

Stockton-on-Tees Publication Draft Local Plan Sustainability Appraisal Addendum Regulation 19 Consultation - September 2017

Commenting on this document

This Addendum to the main Sustainability Appraisal report (November 2016) has been published alongside the Publication Draft Local Plan and associated documents, with all of them subject to public consultation from 25 September 2017 to 3 November 2017. Only representations made within this period will be taken into account.

This document will be available for inspection at all libraries within the Borough and on Council's website at:

www.stockton.gov.uk/localplan

Please visit the above link to find out more information regarding the publication draft consultation. Alternatively please contact us at spatialplans@stockton.gov.uk or 01642 526050.



CONTENTS

<u>Section</u>	<u>Page</u>
<u>1. Summary and introduction</u>	<u>5</u>
1.1 Introduction to Addendum report	5
1.2 Scope of the document	5
1.3 How to use this document	6
1.4 Local Plan development	7
1.5 Sustainability Appraisal main report and consultation	7
1.6 Consultation on this report	8
<u>2. Sustainability Appraisal and Habitats Regulation Assessment methodology</u>	<u>9</u>
2.1 Methodology in Stage 1	9
2.2 Amendments and additions to the methodology	9
2.3 Inclusion of alternative options	10
2.4 SA team on addendum	10
<u>3. What's changed since stage 1</u>	<u>11</u>
3.1 Local Plan amendments – where to find them	11
<u>4. SA of the vision, strategy and objectives</u>	<u>12</u>
4.1 SA summary of the vision and strategy	12
4.2 SA summary of the objectives	12
<u>5. SA of the Local Plan policies</u>	<u>13</u>
5.1 SA summary of the strategic policies	13
5.2 SA summary of the themed policies	14
Assessment matrix 1 : Policies	18
<u>6. Appraisal of the alternative housing options (strategic options and site options)</u>	<u>19</u>
6.1 Appraisal of Strategic Housing Options	19
Assessment matrix 2 : Strategic housing options	20
6.2 SA summary of the housing sites being appraised	21
Assessment matrix 3 : housing sites	22
6.3 Determining the approach to housing distribution (housing site selection)	25
6.4 Summary of the approach to housing delivery	27
<u>7. SA of employment sites being appraised</u>	<u>28</u>
7.1 Overview	28
Assessment matrix 4 : employment sites appraised in Stage 1	29
7.2 Specialist uses	30
7.3 General Employment uses	30
<u>8. Baseline conditions, monitoring and review</u>	<u>33</u>
8.1 Baseline summary	33
8.2 How we will monitor and review	33

<u>9. Conclusions and next steps</u>	<u>33</u>
9.1 Conclusions	33
9.2 Forthcoming stages and timetable	34
<u>Appendices</u>	<u>35</u>
1. List of tables and figures included in this report	36
2. Methodology for appraising policies and proposals with decision making criteria	37
3. Justification of scoring of Strategic Housing Options	40
4. Justification of scoring housing site options	44
5. Villages Appendix	120
6. Sequential and exception test	130
7. Historic Environment Assessment	140



1. Summary and introduction

1.1 Introduction to Addendum report

This Sustainability Appraisal (SA) Addendum Report forms part of a suite of documents for the full SA and Strategic Environmental Assessment (SEA) of the Stockton-on-Tees Local Plan 2017 – 2032. The initial Scoping Report was published in July 2016 followed by the main SA report in November 2016. The main report contained the results of the sustainability appraisal (SA) and strategic environmental assessment (SEA) of the preferred plan including its vision and objectives, policies, and housing and employment sites being appraised. It was published alongside the Draft Plan and subject to public consultation from 21 November 2016 to 20 January 2017.

The Draft Plan, the SA report and associated documents were subject to a number of representations during the consultation period and subsequently all have undergone some revision. SA is an iterative process, resulting in comment and feedback at each stage of the Local Plan development and thus allowing the potential sustainability implications of proposed options/policies to be considered and the process to be transparent. This ensures that both the Local Plan and the appraisal itself can be refined and strengthened throughout the plan preparation period to ensure both deliver sustainable development. As a result an SA report will be published alongside each stage of plan preparation, and this addendum appraises and documents the revisions presented in this draft Publication Draft Local Plan.

1.2 Scope of the document

The main SA report published in November contained the sustainability appraisal (SA) and strategic environmental assessment (SEA) of the preferred draft plan including an appraisal of:

- vision and objectives
- compatibility of objectives
- policies under the headings of strategic development, housing, employment, transport and infrastructure, environment and climate change, and historic environment
- Compatibility of policies
- Housing sites
- Employment sites

As preparation of the plan and any appraisals of it, are iterative processes, a number of amendments have been made to the plan following public consultation, and some amendments have been made to the sustainability appraisal process to strengthen it. National planning guidance¹ suggests that the sustainability appraisal should only be modified where appropriate and proportionate to the level of change being made to the Local Plan. It states that where changes to the Local Plan are not significant, it will not require further sustainability appraisal work.

The purpose of this addendum is twofold:

- i) demonstrate that appropriate consideration has been given to the potential implications of minor amendments being proposed and where those would not

¹ NPPG paragraph 021: Reference ID: 11-021- 20140306

- have any significant impact on the effects of policies already considered in the SA Report, they do not require detailed appraisal and/or mitigation
- ii) where amendments are being proposed that would have a significant impact, such as any additional housing or employment sites, cumulative impacts etc. that they are considered, appraised and reported on in this report, and any mitigation required is proposed

This addendum is intended to be read alongside the main SA Report and be used to assist the Inspector in their consideration of the minor modifications put forward. Given the limited influence of the minor modifications (and therefore focused nature of this addendum) this report has been presented in a ‘non-technical’ manner. It is not appropriate to prepare a separate non-technical summary that would essentially contain the same information, in the same level of detail.

