status of the site as outside development limits.
89	Morley Carr Farm, Yarm	Yarm Town Council	Suitability	The Steering Group concurred with the local authority officer



	(Phase 1)		<p>At a meeting of the Yarm Town Council held on 3rd august 2010. I was instructed to write to you regarding the SHLAA. Councillors wish to point out that the infra structure of Yarm will not be capable of taking any more housing developments and have asked that it is noted that further development in Yarm will impact on local highways and services. Particular concern would be impact on Yarm High Street, Crossroads roundabout and Leven Bank. The Council will object to proposals at the appropriate planning stages.</p> <p>Non developable</p>	<p>assessment of the site as developable years 6 to 10 and 11 to 15, subject to overcoming major perceived network implications. This is without reference to the current policy status of the site as outside development limits.</p>
89	Morley Carr Farm, Yarm (Phase 1)	Roland Firby (Tithebarn Land)	<p>Suitability and Achievability</p> <ul style="list-style-type: none"> <li>• In addition to other criteria, sites like this should be assessed in relation to whether or not they are likely to benefit the economy of Stockton Town Centre.</li> <li>• Severe traffic flow problem that I know of in the Borough is Yarm High Street. Together with SHLAAs 88, 90 and 100 there are 986 house sites planned. These would make Yarm High Street impassable and intolerable</li> <li>• Concerns regarding out-migration to other Districts</li> </ul> <p>Non developable</p>	<p>The Steering Group concurred with the local authority officer assessment of the site as developable years 6 to 10 and 11 to 15, subject to overcoming major perceived network implications. This is without reference to the current policy status of the site as outside development limits.</p>
89	Morley Carr Farm, Yarm (Phase 1)	Local Resident	<p>Suitability</p> <p>Yarm is currently gridlocked for an increasing amount each day due to amount of building that has taken place in the last 50 years w/o any upgrading of the road system or of parking in Yarm .No further developement should take place until the infrastructure has been upgraded to handle the current situation i.e. a multistory car park on the High St e.g. Sainsbury's plus the Western Bypass from the A19 at Kirklevington to the A66 at Long Newton.</p>	<p>The Steering Group concurred with the local authority officer assessment of the site as developable years 6 to 10 and 11 to 15, subject to overcoming major perceived network implications. This is without reference to the current policy status of the site as outside</p>

			6-10 years	development limits.
89	Morley Carr Farm, Yarm (Phase 1)	Yarm and Willie Flats Residents Association	<p>Suitability</p> <p>This land should remain outside of the development area and should not be considered for 100 years. To inflict more development into the Yarm area is irresponsible as we already are unable to service the traffic on our country roads. Once building is agreed on this site the development will spread as far as it possibly can towards Yarm. The affect on the town would be a death knell to all business.</p> <p>Non developable</p>	The Steering Group concurred with the local authority officer assessment of the site as developable years 6 to 10 and 11 to 15 subject to overcoming major perceived network implications. This is without reference to the current policy status of the site as outside development limits.
89	Morley Carr Farm, Yarm (Phase 1)	Local Residents (11)	<p>Suitability, Availability and Achievability</p> <p>Concerns include:</p> <ul style="list-style-type: none"> <li>• Flooding</li> <li>• Traffic, congestion (needs to be seen in conjunction with other proposals in the area)</li> <li>• Impact on conservation area (traffic and car parking)</li> <li>• Outside the limit to development</li> <li>• Greenfield site</li> <li>• Adjacent SNCI</li> <li>• No employment in the Yarm area, so everyone in the proposed development will have to travel to work.</li> <li>• Children would have to cross the main road to access schools</li> <li>• Strategic gap</li> <li>• The views of the Cleveland Hills will be gone</li> <li>• Limited public services that will be further over stretched</li> </ul> <p>Non developable</p>	The Steering Group concurred with the local authority officer assessment of the site as developable years 6 to 10 and 11 to 15 subject to overcoming major perceived network implications. This is without reference to the current policy status of the site as outside development limits.
90	Morley Carr	Yarm and	Suitability	The Steering Group concurred

	Farm, Yarm (Phase 2)	Willie Flats Residents Association	<p>This land should remain outside of the development area and should not be considered for 100 years. To inflict more development into the Yarm area is irresponsible as we already are unable to service the traffic on our country roads. Once building is agreed on this site the development could continue until it reaches Yarm, The affect on the town would be a death knell to all business.</p> <p>Non developable</p>	with the local authority officer assessment of the site as developable years 6 to 10 and 11 to 15 subject to overcoming major perceived network implications. This is without reference to the current policy status of the site as outside development limits.
90	Morley Carr Farm, Yarm (Phase 2)	Roland Firby (Tithebarn Land)	<p>Suitability and Achievability</p> <ul style="list-style-type: none"> <li>• In addition to other criteria, sites like this should be assessed in relation to whether or not they are likely to benefit the economy of Stockton Town Centre.</li> <li>• Severe traffic flow problem that I know of in the Borough is Yarm High Street. Together with SHLAAs 88, 89 and 100 there are 986 house sites planned. These would make Yarm High Street impassable and intolerable</li> <li>• Concerns regarding out-migration to other Districts</li> </ul> <p>Non developable</p>	The Steering Group concurred with the local authority officer assessment of the site as developable years 6 to 10 and 11 to 15 subject to overcoming major perceived network implications. This is without reference to the current policy status of the site as outside development limits.
90	Morley Carr Farm, Yarm (Phase 2)	Yarm Town Council	<p>Suitability</p> <p>At a meeting of the Yarm Town Council held on 3rd august 2010. I was instructed to write to you regarding the SHLAA. Councillors wish to point out that the infrastructure of Yarm will not be capable of taking any more housing developments and have asked that it is noted that further development in Yarm will impact on local highways and services. Particular concern would be impact on Yarm High Street, Crossroads roundabout and Leven Bank. The Council will object to proposals at the appropriate planning stages.</p>	The Steering Group concurred with the local authority officer assessment of the site as developable years 6 to 10 and 11 to 15 subject to overcoming major perceived network implications. This is without reference to the current policy status of the site as outside development limits.

			Non developable	
90	Morley Carr Farm, Yarm (Phase 2)	Local Resident	<p>Suitability, Availability and Achievability</p> <p>Concerns include:</p> <ul style="list-style-type: none"> <li>• Flooding</li> <li>• Traffic, congestion (needs to be seen in conjunction with other proposals in the area)</li> <li>• Impact on conservation area (traffic and car parking)</li> <li>• Outside the limit to development</li> <li>• Greenfield site</li> <li>• No employment in the Yarm area, so everyone in the proposed development will have to travel to work.</li> <li>• Children would have to cross the main road to access schools</li> <li>• Strategic gap</li> <li>• The views of the Cleveland Hills will be gone</li> <li>• Limited public services that will be further over stretched</li> </ul> <p>Non developable</p>	The Steering Group concurred with the local authority officer assessment of the site as developable years 6 to 10 and 11 to 15 subject to overcoming major perceived network implications. This is without reference to the current policy status of the site as outside development limits.
91	Land east of Drovers Lane, Redmarshall	Redmarshall Parish Council	<p>Suitability and Availability</p> <p>This site has been the subject of planning applications, refusals, appeals, which have been refused for a number of reasons, but principally on the grounds that it is development outside the limits for development (LTD) for the Village and it would allow creepage into the rural /open space around the village and ultimately lead to the merging of Redmarshall and Carlton. Redmarshall has been designated Tier 3 in the SBC Planning the Future of Rural Villages document with a sustainability score of 29. This is possibly nearer a Tier 4 with a score of less than 25 since the report was published due to the reduced availability of bus services, which is likely to reduce further or be withdrawn totally. Access to the site is in a dangerous</p>	Comments noted. The comments are in agreement with the local authority officer assessment of the site as non-developable.

			location, outside the 30mph limit and totally unsuitable for a multi dwelling development.  Non developable	
91	Land east of Drovers Lane, Redmarshall	Local Resident (2)	Suitability and Achievability  Over the past 13 years several Planning Inspectors have dismissed all appeals for development on this land.  Access to this area is at a dangerous point on the Carlton to Redmarshall road, between a bus stop and cross roads. Permission for access was refused to the next door property, Greencroft, on highway safety grounds.  Non developable	Comments noted. The comments are in agreement with the local authority officer assessment of the site as non-developable.
96	Land at Darlington Back Lane	Smiths Gore	Suitability and Achievability  Site is considered suitable: <ul style="list-style-type: none"> <li>• consists of an area of level land on the urban fringe.</li> <li>• located west of the built up area of Stockton and is adjacent to existing residential development</li> <li>• proximity to services and good access links.</li> </ul> Site is considered achievable: <ul style="list-style-type: none"> <li>• Site access can be achieved (as identified on the attached location plan)</li> <li>• “if developed in isolation, the site will not relate well to the existing built up area”. Not considered not well related owing to proximity of services and could be developed as a comprehensive development with adjacent landowners (sites 35 and 36)</li> </ul> 0-5/6-10 years	The Steering Group concurred with the local authority officer assessment of the site that it is not well related to the built up area.
97	Land at A689	Barton	Suitability, Availability and Achievability	The Steering Group concurred

	Roundabout (Site 1)	Willmore	<p>Suitability</p> <ul style="list-style-type: none"> <li>• Whilst the site lies outside the development boundary this in itself does not preclude the site from being classed as suitable</li> <li>• The site should not be considered unsuitable due to the fact that it is a greenfield site</li> <li>• Assessment of suitability indicates that it is accessible to a range of services and facilities</li> <li>• The site is located in Flood Zone 1</li> <li>• Development of the site would not have significant impacts upon landscape features or nature conservation</li> <li>• We object to the Council's assessment that noise would be a major issue which would reduce the developable area of the site. Development of the site would need to be planned accordingly to reduce any potential adverse impact on new residents this does not necessarily need to be at the cost of developable area</li> </ul> <p>Availability</p> <p>We confirm that the site is available for development.</p> <p>Achievable</p> <p>We believe that an acceptable access to the site can be achieved and do not agree that this would prevent the development of the site.</p> <p>0-5/6-10 years</p>	with the local authority officer assessment of the site that it is not well related to the built up area.
98	Land at A689 Roundabout (Site 2)	Barton Willmore	<p>Suitability, Availability and Achievability</p> <p>Suitability</p>	The Steering Group concurred with the local authority officer assessment of the site that it is

			<ul style="list-style-type: none"> <li>• Whilst the site lies outside the development boundary this in itself does not preclude the site from being classed as suitable</li> <li>• The site should not be considered unsuitable due to the fact that it is a greenfield site</li> <li>• Assessment of suitability indicates that it is accessible to a range of services and facilities</li> <li>• The site is located in Flood Zone 1</li> <li>• Development of the site would not have significant impacts upon landscape features or nature conservation</li> <li>• We object to the Council's assessment that noise would be a major issue which would reduce the developable area of the site. Development of the site would need to be planned accordingly to reduce any potential adverse impact on new residents this does not necessarily need to be at the cost of developable area</li> </ul> <p>Availability</p> <p>We confirm that the site is available for development.</p> <p>Achievable</p> <p>We believe that an acceptable access to the site can be achieved and do not agree that this would prevent the development of the site.</p> <p>0-5/6-10 years</p>	not well related to the built up area.
99	Land at A689 Roundabout (Site 3)	Barton Willmore	<p>Suitability, Availability and Achievability</p> <p>Suitability</p> <ul style="list-style-type: none"> <li>• Whilst the site lies outside the development boundary this in itself</li> </ul>	The Steering Group concurred with the local authority officer assessment of the site that it is not well related to the built up area.