This addendum includes:

- An assessment of strategic housing options and housing sites
- An assessment of employment options

This addendum also includes a ‘Sequential and Exception Test’ at Appendix 7, and a ‘Historic Environment Assessment’ for housing and employment allocations at Appendix 8.

The modifications to the vision, objectives and policies are minor and do not change their principle, while the baseline conditions remain comprehensive and up to date. A review of the scope and appraisal for these elements would be disproportionate given that the effects of the minor modifications are unlikely to be significant and not fundamental to the Local Plan strategy.

1.3 How to use this document

This document is designed for anyone with an interest in the assessment of significant amendments or additions in this draft Publication Draft Local Plan following public consultation. It can be read in isolation as a stand-alone report, however for context and information on the wider assessment should be read in conjunction with the main report.

If your interest is in...	Assessment matrix and commentary	Page
Strategic options being appraised	3: Assessment of strategic options	20
	Commentary on strategic options	44
Housing options being appraised	1: Assessment of Housing sites being appraised	22
	Commentary on housing sites being appraised	47
Employment sites appraisal	2: Assessment of employment sites appraised	29
	Commentary on employment sites appraised	Main Report

If your interest is in...	Assessment matrix and commentary	Page
Conclusions of the appraisal and options	Commentary	32

1.4 Local Plan development

The Local Plan is developed through a number of key stages, and the key elements of SA and SEA are highlighted in the table below:

	Milestone	Regulation	Date	SA and SEA
1.	Completion of Evidence Base Review	-	Summer 2016	Stage A of SA and completion of Scoping Report
2.	Targeted engagement	-	Summer 2016	-
3.	Plan in Preparation Stage	Reg. 18.	Autumn 2016	Stage B, and Stage C publish SA report and any addendums
4.	Publication Draft Plan	Reg.19.	Summer 2017	Stage D seeking representations on SA reports
5.	Submission of Draft Plan	Reg. 22.	Autumn 2017	-
6.	Examination	Reg. 24.	Spring 2018	-
7.	Inspectors' Report	Reg. 25.	Spring 2018	-
8.	Adoption	Reg. 26.	Summer 2018	Stage E reporting and monitoring SA

1.5 Sustainability Appraisal main report and consultation

The Sustainability Appraisal main report was published in November 2016 and was subject to a period of public consultation alongside the draft Local Plan. Comments received to the SA are detailed within Appendix 2. In summary, the main observations from SA comments were:

- Villages are unsustainable due to poor service provision, poor accessibility and few local employment opportunities
- Sustainability appraisal seemed a fair way of measuring villages ability to cope with development based on services and access
- Further consultation on sustainability of the Local Plan is welcomed

1.6 Consultation on this report

This SA addendum report is available alongside the Local Plan for an 6 week period between 25 September and 3 November 2017. We have not produced a 'Non-Technical Summary' of this report due to minimal technical information contained within it. Full details

on the variety of ways that the SA report can be accessed, and how representations on it can be made, are detailed on page 2 of this document.



2. Sustainability Appraisal and Habitats Regulation Assessment methodology

2.1 Methodology in Stage 1

The methodology adopted in delivering all stages of the SA and SEA Scoring is detailed in section 3.1 (pages 19 – 28) of the main report, including how the SA has been prepared in line with national guidance on the process and methodology of SA / SEA and Local Plan making.

The public consultation at scoping stage in June/July 2016 resulted in minor amendments to the sustainability objectives and baseline indicators used to measure progress, however no comments were received on the SA main report at the consultation stage on the methodology adopted. We have strengthened the SA process even further however by making minor amendments, and these are detailed in section 2.2.

2.2 Amendments and additions to the methodology

Impact matrices are used to assess the impact of draft plan proposals against the 16 SA objectives, and hence the impact on the economic, environmental and social baseline of Stockton-on-Tees, and this forms the basis of the appraisal. The completion of the matrices is informed by the decision making criteria applied and a scoring methodology for each sustainability objective. Four of these have been strengthened since the main report, and in some cases terminology clarified, and they can be found as Appendix 3.

The summary of the amendments to these are as follows:

SA objective	Amendment to scoring criteria
2. Employment	Include an assessment whether the proposal will develop broad markets rather than just export markets
8. Biodiversity	Removal of landscape character assessment as criteria, and moved to objective 9. Agricultural Land Classification added as evidence considered.
9. Design and heritage	Broader wording to encompass 'Protect or enhance heritage assets' Inclusion of impacts on landscape and green wedge Inclusion of need for individual site surveys before clarity can be given on impact Inclusion of Stockton-on-Tees Landscape Character Assessment and other evidence considered
13. Aspiring communities	Description of impacts clarified and simplified following stage 1, broader description of impacts defined

All other aspects such as the sustainability objectives and impact matrices remain the same as per the main report.

As shown on the scoring methodology, a description of how the score is arrived it is given in column 2 (see appendix 3). The decision aiding questions are used alongside a range of evidence and a judgement is made about the potential impact. It should be noted however that the scoring is not quantitative i.e. the number of '+s' and '-s' are not collated before arriving at a judgement, as the range of evidence is far more broad and qualitative It is merely used as a guide in order to aid the decision.

2.3 Inclusion of alternative options

SA/SEA regulations require the consideration of 'reasonable alternatives' when appraising a Local Plan. In this context, the 'reasonable alternatives' are limited to the amendments that are appropriate in light of the comments made through a consultation process, or being afforded a further opportunity to sense check the overall strategy.