			<p>does not preclude the site from being classed as suitable</p> <ul style="list-style-type: none"> <li>• The site should not be considered unsuitable due to the fact that it is a greenfield site</li> <li>• Assessment of suitability indicates that it is accessible to a range of services and facilities</li> <li>• The site is located in Flood Zone 1</li> <li>• Development of the site would not have significant impacts upon landscape features or nature conservation</li> <li>• We object to the Council's assessment that noise would be a major issue which would reduce the developable area of the site. Development of the site would need to be planned accordingly to reduce any potential adverse impact on new residents this does not necessarily need to be at the cost of developable area</li> </ul> <p>Availability</p> <p>We confirm that the site is available for development.</p> <p>Achievable</p> <p>We believe that an acceptable access to the site can be achieved and do not agree that this would prevent the development of the site.</p> <p>0-5/6-10 years</p>	
100	Land east of Yarm Station	Roland Firby (Tithebarn Land)	<p>Suitability and Achievability</p> <ul style="list-style-type: none"> <li>• In addition to other criteria, sites like this should be assessed in relation to whether or not they are likely to benefit the economy of Stockton Town Centre.</li> <li>• Severe traffic flow problem that I know of in the Borough is Yarm High Street. Together with SHLAAs 88, 89 and 90 there are 986</li> </ul>	The Steering Group concurred with the local authority officer assessment of the site as developable years 6 to 10 and 11 to 15, subject to overcoming major perceived network implications. This is without



			<p>house sites planned. These would make Yarm High Street impassable and intolerable</p> <ul style="list-style-type: none"> <li>Concerns regarding out-migration to other Districts</li> </ul> <p>Non developable</p>	reference to the current policy status of the site as outside development limits
100	Land east of Yarm Station	Network Rail	Given the close proximity of the developments to Yarm station we would expect a contribution to be made to station improvements commensurate with the likely increase of usage of the station with over 600 dwellings envisaged in the immediate vicinity.	Comments will be reflected within the report.
100	Land east of Yarm Station	Yarm Town Council	<p>Suitability</p> <p>At a meeting of the Yarm Town Council held on 3rd august 2010. I was instructed to write to you regarding the SHLAA. Councillors wish to point out that the infrastructure of Yarm will not be capable of taking any more housing developments and have asked that it is noted that further development in Yarm will impact on local highways and services. Particular concern would be impact on Yarm High Street, Crossroads roundabout and Leven Bank. The Council will object to proposals at the appropriate planning stages.</p> <p>Non developable</p>	The Steering Group concurred with the local authority officer assessment of the site as developable years 6 to 10 and 11 to 15 subject to overcoming major perceived network implications. This is without reference to the current policy status of the site as outside development limits.
100	Land east of Yarm Station	Local Residents	<p>Suitability</p> <p>Yarm is currently gridlocked for an increasing amount each day due to amount of building that has taken place in the last 50 years w/o any upgrading of the road system or of parking in Yarm .No further developement should take place until the infrastructure has been upgraded to handle the current situation ie a multistory car park on the High St eg Sainsbury's plus the Western Bypass from the A19 at Kirklevington to the A66 at Long Newton.</p>	The Steering Group concurred with the local authority officer assessment of the site as developable years 6 to 10 and 11 to 15 subject to overcoming major perceived network implications. This is without reference to the current policy status of the site as outside development limits.

			6-10 years	
100	Land east of Yarm Station	Sports England	This site includes Yarm School's playing field - listed in the Stockton Playing Pitch Strategy as having 5 football pitches and 1 cricket pitch. An area of playing field measuring 6.17 Ha. It is somewhat alarming that this is not mentioned in the suitability assessment, or amongst the "Active uses on site which could be difficult to relocate. Sport England would seek to block this site's development unless the playing fields were replaced by playing fields of equivalent quantity / quality, in a suitable location, prior to loss.	Comments will be reflected within the report
100	Land east of Yarm Station	Yarm and Willie Flats Residents Association	<p>Suitability</p> <p>This land should remain outside of the development area and should not be considered for 100 years. To inflict more development into the Yarm area is irresponsible as we already are unable to service the traffic on our country roads. Once building is agreed on this site the development could reach Kirklevington village in years to come. The affect on the town would be a death knell to all business.</p> <p>Non developable</p>	The Steering Group concurred with the local authority officer assessment of the site as developable years 6 to 10 and 11 to 15 subject to overcoming major perceived network implications. This is without reference to the current policy status of the site as outside development limits.
100	Land east of Yarm Station	Local Residents (10)	<p>Suitability, Availability and Achievability</p> <p>Concerns include:</p> <ul style="list-style-type: none"> <li>• Flooding</li> <li>• Traffic, congestion (needs to be seen in conjunction with other proposals in the area)</li> <li>• Impact on conservation area (traffic and car parking)</li> <li>• Outside the limit to development</li> <li>• Greenfield site</li> <li>• No employment in the Yarm area, so everyone in the proposed development will have to travel to work.</li> <li>• Children would have to cross the main road to access schools</li> </ul>	The Steering Group concurred with the local authority officer assessment of the site as developable years 6 to 10 and 11 to 15 subject to overcoming major perceived network implications. This is without reference to the current policy status of the site as outside development limits.

			<ul style="list-style-type: none"><li>• Strategic gap</li><li>• The views of the Cleveland Hills will be gone</li><li>• Limited public services that will be further over stretched</li></ul> <p>Non developable</p>	
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# **APPENDIX 4**

## **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](mailto:spatialplans@stockton.gov.uk) by **12<sup>th</sup> February 2010**.

**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 5**

### **Framework for assessing suitability, availability and achievability**

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

<b>Suitability – proximity to services</b>			
<b>Core and Peripheral Sites</b> (is the site within.....)		<b>Rural Sites</b> (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

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

<b>Suitability – employment land</b>	
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)	

<b>Suitability – the sequential approach to development</b>	
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	

<b>Suitability – flood risk</b>	
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	

<b>Suitability – hazardous risks</b>	
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	

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



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

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

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

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

<b>Availability – current uses</b>	
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	

<b>Achievability – contamination</b>	
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	

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

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

## **APPENDIX 6**

**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  
**Housing Sub Area:** Core Area  
**Ward:** Mandale & Victoria  
**Current Use:**

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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(s)

Commercial

## Suitability

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

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

Previously developed land status: Majority Brownfield

Is the site used or safeguarded for employment purposes and not identified as surplus to requirements through the Employment Land Review? No

Sequential Approach to Development (site within or intersect with...)		Hazardous Risks (site within or intersect with HSE Zones)		Flood Risk (site within or intersect with.....)	
urban green space?	Yes	Inner Zone?	No	Flood Zone 2?	Yes
green wedge?	No	Middle Zone?	No	Flood Zone 3?	Yes
development limits?	Yes	Outer Zone?	No		

Potentially incompatible neighbouring uses? Yes

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

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

Archaeological evaluation required prior to planning determination? Yes

### Suitability Assessment

#### Policy Restrictions

The site is within/intersects flood zones 2 and 3

#### Physical Problems or 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 Condition

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 satisfying the requirements of the exception test as stated in PPS25

## Availability

**Land ownership issues?** There are no known constraints

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

Yes

#### Is the site 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 an initial desktop assessment) of investigation/remediation likely to be high?**

Yes

**Satisfactory access** can be achieved

#### Highways

There are: major perceived network implications

For impacts associated with the strategic highways network see detail within the A66/A19 Development Study and Action Plan

#### Is the site achievable?

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

## Estimated period when site may be developable

0 to 5 yrs

11 to 15 yrs

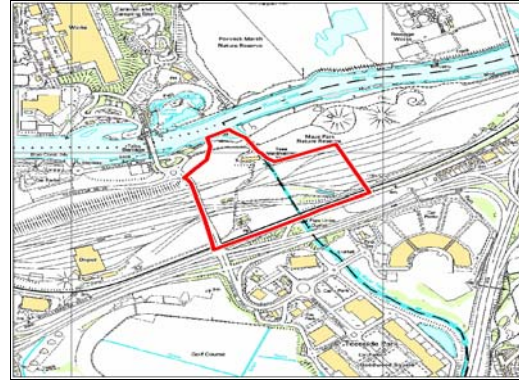
6 to 10 yrs

Non Developable

# Tees Marshalling Yard (East)

**Location:** Conurbation  
**Site Area:** 10.94  
**Estimated Yield:** 100  
**Housing Sub Area:** Core Area  
**Ward:** Mandale & Victoria  
**Current Use:**  
 Rail marshalling yards  
**Adjoining Land Use(s)**  
 Commercial, nature reserves, Old River Tees.

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## Suitability

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

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

Previously developed land status: Majority Brownfield

Is the site used or safeguarded for employment purposes and not identified as surplus to requirements through the Employment Land Review? No

<b>Sequential Approach to Development (site within or intersect with...)</b>		<b>Hazardous Risks (site within or intersect with HSE Zones)</b>		<b>Flood Risk (site within or intersect with.....)</b>	
urban green space?	Yes	Inner Zone?	No	Flood Zone 2?	Yes
green wedge?	No	Middle Zone?	No	Flood Zone 3?	Yes
development limits?	Yes	Outer Zone?	No		

**Potentially incompatible neighbouring uses?** Yes  
**Ecological constraint making the site non-developable in whole or part?** No  
**Geological constraint making the site non-developable in whole or part?** No  
**Archaeological evaluation required prior to planning determination?** Yes

### Suitability Assessment

#### Policy Restrictions

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

#### Physical Problems or 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 Condition

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 satisfying the requirements of the exception test as stated in PPS25

# Availability

**Land ownership issues?** There are no known constraints

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

No

## Is the site 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 an initial desktop assessment) of investigation/remediation likely to be high?**

Yes

**Satisfactory acces** can be achieved

## Highways

There are: major perceived network implications

For impacts associated with the strategic highways network see detail within the A66/A19 Development Study and Action Plan

## Is the site achievable?

The site is considered to be acheivable, subject to overcoming highway network implications

# Estimated period when site may be developable

0 to 5 yrs

11 to 15 yrs

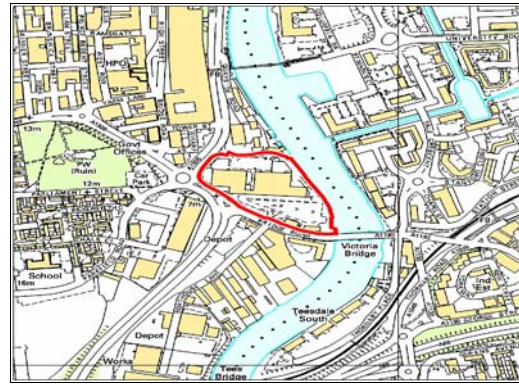
6 to 10 yrs

Non Developable

# Chandler's Wharf

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

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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(s)**

Commercial

## Suitability

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

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

Previously developed land status:

Entirely Brownfield

Is the site used or safeguarded for employment purposes and not identified as surplus to requirements through the Employment Land Review?

No

**Sequential Approach to Development (site within or intersect with...)**

**Hazardous Risks (site within or intersect with HSE Zones)**

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

urban green space?	No	Inner Zone?	No	Flood Zone 2?	Yes
green wedge?	No	Middle Zone?	No	Flood Zone 3?	Yes
development limits?	Yes	Outer Zone?	No		

- Potentially incompatible neighbouring uses?** No
- Ecological constraint making the site non-developable in whole or part?** No
- Geological constraint making the site non-developable in whole or part?** No
- Archaeological evaluation required prior to planning determination?** Yes

**Suitability Assessment**

**Policy Restrictions**

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

**Physical Problems or 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 Condition**

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

**Land ownership issues?** There are multiple or difficult land ownerships.

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

**Is the site 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 an initial desktop assessment) of investigation/remediation likely to be high?** Yes

**Satisfactory acces** 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 likey to be resolved by planning obligations funding

**Is the site achievable?**

The site is considered to be acheivable, subject to overcoming highway network implications

## Estimated period when site may be developable

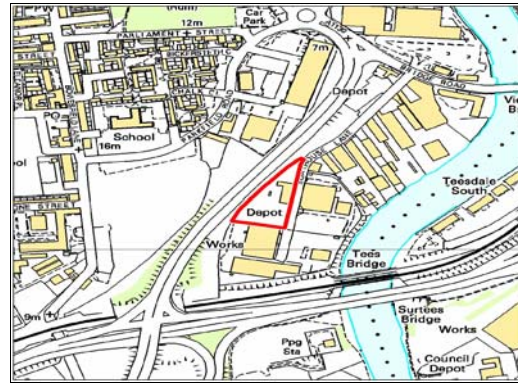
- 0 to 5 yrs
- 6 to 10 yrs
- 11 to 15 yrs
- Non Developable

# Speedy Hire, Boathouse Lane

5

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

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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(s)**

Commercial

## Suitability

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

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

Previously developed land status: Entirely Brownfield

Is the site used or safeguarded for employment purposes and not identified as surplus to requirements through the Employment Land Review? Yes

<b>Sequential Approach to Development (site within or intersect with...)</b>		<b>Hazardous Risks (site within or intersect with HSE Zones)</b>		<b>Flood Risk (site within or intersect with.....)</b>	
urban green space?	No	Inner Zone?	No	Flood Zone 2?	Yes
green wedge?	No	Middle Zone?	No	Flood Zone 3?	Yes
development limits?	Yes	Outer Zone?	No		

**Potentially incompatible neighbouring uses?** Yes

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

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

**Archaeological evaluation required prior to planning determination?** No

**Suitability Assessment**

**Policy Restrictions**

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

**Physical Problems or Limitations**

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

**Potential Impacts**

No significant effect upon landscape features and conservation has been identified.

**Environmental Condition**

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

**Land ownership issues?** There are no known constraints

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

**Is the site 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 an 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

For impacts associated with the strategic highways network see detail within the A66/A19 Development Study and Action Plan

**Is the site achievable?**

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

## Estimated period when site may be developable

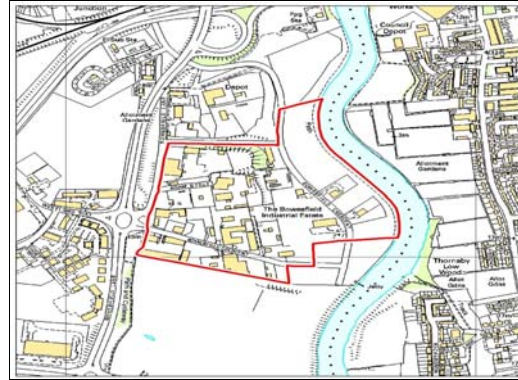
- |             |                                     |                 |                          |
|-------------|-------------------------------------|-----------------|--------------------------|
| 0 to 5 yrs  | <input checked="" type="checkbox"/> | 11 to 15 yrs    | <input type="checkbox"/> |
|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

# Bowesfield Riverside Phase 2

6

**Location:** Conurbation  
**Site Area:** 22.24  
**Estimated Yield:** 232  
**Housing Sub Area:** Core Area  
**Ward:** Parkfield & Oxbridge  
**Current Use:**  
 Buildings, hardstanding.  
**Adjoining Land Use(s)**  
 Brownfield and greenfield

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## Suitability

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

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

Previously developed land status: Majority Brownfield

Is the site used or safeguarded for employment purposes and not identified as surplus to requirements through the Employment Land Review? Yes

<b>Sequential Approach to Development (site within or intersect with...)</b>		<b>Hazardous Risks (site within or intersect with HSE Zones)</b>		<b>Flood Risk (site within or intersect with.....)</b>	
urban green space?	No	Inner Zone?	No	Flood Zone 2?	Yes
green wedge?	Yes	Middle Zone?	No	Flood Zone 3?	Yes
development limits?	Yes	Outer Zone?	No		

**Potentially incompatible neighbouring uses?** No  
**Ecological constraint making the site non-developable in whole or part?** No  
**Geological constraint making the site non-developable in whole or part?** No  
**Archaeological evaluation required prior to planning determination?** 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 or 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 Condition

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

### Is the site suitable?

The site is suitable subject to being master planned cognisant with the recommendation of the 2010 Strategic Flood Risk Assessment that the area at risk from the 1 in 1000-year event is left undeveloped. . This is without reference to the current status of part of the site as green wedge.

# Availability

**Land ownership issues?** There are multiple or difficult land ownerships.

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

Yes

## Is the site 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 an initial desktop assessment) of investigation/remediation likely to be high?**

Yes

**Satisfactory acces** can be achieved

## Highways

There are: major perceived network implications

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, subject to overcoming highway network implications

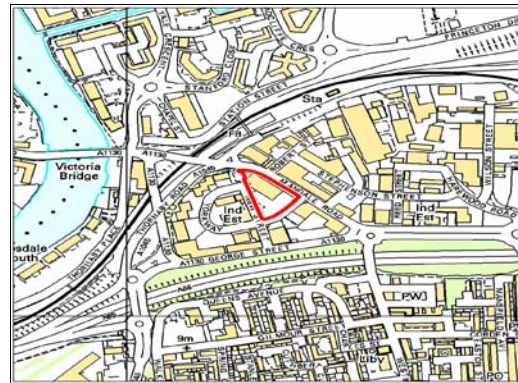
# Estimated period when site may be developable

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

# Supreme Knitwear Building, Mandale Triangle, Thornaby

**Location:** Conurbation  
**Site Area:** 0.47  
**Estimated Yield:** 78  
**Housing Sub Area:** Core Area  
**Ward:** Mandale & Victoria  
**Current Use:**  
 Building (commercial unit), hardstanding.  
**Adjoining Land Use(s)**  
 Commercial area.

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## Suitability

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

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

Previously developed land status: Entirely Brownfield

Is the site used or safeguarded for employment purposes and not identified as surplus to requirements through the Employment Land Review? Yes

Sequential Approach to Development (site within or intersect with...)		Hazardous Risks (site within or intersect with HSE Zones)		Flood Risk (site within or intersect with.....)	
urban green space?	No	Inner Zone?	No	Flood Zone 2?	Yes
green wedge?	No	Middle Zone?	No	Flood Zone 3?	No
development limits?	Yes	Outer Zone?	No		

Potentially incompatible neighbouring uses? Yes

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

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

Archaeological evaluation required prior to planning determination? No

### Suitability Assessment

#### Policy Restrictions

The site is a commercial unit which is currently vacant

#### Physical Problems or 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 Condition

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

Land ownership issues? There are no known constraints

Active use(s) on 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 an 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 by planning obligations funding

## Is the site achievable?

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

# Estimated period when site may be developable

0 to 5 yrs

11 to 15 yrs

6 to 10 yrs

Non Developable





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

Yes

**Is the site 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 an 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 by planning obligations funding

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, subject to overcoming highway network implications

## Estimated period when site may be developable

0 to 5 yrs

11 to 15 yrs

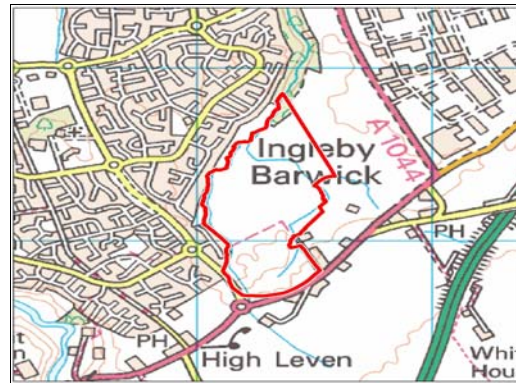
6 to 10 yrs

Non Developable

# Land at Little Maltby Farm, Ingleby Barwick

**Location:** Conurbation  
**Site Area:** 39.03  
**Estimated Yield:** 878  
**Housing Sub Area:** Ingleby Barwick  
**Ward:** Ingleby Barwick East  
**Current Use:**  
 Pasture, hedges and occasional mature trees  
**Adjoining Land Use(s)**  
 Farmland/residential

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## Suitability

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

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

Previously developed land status: Entirely Greenfield

Is the site used or safeguarded for employment purposes and not identified as surplus to requirements through the Employment Land Review? No

<b>Sequential Approach to Development (site within or intersect with...)</b>		<b>Hazardous Risks (site within or intersect with HSE Zones)</b>		<b>Flood Risk (site within or intersect with.....)</b>	
urban green space?	Yes	Inner Zone?	No	Flood Zone 2?	Yes
green wedge?	Yes	Middle Zone?	No	Flood Zone 3?	Yes
development limits?	Yes	Outer Zone?	No		

Potentially incompatible neighbouring uses? No

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

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

Archaeological evaluation required prior to planning determination? Yes

### Suitability Assessment

#### Policy Restrictions

The site is green wedge and greenfield.

#### Physical Problems or Limitations

Access and highway network issues

#### Potential Impacts

Tees Valley Wildlife Trust have commented "Protect mature trees. Check for bats in trees". Tees Valley Archaeology commented that there are archaeological deposits from a bronze age settlement, possibly covering an area of 2 hectares.

#### Environmental Condition

The site has the potential to achieve good environmental conditions

**Is the site suitable?**  
 The site is suitable. This is without reference to its current status as green wedge and greenfield.

# Availability

**Land ownership issues?** There are no known constraints

**Active use(s) on 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 an initial desktop assessment) of investigation/remediation likely to be high?** No

**Satisfactory acces** cannot be achieved

There is currently only one access onto the site via Low Lane and this access is not deemed as being suitable.

## Highways

There are: not applicable as access cannot be achieved

Major junction improvements would be required, including scheme to make the A174 link dual carriageway

## Is the site achievable?

The site is considered to be achievable. Whilst it is acknowledged that the landowner of the site does not have control over all accesses to the site it is considered that given the size of the site these constraints could be overcome and that suitable accesses could be achieved. The preferred option would be accesses from Barwick Way and Thornaby Road. Concerns have been raised regarding any possible access onto Low Lane, however, a detailed assessment of this access together with assessment of the wider network implications would be required should it come forward as part of a planning application as a secondary access to the site.

# Estimated period when site may be developable

- |             |                                     |                 |                                     |
|-------------|-------------------------------------|-----------------|-------------------------------------|
| 0 to 5 yrs  | <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.