The comments made through consultation have not led to any significant modifications being proposed as generally the change requested has been considered 'acceptable' in terms of the Plan's stated objectives and/or national guidance. As such, they are not 'reasonable' alternatives. Additionally, a number of the responses received related to very minor points of clarity or consistency. These would be too minor to be assessed by the SA process.

In addition, the addendum has afforded the opportunity to extend the appraisal of housing sites and sense check the overall strategy for the draft Publication Draft Local Plan. The Strategic Housing Land Availability Assessment (SHLAA) was undertaken and 49 sites were considered suitable, available and achievable, and therefore these 49 were subject to SA, detailed in the main report. However, those that were not determined to be 'suitable, available and achievable' in the SHLAA have now also been subject to SA, despite the fact that by definition they are not considered 'reasonable alternatives'. It does however give strength to the overall appraisal of the housing sites.

2.4 SA team on addendum

The Council, as the 'Responsible Authority'², has undertaken the full SA process in-house, but as described in section 3.1 of the main report, has adopted a participatory approach to ensure broad skills and knowledge is utilised. The SA has been managed by the following:

Lead officer: Principal Environment Officer

Officers: Environment Officer
Principal Economic Strategy & Spatial Planning Officer
Spatial Planning Officer
Economic Strategy Assistant

² <http://planningguidance.communities.gov.uk/blog/guidance/local-plans/preparing-a-local-plan/>

3. What's changed since stage 1

3.1 Local Plan amendments – where to find them

During the consultation period of the Draft Plan, 108 individuals and organisations made representation across the plan, SA and other associated documents. These representations can be found detailed in the Regulation 19 Consultation Statement along with the Councils response to them and what has occurred as a result.

All of these representations have been considered as part of the iterative process to further develop the plan, and subsequently there have been revisions to the plan.

Sections 4 – 7 then set out the amendments to the Plan which can now be found in the Publication Draft version, and this is being further consulted on as set out on page 2. It is important to highlight these amendments and how the Plan has changed in order to consider the significance of each suggested modification and the impact it is likely to have on the sustainability appraisal.

The sections detailing the amendments and the implication for the SA of each one are as follows:

Amendments to the:

- Vision and strategy, table 1
- Plan objectives, table 2
- Strategic policies, table 3
- Themed policies, table 4 to 7
- Housing options, detailed in chapter 6
- Employment options, detailed in chapter 7



4. SA of the vision, strategy and objectives

4.1 SA summary of the vision and strategy

As shown in table 1 (sustainability implications of the proposed minor amendments) it has been concluded that none of the minor amendments would have a significant effect in their own right or cumulatively on the overall vision and strategy. There would therefore be no reason to make any formal amendment to the SA as a result of these changes or carry out any further consultation.

Proposed minor amendments screened into assessment	SA implications commentary
Amended to ensure priority relating to the use of previously developed land aligns with the NPPF	Clarification of wording, no effect on SA

Table 1: Amendments to vision and SA implications

4.2 SA summary of the objectives

As shown in table 2. it has been concluded that none of the minor amendments would have a significant effect in their own right or cumulatively on the plan objectives. There would therefore be no reason to make any formal amendment to the SA as a result of these changes or carry out any further consultation.

Objective	Proposed minor amendments screened into assessment	SA implications commentary
-	Objectives renamed 'Strategic Priorities' to align with the Neighbourhood Planning Act 2017	Clarification of wording, no effect on SA
4	Amendment to reference the 'housing requirement' rather than the 'OAN'	Clarification of wording, no effect on SA
10	Amended to ensure it is reflective of infrastructure network to be provided and to include communications infrastructure	Clarity on infrastructure definition, no effect on SA as previously undergone SA

Table 2: Amendments to objectives (now strategic priorities) and SA implications



5. SA of the Local Plan policies

5.1 SA summary of the strategic policies

As shown in table 3. it has been concluded that none of the minor amendments would have a significant effect in their own right or cumulatively on the strategic policies. There would therefore be no reason to make any formal amendment to the SA as a result of these changes or carry out any further consultation.

The majority of amendments are correctional, to bring a policy up to date, or provide increased clarity and accuracy.

STRATEGIC POLICIES		
Strategic Policy	Proposed minor amendments screened into assessment	SA implications commentary
SD2	<ul style="list-style-type: none"> ▪ Inclusion of housing requirement figure (in place of the OAN) and detail regarding phasing of the requirement over the plan period ▪ Inclusion of Gypsy and Travellers housing needs ▪ Inclusion of a point which recognises the need for <i>“economic growth proposals which improve the quality, range and choice of retailers in Stockton Town Centre and Billingham District Centre”</i> 	<p>Clarity of detail, no effect on SA</p> <p>Clarity of detail, no effect on SA</p> <p>Clarity of description to include town centres, no effect on SA</p>
SD3	<ul style="list-style-type: none"> ▪ Addition of <i>“Residential development in villages will be delivered through the recognition of existing commitments and new build infill development (within the limits to development) where it represents sustainable development and the land is not allocated for another purpose.”</i> ▪ Amendment of sites identified as key regeneration sites and priority relating to the use of previously developed land aligns with the NPPF ▪ Addition of a point which ensures residential development will be permitted in the vicinity of a hazardous installation only where there is no significant threat to public safety 	<p>The implication of residential development in villages has been subject to SA and described in section 6.</p> <p>Clarity in line with NPPF, no effect on SA</p> <p>Clarity on wording and definition, no effect on SA</p>
SD4	<ul style="list-style-type: none"> ▪ Addition of a point which ensures economic growth proposals which attract significant numbers of people will be permitted in the vicinity of a hazardous installation only where there is no significant threat to public safety ▪ Elevation of Norton to a District Centre and identification of sites which will be considered as Local Centres ▪ Addition of the following point <i>“Small scale convenience facilities which are intended to meet the needs of a neighbourhood will be</i> 	<p>Clarity on wording and definition, no effect on SA</p> <p>Elevation to a District Centre is minor amendment, no effect on SA</p> <p>Inclusion of convenience facilities is minor amendment, no effect on</p>