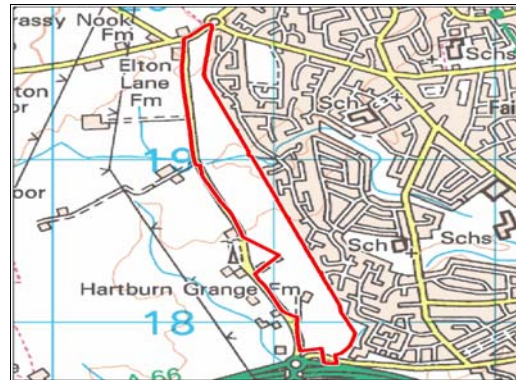
**Location:** Peripheral  
**Site Area:** 42.32  
**Estimated Yield:** 860  
**Housing Sub Area:** Rural Area  
**Ward:** Hartburn  
**Current Use:**

Farmland - mostly pasture, with hawthorn hedges and occasional trees

**Adjoining Land Use(s)**

Residential, farmland

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## Suitability

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

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

Previously developed land status:

Entirely Greenfield

Is the site used or safeguarded for employment purposes and not identified as surplus to requirements through the Employment Land Review?

No

<b>Sequential Approach to Development (site within or intersect with...)</b>		<b>Hazardous Risks (site within or intersect with HSE Zones)</b>		<b>Flood Risk (site within or intersect with.....)</b>	
urban green space?	No	Inner Zone?	No	Flood Zone 2?	No
green wedge?	No	Middle Zone?	No	Flood Zone 3?	No
development limits?	No	Outer Zone?	No		

**Potentially incompatible neighbouring uses?** No

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

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

**Archaeological evaluation required prior to planning determination?** Yes

**Suitability Assessment**

**Policy Restrictions**

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

**Physical Problems or 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 Condition

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

**Land ownership issues?** There are no known constraints

**Active use(s) on 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 an initial desktop assessment) of investigation/remediation likely to be high?** No

**Satisfactory acces** can be achieved

### Highways

There are: major perceived network implications that are unlikely to be resolved by planning obligations funding

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.

#### Is the site achievable?

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

## Estimated period when site may be developable

0 to 5 yrs	<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 to the South of Knowles Close, Kirklevington

26

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

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**Current Use:**  
 Pasture with mature hedges and trees. Farm buildings.

**Adjoining Land Use(s)**  
 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 the following located within the settlement?

Shop	No
Primary School	Yes
Community Centre	Yes

Previously developed land status: Entirely Greenfield  
 Is the site used or safeguarded for employment purposes and not identified as surplus to requirements through the Employment Land Review? No

Sequential Approach to Development (site within or intersect with...)		Hazardous Risks (site within or intersect with HSE Zones)		Flood Risk (site within or intersect with.....)	
urban green space?	No	Inner Zone?	No	Flood Zone 2?	No
green wedge?	No	Middle Zone?	No	Flood Zone 3?	No
development limits?	No	Outer Zone?	No		

**Potentially incompatible neighbouring uses?** No  
**Ecological constraint making the site non-developable in whole or part?** No  
**Geological constraint making the site non-developable in whole or part?** No  
**Archaeological evaluation required prior to planning determination?** No

### Suitability Assessment

#### Policy Restrictions

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

#### Physical Problems or Limitation

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 Condition

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

Land ownership issues? There are no known constraints

Active use(s) on 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 an 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 site may be developable

0 to 5 yrs



11 to 15 yrs



6 to 10 yrs



Non Developable



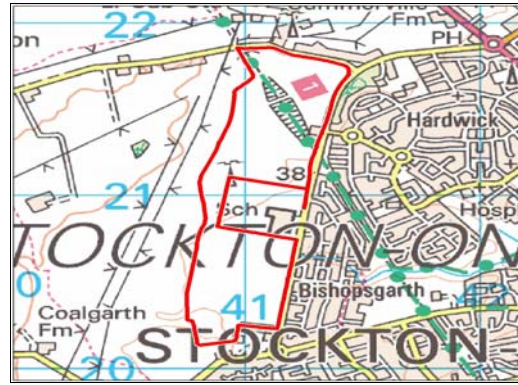


# Land West of Harrowgate Lane

35

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

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**Current Use:**  
 Farmland - pasture and arable with hedges and mature trees  
**Adjoining Land Use(s)**  
 Residential and farmland. Adjacent to a section of Castle Eden walkway /cycle route

## Suitability

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

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

Previously developed land status: Entirely Greenfield

Is the site used or safeguarded for employment purposes and not identified as surplus to requirements through the Employment Land Review? No

Sequential Approach to Development (site within or intersect with...)		Hazardous Risks (site within or intersect with HSE Zones)		Flood Risk (site within or intersect with.....)	
urban green space?	No	Inner Zone?	No	Flood Zone 2?	No
green wedge?	No	Middle Zone?	No	Flood Zone 3?	No
development limits?	No	Outer Zone?	No		

Potentially incompatible neighbouring uses? No

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

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

Archaeological evaluation required prior to planning determination? Yes

### Suitability Assessment

#### Policy Restrictions

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

#### Physical Problems or 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 Condition

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

Land ownership issues? There are no known constraints

Active use(s) on 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 an initial desktop assessment) of investigation/remediation likely to be high?

No

Satisfactory acces can be achieved

## Highways

There are: major perceived network implications that are likey to be resolved by planning obligations funding

## Is the site achievable?

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

# Estimated period when site may be developable

0 to 5 yrs

11 to 15 yrs

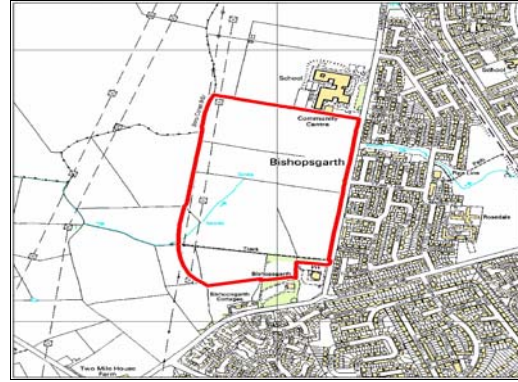
6 to 10 yrs

Non Developable

# Land South of Bishopgarth School

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

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

**Adjoining Land Use(s)**  
 Farmland, residential

## Suitability

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

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

Previously developed land status: Entirely Greenfield

Is the site used or safeguarded for employment purposes and not identified as surplus to requirements through the Employment Land Review? No

Sequential Approach to Development (site within or intersect with...)		Hazardous Risks (site within or intersect with HSE Zones)		Flood Risk (site within or intersect with.....)	
urban green space?	No	Inner Zone?	No	Flood Zone 2?	No
green wedge?	No	Middle Zone?	No	Flood Zone 3?	No
development limits?	No	Outer Zone?	No		

**Potentially incompatible neighbouring uses?** No

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

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

**Archaeological evaluation required prior to planning determination?** Yes

### Suitability Assessment

**Policy Restrictions**

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

**Physical Problems or 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 Condition**

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

Land ownership issues? There are no known constraints

Active use(s) on 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 an 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 by planning obligations funding

**Is the site achievable?**

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

## Estimated period when site may be developable

0 to 5 yrs

11 to 15 yrs

6 to 10 yrs

Non Developable

# Eggescliffe School (buildings and hardstanding only), Eggescliffe

61

**Location:** Conurbation  
**Site Area:** 2.34  
**Estimated Yield:** 49  
**Housing Sub Area:** Farm, Eggescliffe & Preston  
**Ward:** Eggescliffe  
**Current Use:**  
 Buildings/hardstanding  
**Adjoining Land Use(s)**  
 Residential/education

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## Suitability

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

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

Previously developed land status: Entirely Brownfield

Is the site used or safeguarded for employment purposes and not identified as surplus to requirements through the Employment Land Review? No

Sequential Approach to Development (site within or intersect with...)		Hazardous Risks (site within or intersect with HSE Zones)		Flood Risk (site within or intersect with.....)	
urban green space?	No	Inner Zone?	No	Flood Zone 2?	No
green wedge?	No	Middle Zone?	No	Flood Zone 3?	No
development limits?	Yes	Outer Zone?	No		

Potentially incompatible neighbouring uses? No

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

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

Archaeological evaluation required prior to planning determination? No

### Suitability Assessment

**Policy Restrictions**

There are no policy restrictions.

**Physical Problems or Limitations**

Access is achievable.

**Potential Impacts**

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

**Environmental Condition**

The site has the potential to achieve good environmental conditions

**Is the site suitable?**

The site is suitable.

## Availability

**Land ownership issues?** There are no known constraints

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

Yes

**Is the site available?**

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

## Achievability

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

No

**Satisfactory acces** can be achieved

### Highways

There are: major perceived network implications that are likely to be resolved by planning obligations funding

**Is the site achievable?**

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

## Estimated period when site may be developable

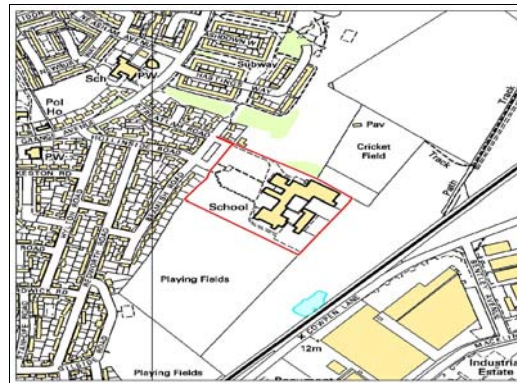
- |             |                                     |                 |                          |
|-------------|-------------------------------------|-----------------|--------------------------|
| 0 to 5 yrs  | <input type="checkbox"/>            | 11 to 15 yrs    | <input type="checkbox"/> |
|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

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

63

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

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## Suitability

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

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

Previously developed land status: Entirely Brownfield

Is the site used or safeguarded for employment purposes and not identified as surplus to requirements through the Employment Land Review? No

Sequential Approach to Development (site within or intersect with...)		Hazardous Risks (site within or intersect with HSE Zones)		Flood Risk (site within or intersect with.....)	
urban green space?	No	Inner Zone?	No	Flood Zone 2?	No
green wedge?	Yes	Middle Zone?	No	Flood Zone 3?	No
development limits?	Yes	Outer Zone?	Yes		

Potentially incompatible neighbouring uses? No

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

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

Archaeological evaluation required prior to planning determination? No

### Suitability Assessment

#### Policy Restrictions

The site is green wedge.

#### Physical Problems or 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 Condition

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

**Land ownership issues?** There are no known constraints

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

Yes

**Is the site 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 an initial desktop assessment) of investigation/remediation likely to be high?**

No

**Satisfactory acces** 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 site may be developable

0 to 5 yrs

11 to 15 yrs

6 to 10 yrs

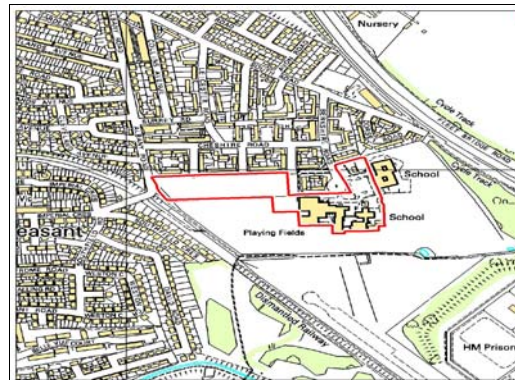
Non Developable



# Norton School (buildings and hardstanding only), Norton

**Location:** Conurbation  
**Site Area:** 3.49  
**Estimated Yield:** 46  
**Housing Sub Area:** Stockton  
**Ward:** Norton South  
**Current Use:**  
 Buildings and hardstanding  
**Adjoining Land Use(s)**  
 Residential, grassed area

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## Suitability

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

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

Previously developed land status: Entirely Brownfield

Is the site used or safeguarded for employment purposes and not identified as surplus to requirements through the Employment Land Review? No

Sequential Approach to Development (site within or intersect with...)		Hazardous Risks (site within or intersect with HSE Zones)		Flood Risk (site within or intersect with.....)	
urban green space?	Yes	Inner Zone?	No	Flood Zone 2?	No
green wedge?	No	Middle Zone?	No	Flood Zone 3?	No
development limits?	Yes	Outer Zone?	Yes		

Potentially incompatible neighbouring uses? No

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

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

Archaeological evaluation required prior to planning determination? No

### Suitability Assessment

#### Policy Restrictions

There are no policy restrictions.

#### Physical Problems or Limitations

Access is achievable.

#### Potential Impacts

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

#### Environmental Condition

The site has the potential to achieve good environmental conditions.

### Is the site suitable?

The site is suitable.

## Availability

**Land ownership issues?** There are no known constraints

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

Yes

**Is the site 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 an 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 site may be developable

0 to 5 yrs

11 to 15 yrs

6 to 10 yrs

Non Developable

**Location:** Conurbation  
**Site Area:** 3.1  
**Estimated Yield:** 39  
**Housing Sub Area:** Stockton  
**Ward:** Roseworth  
**Current Use:**  
 Buildings and hardstanding  
**Adjoining Land Use(s)**  
 Residential

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## Suitability

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

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

Previously developed land status: Entirely Brownfield

Is the site used or safeguarded for employment purposes and not identified as surplus to requirements through the Employment Land Review? No

Sequential Approach to Development (site within or intersect with...)		Hazardous Risks (site within or intersect with HSE Zones)		Flood Risk (site within or intersect with.....)	
urban green space?	No	Inner Zone?	No	Flood Zone 2?	No
green wedge?	No	Middle Zone?	No	Flood Zone 3?	No
development limits?	Yes	Outer Zone?	No		

**Potentially incompatible neighbouring uses?** No  
**Ecological constraint making the site non-developable in whole or part?** No  
**Geological constraint making the site non-developable in whole or part?** No  
**Archaeological evaluation required prior to planning determination?** No

### Suitability Assessment

#### Policy Restrictions

There are no policy restrictions.

#### Physical Problems or Limitations

Access is achievable. Network Rail have commented that the proximity of the Blakeston Lane Level Crossing would have to be taken into account in any development.

#### Potential Impacts

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

#### Environmental Condition

The site performs well against the proximity to services criteria.

### Is the site suitable?

The site is suitable.

## Availability

**Land ownership issues?** There are no known constraints

**Is the site 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 an 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 site may be developable

0 to 5 yrs

11 to 15 yrs

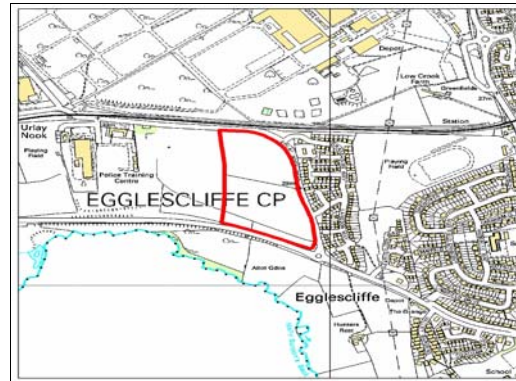
6 to 10 yrs

Non Developable

# Land bound by Urray Nook Road.

**Location:** Conurbation  
**Site Area:** 6.62  
**Estimated Yield:** 148  
**Housing Sub Area:** Farm, Eaglescliffe & Preston  
**Ward:** Eaglescliffe  
**Current Use:**  
 Pasture  
**Adjoining Land Use(s)**  
 Commercial/residential

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## Suitability

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

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

Previously developed land status: Entirely Greenfield

Is the site used or safeguarded for employment purposes and not identified as surplus to requirements through the Employment Land Review? No

Sequential Approach to Development (site within or intersect with...)		Hazardous Risks (site within or intersect with HSE Zones)		Flood Risk (site within or intersect with.....)	
urban green space?	No	Inner Zone?	No	Flood Zone 2?	No
green wedge?	No	Middle Zone?	No	Flood Zone 3?	No
development limits?	Yes	Outer Zone?	No		

**Potentially incompatible neighbouring uses?** Yes  
**Ecological constraint making the site non-developable in whole or part?** No  
**Geological constraint making the site non-developable in whole or part?** No  
**Archaeological evaluation required prior to planning determination?** No

### Suitability Assessment

#### Policy Restrictions

The site is greenfield.

#### Physical Problems or 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. Network Rail have highlighted the potential impact on the Urray Nook Road level crossing.

#### Potential Impacts

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

#### Environmental Condition

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

**Land ownership issues?** There are no known constraints

**Active use(s) on 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 an initial desktop assessment) of investigation/remediation likely to be high?**

No

**Satisfactory acces** can be achieved

### Highways

There are: major perceived network implications that are unlikely to be resolved by planning obligations funding

**Is the site achievable?**

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

## Estimated period when site may be developable

0 to 5 yrs

11 to 15 yrs

6 to 10 yrs

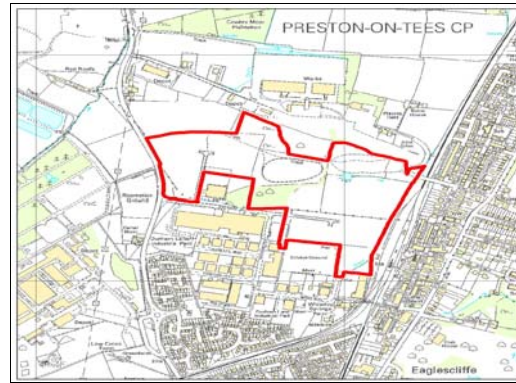
Non Developable

# Land at Durham Lane, Eaglescliffe

82

**Location:** Conurbation  
**Site Area:** 28  
**Estimated Yield:** 800  
**Housing Sub Area:** Farm, Eaglescliffe & Preston  
**Ward:** Eaglescliffe  
**Current Use:**

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Mainly vacant and unused, parts of areas have employment and recreational uses

**Adjoining Land Use(s)**

residential, employment and open space

## Suitability

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

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

Previously developed land status:

Majority Greenfield

Is the site used or safeguarded for employment purposes and not identified as surplus to requirements through the Employment Land Review?

Yes

**Sequential Approach to Development (site within or intersect with...)**

**Hazardous Risks (site within or intersect with HSE Zones)**

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

urban green space?	No	Inner Zone?	No	Flood Zone 2?	No
green wedge?	No	Middle Zone?	No	Flood Zone 3?	No
development limits?	Yes	Outer Zone?	No		

**Potentially incompatible neighbouring uses?**

Yes

**Ecological constraint making the site non-developable in whole or part?**

No

**Geological constraint making the site non-developable in whole or part?**

No

**Archaeological evaluation required prior to planning determination?**

Yes

**Suitability Assessment**

**Policy Restrictions**

Site is currently designated for other uses

**Physical Problems or Limitations**

Major perceived network implications. Network Rail have stated that any impact the development may have on Allens West level crossing would need to be taken into account.

**Potential Impacts**

No significant impacts upon landscape features and conservation have been identified

**Environmental Condition**

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

**Land ownership issues?** There are no known constraints

**Active use(s) on 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 an 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 by planning obligations funding

Committed development in the vicinity and likely to require major improvements to Elton Interchange.

**Is the site achievable?**

The site is achievable, subject to overcoming highway network implications

## Estimated period when site may be developable

0 to 5 yrs

11 to 15 yrs

6 to 10 yrs

Non Developable



# Site of Derwent House, Low Grange Ave, Billingham

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

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## Suitability

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

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

Previously developed land status: Entirely Brownfield

Is the site used or safeguarded for employment purposes and not identified as surplus to requirements through the Employment Land Review? No

Sequential Approach to Development (site within or intersect with...)		Hazardous Risks (site within or intersect with HSE Zones)		Flood Risk (site within or intersect with.....)	
urban green space?	No	Inner Zone?	No	Flood Zone 2?	No
green wedge?	No	Middle Zone?	No	Flood Zone 3?	No
development limits?	Yes	Outer Zone?	Yes		

Potentially incompatible neighbouring uses? No

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

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

Archaeological evaluation required prior to planning determination? No

### Suitability Assessment

**Policy Restrictions**

There are no policy restrictions

**Physical Problems or Limitations**

None

**Potential Impacts**

No issues raised

**Environmental Condition**

No issues raised which would be experienced by prospective residents

**Is the site suitable?**

This site is suitable

## Availability

**Land ownership issues?** There are no known constraints

**Active use(s) on 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 an 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 site may be developable

0 to 5 yrs

11 to 15 yrs

6 to 10 yrs

Non Developable



recommends that the area at risk from the 1 in 100 year flood extent be retained as floodplain. Advice from Development Services is that low-density housing would be appropriate along the road frontage and set within well-landscaped areas to continue the open green nature along the road corridor. The combination of low density and restricted developable area would restrict the yield to an estimated 18 dwellings.

## Availability

**Land ownership issues?** There are no known constraints

**Active use(s) on 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 an initial desktop assessment) of investigation/remediation likely to be high?** Yes

**Satisfactory access** can be achieved

### Highways

There are: major perceived network implications

Full transport assessment would be required.

### Is the site achievable?

The site is considered to be achievable, subject to overcoming highway network implications.

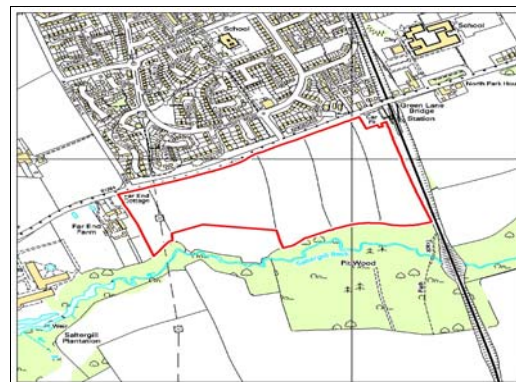
## Estimated period when site may be developable

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

# Land to West of Yarm Station, Green Lane

**Location:** Peripheral  
**Site Area:** 17.89  
**Estimated Yield:** 300  
**Housing Sub Area:** Rural Area  
**Ward:** Yarm  
**Current Use:** Agricultural  
**Adjoining Land Use(s)** Residential, agricultural and woodland

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## Suitability

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

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

Previously developed land status: Entirely Greenfield

Is the site used or safeguarded for employment purposes and not identified as surplus to requirements through the Employment Land Review? No

Sequential Approach to Development (site within or intersect with...)		Hazardous Risks (site within or intersect with HSE Zones)		Flood Risk (site within or intersect with.....)	
urban green space?	No	Inner Zone?	No	Flood Zone 2?	Yes
green wedge?	No	Middle Zone?	No	Flood Zone 3?	Yes
development limits?	No	Outer Zone?	No		

Potentially incompatible neighbouring uses? No

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

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

Archaeological evaluation required prior to planning determination? Yes

### Suitability Assessment

#### Policy Restrictions

The site is outside the limits to development and forms part of the strategic gap. The site is adjacent to a Site of Nature Conservation Importance.