	permitted in suitable and available commercial premises in undesignated shopping parades, in accordance with policy EG6”	overall SA
SD5	<ul style="list-style-type: none"> ▪ Addition of wording ensure the “preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species” and enhancement of woodlands/increase in tree cover. ▪ Changing the emphasis of the ‘strategic gap’ policy to ensure that development within the countryside retains the physical identity and character of individual settlements. ▪ Amendments to strengthen and add detail to policies concerning the Boroughs landscape. 	Inclusion of this aspect contributes to SA objective 8 and is a significant contribution to the natural environment, moves from + to ++ While the emphasis is amended it would not move the SA objective 9 from ++, no effect Increase in detail, no effect on the SA
SD8	Minor amendments to ensure policy is appropriate and effective development management policy.	Minor amendments and no effect on SA

Table 3: Amendments to strategic policies and SA implications

5.2 SA summary of the themed policies

As shown in tables 4 – 7 it has been concluded that none of the minor amendments would have a significant effect in their own right or cumulatively on the themed policies. There would therefore be no reason to make any formal amendment to the SA as a result of these changes or carry out any further consultation.

The majority of amendments correctional, bring a policy up to date or provide increased clarity or accuracy.

HOUSING		
Themed Policy	Proposed minor amendments screened into assessment	SA implications commentary
H1	<ul style="list-style-type: none"> ▪ Updated to reflect housing requirement and commitments (approved planning applications) ▪ To align with SHLAA and plan making process the following sites are: <ul style="list-style-type: none"> - New sites allocated: Queens Park (site expanded into wider area), Alma House, Land off Grangefield Road, Magister Road, Lowfield and Eaglescliffe Golf Course - Sites no longer allocated: Land off Albany Road & Berkshire Road 	Clarity of detail, no effect on SA New sites identified have been subject to SA, see section 6.2 and associated commentary
H2	Minor amendments including ‘to ensure that development avoids harm to and maximise enhancements to the significance of heritage assets’	Contributes to delivery of SA 9 but no effect on SA or score
H3	Amendments to ensure development respects the character of the settlement and avoids harm to and maximise enhancements to the significance of heritage assets	Contributes to delivery of SA 9 but no effect on SA or score
H4	<ul style="list-style-type: none"> ▪ Amendment to align with the Governments 	Contributes to delivery of SA

	<p>expectation that 10% of new homes will be affordable home ownership products</p> <ul style="list-style-type: none"> ▪ Amendments to provide further detail regarding when off-site affordable housing or a commuted sum will be considered acceptable ▪ Further detail added to policy regarding optional building standards (accessible and adaptable homes) to align national planning policy guidance. ▪ Removal of point regarding Victoria Estate being a scheme to meet the housing needs of the aging population as this scheme is now intended to meet wider housing needs. 	<p>14 but no effect on SA or score Clarity on wording and definition, no effect on SA</p> <p>Clarity in line with NPPF, no effect on SA</p> <p>The amendment to this single site does not affect the overall SA</p>
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Table 4: Amendments to housing policies and SA implications



ECONOMIC GROWTH		
Themed Policy	Proposed minor amendments screened into assessment	SA implications commentary
EG2	<ul style="list-style-type: none"> ▪ Replacement of the point which set a threshold % for evening economy uses in Yarm District Centre frontage with one which identifies that the <i>“Council will monitor the level of evening economy uses (A3, A4 and A5) in Norton and Yarm District Centres. New proposals will only be permitted where they demonstrate that they would not have an impact on the vitality and viability of the centre, amenity of local residents and the retail function of the centre.”</i> ▪ Addition of a new point which supports new retail and leisure uses within Billingham, Norton, Thornaby and Yarm District Centre’s where they would not have a significant impact upon... existing, committed and planned public and private investment in other town and district centres, and, the vitality and viability, including local consumer choice and trade in other town and district centres 	<p>The aim of the policy is to drive and manage economic and social growth in localities, removal of the cap on proportion of evening economy uses in Yarm will support that growth and jobs. No effect on SA</p> <p>Proposed amendment should contribute to growth and employment in localities and supports existing proposals for growth, no effect on SA</p>
EG3	<ul style="list-style-type: none"> ▪ Amendments to the sequential hierarchy within point one of the policy to align with national policy and to reflect the identification of Local Centres ▪ Addition to provide further clarification when an impact assessment will be required ▪ Removal of a point regarding evening economy uses as this is covered within other policies (EG2 and EG6) 	<p>Clarity of wording and in line with NPPF, no effect on SA</p> <p>Clarity of wording, no effect on SA</p> <p>Covered in EG2 and EG6</p>
EG6	<ul style="list-style-type: none"> ▪ Amendments to point 1 to provide additional clarity regarding directing small-scale town centre uses and hot food takeaways; and to 	<p>Clarity of wording and in line with NPPF, no effect on SA</p>

	<p>reflect the identification of Local Centres</p> <ul style="list-style-type: none"> ▪ Addition of a new point to support shopping, service and community facilities of a scale which meet the day-to-day needs of future occupiers within major housing and employment locations where facilities do not currently exist. ▪ Amendments to provide further clarity regarding the considerations when the loss of an important local shop, service and facility (including public houses and village shops) is proposed ▪ Addition of an additional point which resists proposals for new hot-food-takeaways, betting offices or public houses where they result in a harmful over-concentration of those uses in locations outside of town, district and local centres 	<p>While the amendment will support economic growth and employment in localities, it is considered not of a scale to affect the SA scoring</p> <p>Clarity of wording, no effect on SA</p> <p>The amendment contributes to the protection of public health and supports safer communities, however does not affect SA scoring</p>
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Table 5: Amendments to economic growth policies and SA implications

TRANSPORT & INFRASTRUCTURE		
Themed Policy	Proposed minor amendments screened into assessment	SA implications commentary
TI1	Amendment to a safeguarded route to widen transport choice	Clarity of wording, no effect on SA
TI2	Changes to policy regarding re-use or redevelopment of any land or buildings used for community infrastructure and inclusion of a point relating to the Localism Act 2011 which provides an opportunity for community interest groups to register buildings or land as an Asset of Community Value.	Amendment supports SA objectives SA13 and SA16, however difficult to determine effect on other objectives as will depend on individual sites and scale.

Table 6: Amendments to transport and infrastructure policies and SA implications

ENVIRONMENT & CLIMATE CHANGE		
Themed Policy	Proposed minor amendments screened into assessment	SA implications commentary
ENV1	Inclusion of a point which requires <i>“All developments of ten dwellings or more, or of 1,000 sq. m and above of gross floor space, will be required to... Provide at least 10% of the total predicted energy requirements of the development from renewable energy sources, either on site or in the locality of the development.”</i>	Amendment in line with permissive powers now clarified under Planning and Environment Act, continues current arrangements and supports SA6, 7 and 10. Moves SA16 from  to a  based on long term contribution to improved housing stock and increasing affordable warmth
ENV2	Amendments to clarify the position regarding wind turbines (No suitable areas for wind energy generation have been identified in the Local Plan and	Clarity of wording and current position on large scale wind, no effect on SA

	planning applications for commercial wind turbines in the countryside will be resisted)	
ENV4	<ul style="list-style-type: none"> ▪ Amendments to align with national policy and to provide considerations in designing new development ▪ Provision of a point regarding measures which might be acceptable within critical drainage areas to reduce flood risk- ▪ Clarification of the Councils approach to flood alleviation at Lustrum Beck 	<p>Clarity of wording and in line with NPPF, no effect on SA</p> <p>Clarity on acceptable development, no effect on SA</p> <p>Clarity of wording, no effect on SA</p>
ENV5	<ul style="list-style-type: none"> ▪ Addition of a point to support development where they enhance nature conservation and management, preserve the character of the natural environment and maximise opportunities for biodiversity and geological conservation. ▪ Addition of point to preserve, restore and re-create priority habitats alongside the protection and recovery of priority species. ▪ Revision of policy regarding mitigation and compensation, identification that the Council will consider the potential for a strategic approach to biodiversity offsetting in conjunction with the Tees Valley Local Nature Partnership 	<p>Inclusion of this aspect contributes to SA objective 8 and is a significant contribution to the natural environment, no effect on current overall score of ++ Contributes to SA objective 8, see point above</p> <p>Clarity on policy proposals, no effect on SA</p>

Table 7: Amendments to environment and climate change policies and SA implications