#### Physical Problems or 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. Network Rail have stated that they would expect a contribution to station improvements commensurate with the likely increase of usage of the station.

#### 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 Condition

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

**Land ownership issues?** There are land ownership issues (part of site reserved for car park expansion)

**Active use(s) on 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 an 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: 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 site may be developable

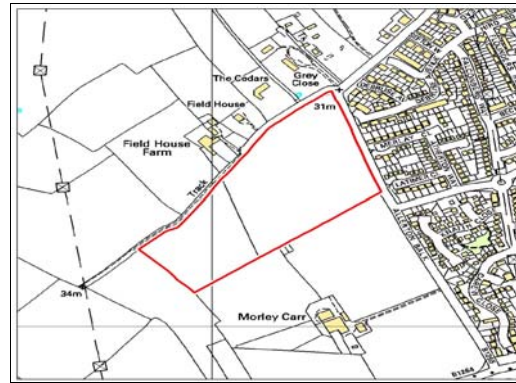
0 to 5 yrs	<input type="checkbox"/>	11 to 15 yrs	<input checked="" type="checkbox"/>
6 to 10 yrs	<input checked="" type="checkbox"/>	Non Developable	<input type="checkbox"/>

# Morley Carr Farm, Yarm (Phase 1)

89

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

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## Suitability

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

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

Previously developed land status: Entirely Greenfield

Is the site used or safeguarded for employment purposes and not identified as surplus to requirements through the Employment Land Review? No

Sequential Approach to Development (site within or intersect with...)		Hazardous Risks (site within or intersect with HSE Zones)		Flood Risk (site within or intersect with.....)	
urban green space?	No	Inner Zone?	No	Flood Zone 2?	No
green wedge?	No	Middle Zone?	No	Flood Zone 3?	No
development limits?	No	Outer Zone?	No		

Potentially incompatible neighbouring uses? No

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

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

Archaeological evaluation required prior to planning determination? Yes

### Suitability Assessment

#### Policy Restrictions

The site is outside the limits to development

#### Physical Problems or Limitations

Major perceived network implications

#### Potential Impacts

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

#### Environmental Condition

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

Land ownership issues? There are no known constraints

Active use(s) on 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 an 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 site may be developable

0 to 5 yrs

11 to 15 yrs

6 to 10 yrs

Non Developable

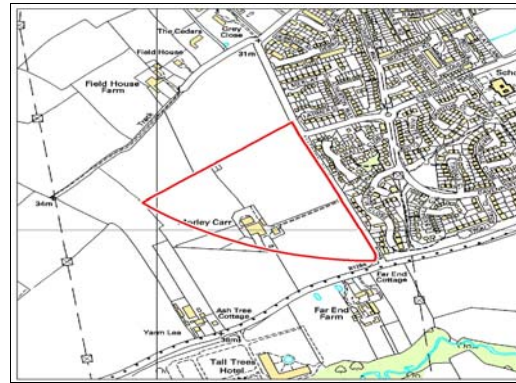


# Morley Carr Farm, Yarm (Phase 2)

90

**Location:** Peripheral  
**Site Area:** 9.22  
**Estimated Yield:** 207  
**Housing Sub Area:** Rural Area  
**Ward:** Yarm  
**Current Use:**  
 Agricultural  
**Adjoining Land Use(s)**  
 Residential and agricultural

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## Suitability

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

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

Previously developed land status: Majority Greenfield

Is the site used or safeguarded for employment purposes and not identified as surplus to requirements through the Employment Land Review? No

Sequential Approach to Development (site within or intersect with...)		Hazardous Risks (site within or intersect with HSE Zones)		Flood Risk (site within or intersect with.....)	
urban green space?	No	Inner Zone?	No	Flood Zone 2?	No
green wedge?	No	Middle Zone?	No	Flood Zone 3?	No
development limits?	No	Outer Zone?	No		

Potentially incompatible neighbouring uses? No

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

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

Archaeological evaluation required prior to planning determination? Yes

### Suitability Assessment

#### Policy Restrictions

The site is outside the limits to development

#### Physical Problems or Limitations

Major perceived network implications

#### Potential Impacts

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

#### Environmental Condition

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

Land ownership issues? There are no known constraints

Active use(s) on 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 an 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 site may be developable

0 to 5 yrs

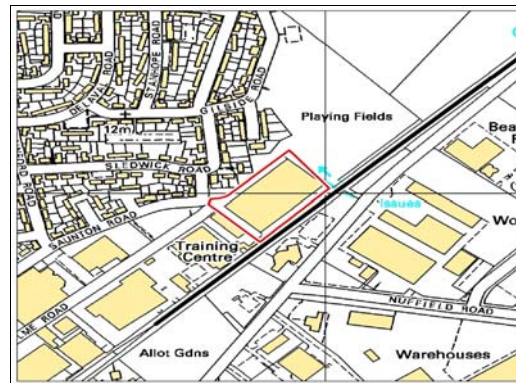
11 to 15 yrs

6 to 10 yrs

Non Developable

**Location:** Conurbation  
**Site Area:** 1.04  
**Estimated Yield:** 30  
**Housing Sub Area:** Billingham  
**Ward:** Billingham East  
**Current Use:**  
 Industrial  
**Adjoining Land Use(s)**  
 Industrial, residential, open space and rail

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## Suitability

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

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

Previously developed land status: Entirely Brownfield

Is the site used or safeguarded for employment purposes and not identified as surplus to requirements through the Employment Land Review? Yes

<b>Sequential Approach to Development (site within or intersect with...)</b>		<b>Hazardous Risks (site within or intersect with HSE Zones)</b>		<b>Flood Risk (site within or intersect with.....)</b>	
urban green space?	No	Inner Zone?	Yes	Flood Zone 2?	No
green wedge?	No	Middle Zone?	Yes	Flood Zone 3?	No
development limits?	Yes	Outer Zone?	Yes		

**Potentially incompatible neighbouring uses?** Yes  
**Ecological constraint making the site non-developable in whole or part?** No  
**Geological constraint making the site non-developable in whole or part?** No  
**Archaeological evaluation required prior to planning determination?** No

### Suitability Assessment

#### Policy Restrictions

Development of the site would lead to the loss of employment

#### Physical Problems or Limitations

Noise impacts from the adjacent railway may reduce the developable area.

#### Potential Impacts

No significant impacts upon landscape features and conservation have been identified. It would be appropriate for any scheme to provide a suitable link from Saunton Road to the green wedge north east of the site

#### Environmental Condition

The site has the potential to achieve good environmental conditions. Further to this the change of use of the site may increase the amenity of resident adjacent to the site

### Is the site suitable?

The site is considered to be suitable.

## Availability

**Land ownership issues?** There are no known constraints

**Active use(s) on 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 an initial desktop assessment) of investigation/remediation likely to be high?**

No

**Satisfactory acces** can be achieved

Suitable access could be sought onto Saunton Road

**Highways**

There are: no major perceived network implications

**Is the site achievable?**

The site is considered to be achievable

## Estimated period when site may be developable

0 to 5 yrs

11 to 15 yrs

6 to 10 yrs

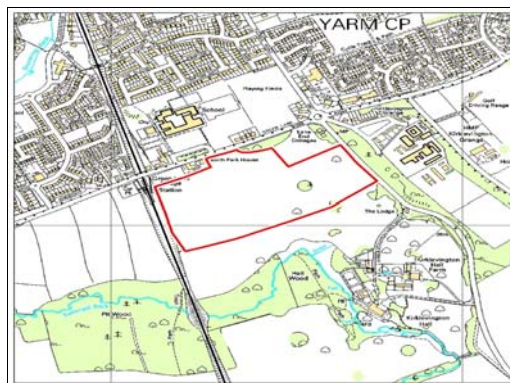
Non Developable

# Land east of Yarm Station

100

**Location:** Peripheral  
**Site Area:** 14.75  
**Estimated Yield:** 310  
**Housing Sub Area:** Rural Area  
**Ward:** Yarm  
**Current Use:**  
 Agricultural  
**Adjoining Land Use(s)**  
 Residential and agricultural

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## Suitability

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

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

Previously developed land status: Entirely Greenfield

Is the site used or safeguarded for employment purposes and not identified as surplus to requirements through the Employment Land Review? No

<b>Sequential Approach to Development (site within or intersect with...)</b>		<b>Hazardous Risks (site within or intersect with HSE Zones)</b>		<b>Flood Risk (site within or intersect with.....)</b>	
urban green space?	No	Inner Zone?	No	Flood Zone 2?	No
green wedge?	No	Middle Zone?	No	Flood Zone 3?	No
development limits?	No	Outer Zone?	No		

**Potentially incompatible neighbouring uses?** No

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

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

**Archaeological evaluation required prior to planning determination?** Yes

### Suitability Assessment

#### Policy Restrictions

The site is outside the limits to development and forms part of the strategic gap.

#### Physical Problems or Limitations

Suitable access can be achieved. However, there are concerns regarding the highways network; particular concern would be the impact on Yarm high Street, Crossroads roundabout and Leven Bank. Network Rail have stated that they would expect a contribution to station improvements commensurate with the likely increase of usage of the station.

#### Potential Impacts

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

#### Environmental Condition

Noise mitigation may be required owing to the railway line to the west 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.

# Availability

Land ownership issues? There are no known constraints

Active use(s) on 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 an initial desktop assessment) of investigation/remediation likely to be high?

No

Satisfactory access can be achieved

Finding suitable access onto Green Lane may be problematic. However, access onto the A67 may be suitable.