Figure 1: Assessment matrix 1 – Policies

Appraisal of draft Local Plan policies		Draft Local Plan policies																																		
		Strategic Development Strategy								Housing				Economic growth								Transport and Infrastructure			Environment and climate change											
		SD 1 Presumption in favour of sustainable development	SD2 Strategic Development Needs	SD3 Housing Strategy	SD4 Economic Growth Strategy	SD5 Environment and Climate Change Strategy	SD6 Transport and Infrastructure Strategy	SD7 Infrastructure Delivery and Viability	SD 8 Sustainable Design Principles	H1 Housing Commitments and locations	H2 West Stockton Strategic Urban Extension	H3 Wynyard	H4 Meeting Housing Needs	H5 Gypsy and Traveller Accommodation	EG1 Strategic Growth Sites	EG2 Managing Town Centres	EG3 Protecting Town Centres	EG4 North Tees and Billingham	EG5 Durham Tees Valley Airport	EG6 Small Scale Convenience Facilities	EG7 Farm Diversification & Horticultural Nurseries	EG8 Agricultural, Forestry and Other Rural Based Enterprise Dwellings	T11 Transport Infrastructure	T12 Community Infrastructure	T13 Communications Infrastructure	ENV1 Energy Efficiency	ENV2 Renewable and Low Carbon Energy Generation	ENV3 Decentralised energy generation and supply	ENV4 - Reducing and Mitigating Flood Risk	ENV5 Preserve, protect and enhance biodiversity and geodiversity	ENV6 Green Infrastructure and ecological networks	ENV7 Ground, Air and Water Quality	HE1 Conservation and Enjoyment of the Historic Environment	HE2 Conserving and Enhancing Stockton's Heritage Assets	HE3 Stockton & Darlington Railway	
Economy	1. Economic growth	+	+	+	+	+/-	+	+	+/-	+	+	++	+	X	++	++	++	++	++	+	++	++	++	+/-	++	+/-	+	+	+	+/-	+/-	+/-	+/-	+/-	0	
	2. Employment	+	+	+	+	+/-	+	X	+/-	+	+	+	+	X	+	+	+	+	+	+	++	++	+/-	++	+/-	+	+	+	+/-	+/-	+/-	+/-	+/-	0		
	3. Learning and skills	+	?	?	?	?	+	?	?	?	+	+	?	X	?	?	?	?	?	?	?	+	++	X	X	?	?	X	X	X	X	X	+	+	X	
	4. Sustainable transport	+	+/-	+/-	+/-	?	++	?	0	+/-	?	0	+/-	X	X	?	+	X	X	0	X	X	++	X	X	X	X	X	0	X	+	X	X	0	0	
	5. Accessibility of key services	+	+/-	+/-	+/-	+	++	?	X	+/-	+	+/-	+/-	X	+/-	+	+	X	+	++	X	X	++	++	+	X	?	+	0	+	++	X	+	+	+	
Environment	6. Climate change mitigation	+	+/-	+/-	+/-	+	+/-	X	+/-	+/-	-	+/-	X	X	+	+	-	-	X	X	X	+/-	0	X	++	++	++	0	+	+	+	+	X	X	0	
	7. Climate adaptation and resilience	+	+/-	+/-	X	+	X	X	X	+/-	+/-	+/-	?	X	X	X	-	0	X	X	X	X	0	0	X	X	+	+	+	++	+	+	X	X	X	0
	8. Biodiversity and geodiversity	+	+/-	+/-	+/-	++	0	X	+	+/-	0	?	0	0	+/-	+	+	?	?	X	X	X	0	0	X	X	+	+	X	++	+	+	X	X	X	0
	9. Design, place and heritage	+	++	++	+/-	++	0	X	++	+/-	+	+	+/-	?	+/-	+	+	X	?	+	X	X	?	+	+	X	+	?	X	+	++	X	++	++	+	
	10. Air quality	+	+/-	+/-	+/-	?	+	X	?	-	-	-	-	0	+/-	X	X	-	-	X	X	X	+/-	0	X	++	++	+	X	+	+	+	+	X	X	0
11. Water quality and availability	+	+	+	?	?	0	X	?	0	0	0	0	0	?	X	X	?	0	X	X	X	0	0	X	0	X	+	+	+	+	+	+	+	X	X	0
12. Waste management	+	?	?	?	?	X	X	+	?	?	?	?	?	?	X	X	?	-	X	X	X	X	X	X	X	X	++	X	0	0	X	X	X	X	0	
Social and health & well-being	13. Aspirations in communities	+	++	++	+	+	+	?	0	+/-	+	+	0	+	+	+	+	+	+	X	X	++	++	++	X	?	+	0	+	+	+	+	0	0	0	
	14. Housing	+	++	++	+/-	+/-	X	0	-	++	++	+	++	+	X	X	X	X	X	X	X	+	X	X	?	0	0	+	+	+	X	X	X	X	X	X
	15. Health and well-being	+	+	+	+	++	++	?	+	+	?	?	+	X	+	+	+	+	X	+	X	X	+/-	++	+	+	+	+	0	+	+	++	+	+	+	0
	16. Safer and stronger communities	+	?	?	X	+/-	?	?	+	?	?	?	?	?	?	+	+	X	X	+	X	X	?	?	+	+	?	+	X	X	X	+	+	+	+	+

6. Appraisal of alternative housing options (strategic options & site options)

6.1 Appraisal of Strategic Housing Options

Policy SD3 'Housing Strategy' within the Draft Local Plan identified a draft housing strategy to meet housing needs. A key component of this policy is the approach to housing distribution which seeks to promote development in the most sustainable way. The Housing Strategy within the draft Local Plan was identified as follows:

- a) "Supporting the aspiration of delivering housing in the Regenerated River Tees Corridor (between A66 and Newport Bridge) in close proximity to Stockton Town Centre. Key regeneration sites which provide major opportunities for redevelopment include: North Shore, Boathouse Lane, Queens Park North, Victoria Estate, and Tees Marshalling Yard.
- b) Prioritising new development, particularly on previously developed sites, within the conurbation as defined by the limits to development (unless allocated for another purpose) which comprises the main settlements of Stockton, Billingham, Thornaby, Ingleby Barwick, Eaglescliffe and Yarm.
- c) Creating a Sustainable Urban Extension to West Stockton.
- d) Promoting major new residential development at Wynyard leading to the area becoming a sustainable settlement containing general market housing and areas of executive housing in a high-quality environment.
- e) New dwellings within the countryside, outside the limits to development, will be supported where they:
 1. Are essential for farming, forestry or the operation of a rural based enterprise; or
 2. Represent the best viable use of a heritage asset or would be appropriate enabling development to secure the future of a heritage asset; or
 3. Would re-use redundant or disused buildings and lead to an enhancement of the immediate setting; or
 4. Are of an exceptional quality or innovative nature of design"

As part of the draft Local Plan consultation a number of questions were asked regarding the approach to housing distribution, how the Council should approach housing in the rural area (villages) and whether there are any other sites that should consider for housing. Responses to these questions are detailed within the consultation statement.

The basis of the housing strategy contained within the draft Local Plan emerged from the Core Strategy (adopted 2010), Regeneration & Environment Local Plan (production ceased in June 2016), associated sustainability appraisals and evidence base documents. Whilst this draft position has been established it is important to ensure that all reasonable alternatives are considered as part of the sustainability appraisal process and the resultant approach to housing distribution enshrined within the publication draft of the Local Plan.

From a strategic perspective a number of options have been identified for meeting housing needs. Figure 2 provides an assessment matrix of these strategic options against sustainability objectives.