## 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 site may be developable

0 to 5 yrs

11 to 15 yrs

6 to 10 yrs

Non Developable

## **APPENDIX 7**

**Schedule showing the assessment of potential sites assessed as non-deliverable/developable**

<b>Land off Grangefield (Millfield)</b>		<b>4</b>
<b>Is the site suitable?</b>	The site is suitable.	
<b>Is the site available?</b>	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.	
<b>Is the site achievable?</b>	Further information is required before a definitive view can be taken on the achievability of the site particularly with regard to the owners intentions	
<hr/>		
<b>The Barrage</b>		<b>7</b>
<b>Is the site suitable?</b>	The site is not suitable as it does not relate well to the existing built up area	
<b>Is the site available?</b>	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.	
<b>Is the site achievable?</b>	The site is not considered to be achievable owing to the uncertainty over availability.	
<hr/>		
<b>Land to the South of Teesdale Park, Thornaby</b>		<b>9</b>
<b>Is the site suitable?</b>	The site is not suitable as it is not well related to the existing urban form	
<b>Is the site available?</b>	The site is considered to be available.	
<b>Is the site achievable?</b>	The site is not considered to be achievable as a suitable secondary access cannot be achieved	
<hr/>		
<b>Land to the West of Preston Farm, Preston Lane</b>		<b>10</b>
<b>Is the site suitable?</b>	The site is not suitable as it is not well related to the existing built up area.	
<b>Is the site available?</b>	The site is considered to be available.	
<b>Is the site achievable?</b>	The site is considered to be achievable, subject to overcoming highway network implications	
<hr/>		
<b>Land South of Thornaby (between Middleton Avenue and Bassleton Lane)</b>		<b>11</b>
<b>Is the site suitable?</b>	The site is not suitable as satisfactory access cannot be achieved	
<b>Is the site available?</b>	The site is considered to be available.	
<b>Is the site achievable?</b>	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.	
<hr/>		
<b>Land to the rear of Holly Bush Farm, Thornaby Road, Thornaby</b>		<b>12</b>
<b>Is the site suitable?</b>	The site is not suitable as it is not well related to the existing urban form	
<b>Is the site available?</b>	The site is considered to be available.	
<b>Is the site achievable?</b>	The site is not considered to be achievable. Access as shown onto Thornaby Road could not be achieved owing to proximity to petrol station	
<hr/>		
<b>Land at Chesham Road, Norton</b>		<b>13</b>
<b>Is the site suitable?</b>	The site is not suitable owing to unacceptable access.	
<b>Is the site available?</b>	The site is considered to be available.	
<b>Is the site achievable?</b>	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.	
<hr/>		



<b>Land to the South of Wynyard Village (Masterplan site 4)</b>	<b>17</b>
<b>Is the site suitable?</b>	The site is not suitable as the location is considered to be unsustainable
<b>Is the site available?</b>	The site is considered to be available.
<b>Is the site achievable?</b>	The site is considered to be achievable, subject to overcoming highway network implications
<b>Land at Wynyard (Masterplan site 3)</b>	<b>18</b>
<b>Is the site suitable?</b>	The site is not suitable as the location is considered to be unsustainable
<b>Is the site available?</b>	It is considered that the site is available
<b>Is the site achievable?</b>	The site is considered to be achievable, subject to overcoming highway network implications
<b>Land at the edge of Wolviston Village</b>	<b>19</b>
<b>Is the site suitable?</b>	The site is not suitable
<b>Is the site available?</b>	The site is not considered to be available
<b>Is the site achievable?</b>	The site is landlocked. It is not considered to be achievable, subject to overcoming highway network implications
<b>Land at Wolviston</b>	<b>20</b>
<b>Is the site suitable?</b>	The site is not suitable as it is not well related to the existing built up area.
<b>Is the site available?</b>	The site is considered to be available
<b>Is the site achievable?</b>	The site is considered to be achievable, subject to overcoming highway network implications
<b>Land at Wolviston</b>	<b>21</b>
<b>Is the site suitable?</b>	The site is not suitable as it is not related to the existing built up area and the location is considered to be unsustainable
<b>Is the site available?</b>	The site is considered to be available
<b>Is the site achievable?</b>	The site is considered to be achievable, subject to overcoming highway network implications
<b>Land at Wolviston</b>	<b>22</b>
<b>Is the site suitable?</b>	The site is not suitable as it is not well related to the existing built up area.
<b>Is the site available?</b>	The site is considered to be available
<b>Is the site achievable?</b>	The site is considered to be achievable, subject to overcoming highway network implications
<b>Land at Yarm Back Lane, Hartburn</b>	<b>24</b>
<b>Is the site suitable?</b>	The site is not suitable as it is not well related to the urban form
<b>Is the site available?</b>	The site is considered to be available
<b>Is the site achievable?</b>	The site is considered to be achievable, subject to overcoming highway network implications. There are also 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.

<b>Land at Hall Farm to the North and West of the Village of Carlton</b>	<b>25</b>
<b>Is the site suitable?</b>	The site is not suitable as it does not relate well to the existing village.
<b>Is the site available?</b>	It is considered that the site is available
<b>Is the site achievable?</b>	The site is considered to be achievable, subject to overcoming highway network implications. There are also 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.
<hr/>	
<b>Land at St Martin's Way, Kirklevington</b>	<b>27</b>
<b>Is the site suitable?</b>	The site is not suitable owing to access concerns.
<b>Is the site available?</b>	The site is considered to be available
<b>Is the site achievable?</b>	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.
<hr/>	
<b>Land adjacent to Manor House, East of Egglecliffe</b>	<b>28</b>
<b>Is the site suitable?</b>	The site is not suitable.
<b>Is the site available?</b>	The site is considered to be available
<b>Is the site achievable?</b>	The site is not considered to be achievable
<hr/>	
<b>Land adjoining Bungalow, Netherleigh</b>	<b>29</b>
<b>Is the site suitable?</b>	The site is not suitable as it is not well related to the existing built up area
<b>Is the site available?</b>	The site is considered to be available
<b>Is the site achievable?</b>	The site is not considered to be achievable as suitable access cannot be achieved
<hr/>	
<b>Land to the North East of White House Farm, Billingham</b>	<b>30</b>
<b>Is the site suitable?</b>	The site is not suitable as it is not well related to the existing built up area.
<b>Is the site available?</b>	The site is considered to be available
<b>Is the site achievable?</b>	The site is considered to be achievable.
<hr/>	
<b>Land at Mount Pleasant, Long Newton</b>	<b>31</b>
<b>Is the site suitable?</b>	The site is not suitable as it is not well related to the existing village
<b>Is the site available?</b>	The site is considered to be available
<b>Is the site achievable?</b>	The site is considered to be achievable
<hr/>	
<b>Land at Durham Lane to the South East of Thorpe Thewles</b>	<b>32</b>
<b>Is the site suitable?</b>	The site is not suitable as the location is considered to be unsustainable
<b>Is the site available?</b>	The site is considered to be available
<b>Is the site achievable?</b>	The site is considered to be achievable
<hr/>	

<b>Land on the North Western boundary of Aislaby Village</b>	<b>33</b>
<b>Is the site suitable?</b> The site is not suitable as the location is considered to be unsustainable	
<b>Is the site available?</b> The site is considered to be available	
<b>Is the site achievable?</b> The site is considered to be achievable, subject to overcoming highway network implications	
<hr/>	
<b>Land adjacent to Stillington</b>	<b>37</b>
<b>Is the site suitable?</b> The site is not suitable.	
<b>Is the site available?</b> It is considered that re-locating the allotments would be a constraint to the availability of the site	
<b>Is the site achievable?</b> The site is considered to be achievable	
<hr/>	
<b>Land adjacent to Stillington</b>	<b>38</b>
<b>Is the site suitable?</b> The site is not suitable as it is not well related to residential development and there are incompatible neighbouring uses	
<b>Is the site available?</b> The site is not considered to be available owing to concerns over multiple/difficult land ownerships	
<b>Is the site achievable?</b> The site is not considered to be achievable as access would be via an unadopted road	
<hr/>	
<b>Land North of St James Close Thorpe Thewles</b>	<b>40</b>
<b>Is the site suitable?</b> The site is not suitable as the location is considered to be unsustainable	
<b>Is the site available?</b> The site is considered to be available	
<b>Is the site achievable?</b> The site is considered to be achievable	
<hr/>	
<b>Hill House Farm Redmarshall</b>	<b>41</b>
<b>Is the site suitable?</b> The site is not suitable as the location is considered to be unsustainable	
<b>Is the site available?</b> The site is considered to be available	
<b>Is the site achievable?</b> The site is considered to be achievable	
<hr/>	
<b>Land at rear of Bishopgarth Cottages, Darlington Back Lane</b>	<b>42</b>
<b>Is the site suitable?</b> The site is not suitable as it is not well related to the existing built up area.	
<b>Is the site available?</b> The site is considered to be available	
<b>Is the site achievable?</b> The site is considered to be achievable, subject to overcoming highway network implications	
<hr/>	
<b>Land at Two Mile House Farm</b>	<b>43</b>
<b>Is the site suitable?</b> The site is not suitable as it is not well related to the existing built up area.	
<b>Is the site available?</b> The site is considered to be available	
<b>Is the site achievable?</b> The site is considered to be achievable, subject to overcoming highway network implications	
<hr/>	
<b>Elton Lane Farm, Yarm Back Lane</b>	<b>44</b>
<b>Is the site suitable?</b> The site is not suitable as it is not well related to the existing built up area.	
<b>Is the site available?</b> The site is considered to be available	
<b>Is the site achievable?</b> The site is considered to be achievable, subject to overcoming highway network implications. The developable area could be significantly reduced by pylons	
<hr/>	

<b>Land at rear of Elton Manor, Elton Village</b>	<b>45</b>
<b>Is the site suitable?</b>	The site is not suitable.
<b>Is the site available?</b>	The site is considered to be available
<b>Is the site achievable?</b>	The site is not considered to be achievable
<hr/>	
<b>Low Crook Farm, Eaglescliffe</b>	<b>46</b>
<b>Is the site suitable?</b>	The site is not suitable owing to access issues
<b>Is the site available?</b>	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
<b>Is the site achievable?</b>	The site is not considered to be achievable owing to access issues.
<hr/>	
<b>Land of Green Lane, Yarm</b>	<b>47</b>
<b>Is the site suitable?</b>	The site is not suitable owing to concerns over access
<b>Is the site available?</b>	The site is considered to be available
<b>Is the site achievable?</b>	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.
<hr/>	
<b>Land North of Maltby</b>	<b>48</b>
<b>Is the site suitable?</b>	The site is not suitable owing to the fact that it does not relate well to the linear form of the settlement
<b>Is the site available?</b>	The site is considered to be available
<b>Is the site achievable?</b>	The site is considered to be achievable but the developable area would be significantly reduced by the proximity of the A19
<hr/>	
<b>Land adjacent to Maltby</b>	<b>49</b>
<b>Is the site suitable?</b>	The site is not suitable owing to the fact that it does not relate well to the linear form of the settlement
<b>Is the site available?</b>	The site is considered to be available
<b>Is the site achievable?</b>	The site is considered to be achievable
<hr/>	
<b>Land adjacent to Maltby</b>	<b>50</b>
<b>Is the site suitable?</b>	The site is suitable.
<b>Is the site available?</b>	The site is considered to be available
<b>Is the site achievable?</b>	The site is considered to be achievable
<hr/>	
<b>Billingham House</b>	<b>51</b>
<b>Is the site suitable?</b>	The site is suitable.
<b>Is the site available?</b>	The site is considered to be available
<b>Is the site achievable?</b>	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
<hr/>	