Figure 2: Assessment matrix 2 – strategic housing options

Strategic Housing Option		No site allocations	Sites within the Regenerated River Tees Corridor	Sites within the conurbation	Sites adjacent to the conurbation (urban extensions)	Sites to provide new settlements	Village extensions
Sustainability Objectives	1. Economic growth	--	++	++	++	++	+
	2. Employment	--	++	+	+	?	+ / -
	3. Learning and skills	--	?	?	?	?	?
	4. Sustainable transport	--	++	+	+	?	+ / -
	5. Accessibility of key services	--	++	+	+	?	-
	6. Climate change mitigation	-	-	-	-	-	-
	7. Climate adaptation and resilience	0	?	+	+	+	+
	8. Biodiversity and geodiversity	0	?	?	?	?	?
	9. Design, place and heritage	0	?	?	?	?	?
	10. Air quality	-	-	-	-	-	-
	11. Water quality and availability	0	+	+	0	0	0
	12. Waste management	0	-	-	-	-	-
	13. Aspirations in communities	--	+ / -	+ / -	+ / -	+ / -	+ / -
	14. Housing	--	++	++	++	++	+
	15. Health and well-being	-	++	+	+	?	+ / -
	16. Safer communities	?	?	?	?	?	?

Appendix 4 provides further commentary regarding the assessment of strategic options. It is evident from this assessment that the strategic options have varying degrees of compatibility with the sustainability objectives and that in numerous cases the assessment is ‘uncertain’ as the final determination would be based on the individual sites chosen within each option.

The strategic option of ‘no site allocations’ performs more negatively than all other strategic options against sustainability objectives; owing to this and the fact that this option is not in conformity with the NPPF means that this option has been discarded at this stage. The ‘Regenerated River Tees Corridor’ strategic option performs positively against a range of sustainability objectives; this is to a large degree associated with the location of development in close proximity to key services, facilities and the active transport and public transport networks. This reduces the need to travel and promotes travel by sustainable means. This strategic option has the lowest levels of isolation for non-car users and vulnerable groups such as the elderly and disabled which can have significant social and economic effects. The regenerated river corridor is also the area of the Borough which has the highest concentration of jobs and businesses across a broad range of industries and skill levels. This means as a strategic option, more businesses would have an improved labour supply which would reduce skills gaps. More businesses would benefit from an increased customer base which would improve economic output and create jobs. Residents (particularly those without access to a private car) would have a greater choice of employment and learning due to improved accessibility that reduces the need to travel and promotes travel by sustainable means which leads to positive outcomes against numerous sustainability objectives. There are numerous uncertain relationships between the strategic option of ‘new settlements’ and sustainability objectives; this is generally owing to the fact that impacts cannot be quantified until the nature and scale of any proposal is identified. Village extensions are identified to perform poorly against numerous sustainability objectives; to a degree this reflects the converse to the scoring of the ‘Regenerated River Tees Corridor’ as village extensions are more remote in nature to employment, services and facilities.

6.2 SA summary of the housing sites being appraised

Figure 3 is an assessment matrix of the appraisal of all sites identified within the SHLAA against the sustainability objectives. Further commentary regarding the assessment of each site is constrained within appendix 3.



Figure 3: Assessment matrix 3 of housing sites

SHLAA information		Billingham														Eaglescliffe, Preston and Yarm														Ingleby Barwick														
SHLAA REF		B1	B2	B3	B4	B5	B6	B7	B8	B9	B10	B11	B12	B13	B14	EPY1	EPY3	EPY4	EPY6	EPY7	EPY8	EPY9	EPY12	EPY13	EPY14	EPY15	EPY16	EPY17	EPY18	EPY19	EPY20	EPY21	EPY22	EPY23	IB1	IB2	IB3	IB6	IB7	IB8				
Site Name		Land to the South of the A1185	Land off Leeholme Road, Billingham	Land off Central Avenue, Billingham	Billingham House	Land at Roscoe Road, Billingham	Billingham Bottoms	Wolviston Road, Billingham	North West, Billingham	Former Billingham Campus School Site	Sir Plantsalot Garden Centre, Sandy Lane West	North of Wolviston	Land at the North East of A689/A1185/A19 Roundabout	Land between the A689 and A1185	Land adjacent to Charlton Close	Land East of Yarm Station	South East Yarm	Yarm Riding Centre, Glaisdale Road	Grisedale Crescent, Eaglescliffe	Land at Urlay Nook	Land at Durham Lane, Eaglescliffe	West Preston	Preston Lane	Land to the West of Queen Elizabeth Way	Former Cable Ski Site, Bowsfield	South of Kingfisher Way, Bowsfield	Bowsfield Riverside	Bowsfield Industrial Estate	Stockton Garden Centre, Yarm Lane	Former Tannery Site, Eaglescliffe	Land north of Green Lane	Blue Bell PH	Land Associated With Hunters Rest	Eaglescliffe Golf Course	Lamb Lane, Ingleby Barwick	Blair Avenue/Barwick Way, Ingleby Barwick	High Leven, Ingleby Barwick	Land adjacent to Thornaby Road	Land off Low Lane	South of Low Lane				
PDL Status		Greenfield	PDL	Greenfield	PDL	Greenfield	Greenfield	Greenfield	Greenfield	Mixed	Mixed	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	PDL	Mix	PDL	PDL	Mix	Greenfield	Mix	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	PDL			
Site Area		0.63	1.04	2.69	3.64	0.63	15.19	7.41	10.72	14.29	1.46	15.81	1.85	1.67	1.17	9.97	60.8	3.66	6.83	18.86	28	179.1	33.3	5.81	20.18	0.54	5.53	22.24	1.96	1.43	22.96	0.41	6.51	8.88	0.69	0.41	4.06	29.62	1.56	1.44				
Estimated Yield		15	30	30	30	15	240	150	120	150	5	100	15	15	30	200	565	12	40	390	400	3500	350	120	-	20	10	625	40	10	450	6	130	150	18	10	60	500	26	40				
1. Economic growth		+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+		
2. Employment		+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
3. Learning and skills		?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	
4. Sustainable transport		+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
5. Accessibility of key services		+/-	+	+/-	+/-	+/-	+/-	+	+/-	+	-	+/-	+/-	+/-	+/-	+	+/-	+/-	+	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	++	-	++	+/-	+/-	+	+	+/-	?	?	-				
6. Climate change mitigation		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
7. Climate adaptation and resilience		+	+	+	+	+	?	?	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	?	?	+	?	+	?	+	+	+	+	+	+	+	+	+	+	
8. Biodiversity and geodiversity		-	0	0	0	-	-	?	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9. Design, place and heritage		-	0	-	-	0	-	-	?	0	-	-	-	-	0	0	?	?	?	0	-	?	?	-	-	0	-	-	0	-	0	-	0	-	?	?	-	-	-	-	0	-	-	
10. Air quality		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11. Water quality and availability		0	0	0	+	+	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	+	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12. Waste management		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13. Aspirations in communities		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	?	0	0	?	?	?	?	?	0	0	0	0	?	0	0	?	0	0	0	0	0	0	0	0	?	0	0	
14. Housing		+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	++	+	+	++	++	++	++	++	+	+	+	+	++	+	+	++	+	+	+	+	+	+	+	+	++	+	+	
15. Health and well-being		+/-	+	+	+	+/-	+	+/-	+/-	+	-	+/-	+/-	+/-	-	+	+	+	+	+	+/-	+/-	+/-	+/-	+/-	+	+	+/-	+	+/-	+/-	-	+/-	+	+	+/-	+/-	+	+/-	+/-	+/-	+/-	+/-	
16. Safer communities		?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?
Allocation within draft Local Plan		No	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	No	Yes	No	No	No	No	No	Yes	No	No	