## 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, subject to overcoming highway network implications
- 

## 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 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.
-

<b>Land at West End Farm, Longnewton (Parcel 2)</b>	<b>58</b>
<b>Is the site suitable?</b>	The site is not suitable as it is not well related to the existing built up area.
<b>Is the site available?</b>	The site is considered to be available
<b>Is the site achievable?</b>	The site is not considered to be achievable. Access onto Mill Lane is not suitable.
<hr/>	
<b>Land at West End Farm, Longnewton (Parcel 1)</b>	<b>59</b>
<b>Is the site suitable?</b>	The site is not suitable as it is not well related to the existing village
<b>Is the site available?</b>	The site is considered to be available
<b>Is the site achievable?</b>	The site is considered to be achievable
<hr/>	
<b>Land behind Old Autoparts, Thornaby</b>	<b>60</b>
<b>Is the site suitable?</b>	The site is suitable. This is without reference to its current status as green wedge and greenfield.
<b>Is the site available?</b>	The site is considered to be available
<b>Is the site achievable?</b>	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
<hr/>	
<b>Land adjoining Blakeston Lane, Norton</b>	<b>62</b>
<b>Is the site suitable?</b>	The site is not suitable as it is not well related to the existing built up area
<b>Is the site available?</b>	The site is considered to be available.
<b>Is the site achievable?</b>	The site is considered to be achievable, subject to overcoming highway network implications
<hr/>	
<b>Land to the rear of Londonderry Arms, Long Newton</b>	<b>67</b>
<b>Is the site suitable?</b>	The site is not suitable a it is not well related to the existing village.
<b>Is the site available?</b>	The site is considered to be available
<b>Is the site achievable?</b>	The site is considered to be achievable
<hr/>	
<b>Land to the North of White House Farm, Long Newton</b>	<b>68</b>
<b>Is the site suitable?</b>	The site is not suitable as it is not well related to the existing built up area.
<b>Is the site available?</b>	The site is considered to be available
<b>Is the site achievable?</b>	The site is considered to be achievable.
<hr/>	
<b>Land adjacent to Teeside Industrial Estate</b>	<b>70</b>
<b>Is the site suitable?</b>	The site is not suitable as it does not relate well to the existing built up area.
<b>Is the site available?</b>	The site is considered to be available
<b>Is the site achievable?</b>	The site is considered to be achievable, subject to overcoming highway network implications. There would need to be significant buffering to mitigate the impact of Teeside Industrial Estate
<hr/>	
<b>Land North East of Maltby</b>	<b>71</b>
<b>Is the site suitable?</b>	The site is not suitable.
<b>Is the site available?</b>	The site is considered to be available
<b>Is the site achievable?</b>	The site is not considered to be achievable
<hr/>	

<b>Land to the South of Darlington Road, Hartburn</b>	<b>73</b>
<b>Is the site suitable?</b>	The site is not suitable.
<b>Is the site available?</b>	The site is considered to be available
<b>Is the site achievable?</b>	The site is considered to be achievable, subject to overcoming highway network implications.
<hr/>	
<b>Land East of Wolviston Road, Wolviston</b>	<b>74</b>
<b>Is the site suitable?</b>	The site is not suitable as it is not well related to the existing built up area.
<b>Is the site available?</b>	The site is considered to be available
<b>Is the site achievable?</b>	The site is considered to be achievable
<hr/>	
<b>Land at Wynyard (Masterplan site 5)</b>	<b>75</b>
<b>Is the site suitable?</b>	The site is not suitable as the location is considered to be unsustainable
<b>Is the site available?</b>	The site is considered to be available
<b>Is the site achievable?</b>	The site is considered to be achievable, subject to overcoming highway network implications.
<hr/>	
<b>Land at Wynyard Golf Course</b>	<b>76</b>
<b>Is the site suitable?</b>	The site is not suitable as the location is considered to be unsustainable.
<b>Is the site available?</b>	The site is considered to be available
<b>Is the site achievable?</b>	The site is considered to be achievable, subject to overcoming highway network implications.
<hr/>	
<b>Land at Wynyard (Masterplan site 1)</b>	<b>77</b>
<b>Is the site suitable?</b>	The site is not suitable.
<b>Is the site available?</b>	The site is considered to be available
<b>Is the site achievable?</b>	The site is considered to be achievable, subject to overcoming highway network implications.
<hr/>	
<b>Land at Wynyard (Masterplan site 2)</b>	<b>78</b>
<b>Is the site suitable?</b>	The site is not suitable.
<b>Is the site available?</b>	The site is considered to be available
<b>Is the site achievable?</b>	The site is considered to be achievable, subject to overcoming highway network implications.
<hr/>	
<b>Land at Manor House Farm, Cowpen Bewley</b>	<b>79</b>
<b>Is the site suitable?</b>	This site is not suitable as the location is considered to be unsustainable.
<b>Is the site available?</b>	The site is considered to be available
<b>Is the site achievable?</b>	The site is considered to be achievable
<hr/>	
<b>Land to north of Southlands, Yarm Back Lane</b>	<b>80</b>
<b>Is the site suitable?</b>	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
<b>Is the site available?</b>	The site is considered to be available
<b>Is the site achievable?</b>	This site is considered to be achievable, subject to overcoming highway network implications.
<hr/>	

<b>Wynyard Park</b>		<b>81</b>
<b>Is the site suitable?</b>	The site is not suitable as the location is considered to be unsustainable	
<b>Is the site available?</b>	The site is considered to be available	
<b>Is the site achievable?</b>	This site is considered to be achievable, subject to overcoming highway network implications.	
<hr/>		
<b>Land at Roscoe Road, Billingham</b>		<b>83</b>
<b>Is the site suitable?</b>	The site may be suitable subject to HSE discussions.	
<b>Is the site available?</b>	Clear evidence required that covenant can be removed. At this stage the site is assessed as not available	
<b>Is the site achievable?</b>	This site is not considered to be achievable owing to concerns over availability	
<hr/>		
<b>Land to rear of Rectory, Long Newton</b>		<b>85</b>
<b>Is the site suitable?</b>	The site is not suitable as is not well related to the existing built up area.	
<b>Is the site available?</b>	The site is considered to be available	
<b>Is the site achievable?</b>	This site is considered to be achievable	
<hr/>		
<b>Land at Durham Lane to the south west of Thorpe Thewles</b>		<b>86</b>
<b>Is the site suitable?</b>	This site is not suitable as the location is considered to be unsustainable.	
<b>Is the site available?</b>	The site is considered to be available	
<b>Is the site achievable?</b>	The site is considered achievable	
<hr/>		
<b>Land east of Drovers Lane, Redmarshall</b>		<b>91</b>
<b>Is the site suitable?</b>	The site is not suitable as the location is considered to be unsustainable	
<b>Is the site available?</b>	The site is considered to be available	
<b>Is the site achievable?</b>	The site is considered to be achievable	
<hr/>		
<b>Land south west of Preston Cemetery</b>		<b>93</b>
<b>Is the site suitable?</b>	The site is not considered to be suitable as it would form an inappropriate continuation of linear development along Yarm Road	
<b>Is the site available?</b>	The site is considered to be available	
<b>Is the site achievable?</b>	The site is considered to be achievable	
<hr/>		
<b>Land north of Pennypot Farm</b>		<b>94</b>
<b>Is the site suitable?</b>	The site is not considered to be suitable as it would form an inappropriate continuation of linear development along Yarm Road	
<b>Is the site available?</b>	The site is considered to be available	
<b>Is the site achievable?</b>	The site is considered to be achievable	
<hr/>		
<b>Land north of Durham Lane Industrial Estate</b>		<b>95</b>
<b>Is the site suitable?</b>	The site is not considered to be suitable owing to it not being regarded as a logical urban extension.	
<b>Is the site available?</b>	A large area of the site is under council ownership. As such the site is not considered to be available	
<b>Is the site achievable?</b>	The site is not considered to be achievable owing to land ownership constraints.	
<hr/>		



## Land at Darlington Back Lane

96

**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

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## Land at A689 Roundabout (Site 1)

97

**Is the site suitable?** The site is not considered to be suitable

**Is the site available?** The site is considered to be available

**Is the site achievable?** The site is not considered to be achievable

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## Land at A689 Roundabout (Site 2)

98

**Is the site suitable?** The site is not considered to be suitable

**Is the site available?** The site is considered to be available

**Is the site achievable?** The site is not considered to be achievable

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## Land at A689 Roundabout (Site 3)

99

**Is the site suitable?** The site is not considered to be suitable

**Is the site available?** The site is considered to be available

**Is the site achievable?** The site is not considered to be achievable

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## **APPENDIX 8**

### **Schedule showing the 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

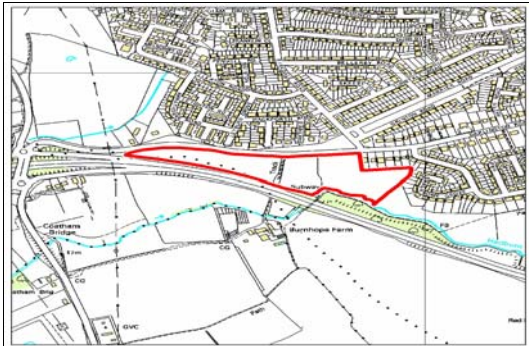


**Ward** Western Parishes  
**HousingSub** Rural Area  
**Site Area** 3.05  
**Detailed reason** N/A

## 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**

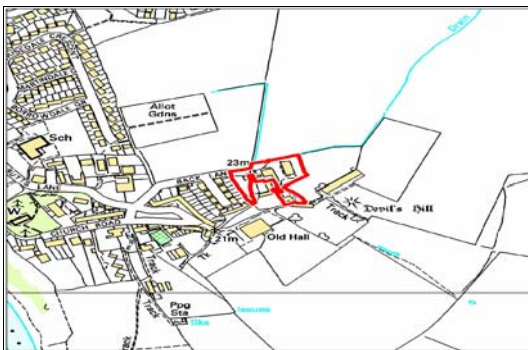


**Ward** Northern Parishes  
**HousingSub** Rural Area  
**Site Area** 23.78  
**Detailed reason** N/A

**Total yield less than 10 dwellings**

**Land adjacent to Manor House, East of Eggescliffe**

**28**

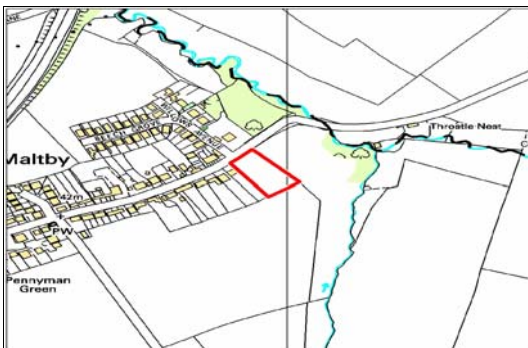


**Ward** Eggescliffe  
**HousingSub** Yarm, Eggescliffe & Pres  
**Site Area** 0.65  
**Detailed reason**

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**

**50**

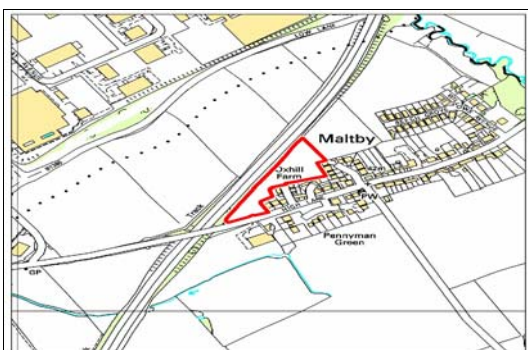


**Ward** Ingleby Barwick East  
**HousingSub** Rural Area  
**Site Area** 0.51  
**Detailed reason**

The Council's Highways Team have advised that the only achievable access to the site would serve a maximum of 4 dwellings.

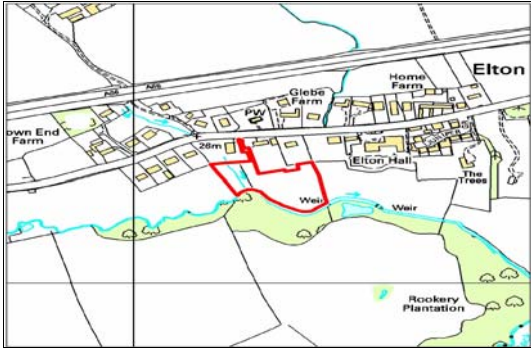
**Land North East of Maltby**

**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