Publication Stage Sustainability Appraisal Addendum (Stockton-on-Tees Borough Council Local Plan 2017 – 2032)

SHLAA information	Stockton																																Thornaby								
	SHLAA REF	S1	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14	S16	S17	S18	S19	S20	S21	S22	S23	S24	S25	S27	S28	S31	S32	T1	T3	T5	T6	T8	T10	T11	T12	T13				
	Site Name	Boathouse Lane	Municipal Buildings, Stockton Library and Police Station	Victoria Estate	White Water Park Caravan and Camping Site	Queens Park North	Land off Grangefield (Millfield)	Yarm Road	The Former Nifco Site, Yarm Road	Land off Albany Road	Land at Chesham Road, Norton	South of Junction Road	Land at Station Road, Norton	Blakeston Lane, Norton	University Hospital of North Tees	Darlington Back Lane	The Mitre Public House, Harrowgate Lane	Harrowgate Lane	Yarm Back Lane	West of Yarm Back Lane	Land to North of Southlands, Yarm Back Lane	Darlington Road, Hartburn	Chandler's Wharf	Norton Golf Course	Holnfield, Yarm Back Lane	Land off Durham Road	Railway Street	Alma House	Tees Marshalling Yard	The Barrage	Supreme Knitwear Building, Mandale Triangle	Queens Avenue	Land to the South of Teesdale Park	Land to the rear of Holly Bush Farm, Thornaby Road, Thornaby	The Rocket, Thornaby	Teeside Golf Course	Magister Road				
	PDL Status	PDL	PDL	PDL	PDL	PDL	Mix	PDL	Mix	Greenfield	Mix	Greenfield	Greenfield	PDL	Greenfield	Mix	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	PDL	Greenfield	Greenfield	Greenfield	Brownfield	Brownfield	PDL	Greenfield	PDL	PDL	Greenfield	Greenfield	PDL	Greenfield	PDL				
	Site Area	7.17	1.57	5.14	5.33	8.99	20.02	1.08	4.87	9.27	2.06	3.89	0.48	15.41	15.13	0.98	1.84	88.8	46.04	86.65	1.5	5.1	2.9	13.65	0.31	7.6	4.33	160	160	32	34.49	2.14	0.47	0.42	1.72	1.12	0.27	7.9	0.6		
	Estimated Yield	350	140	210	80	240	500	30	100	40	15	100	8	280	320	25	-	1870	1026	1820	30	10	160	240	8	160	160	32	1100	45	35	30	60	8	16	110	20				
Sustainability Objectives	1. Economic growth	++	+	+	+	++	+	+	+	+	+	+	+	++	+	+	++	++	++	+	+	+	+	+	+	+	+	++	+	+	+	+	+	+	+	+	+	+	+		
	2. Employment	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++
	3. Learning and skills	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?
	4. Sustainable transport	++	++	++	+	++	++	+/-	+/-	+	+	+	+/-	+/-	+	+	+	+	+	-	-	+	++	+/-	-	+/-	++	++	+	+	+	+	+	+	+/-	+	+	+/-	+		
	5. Accessibility of key services	++	++	++	+	++	++	+/-	+/-	+/-	+	+	+/-	+/-	+	+/-	+/-	+/-	+/-	-	-	+/-	++	+/-	-	+/-	++	++	++	++	++	++	++	++	+	+	-	++	+/-	+	
	6. Climate change mitigation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	7. Climate adaptation and resilience	?	+	+	+	?	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	?	?	+	+	+	+	+	?	?	+	+	+	+	+	+	+	?	+	
	8. Biodiversity and geodiversity	0	0	0	?	?	0	0	0	0	?	0	0	0	0	0	?	0	0	0	0	0	0	?	0	0	0	0	0	?	0	0	0	0	0	-	0	0	0	0	
	9. Design, place and heritage	?	?	?	0	+	+	0	0	0	-	0	0	-	0	0	?	+	+	?	0	?	?	0	0	-	+	+	+	?	?	0	0	-	-	?	-	?	-	0	
	10. Air quality	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	11. Water quality and availability	0	0	0	0	0	+	0	+	0	0	0	0	0	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12. Waste management	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	13. Aspirations in communities	?	0	0	0	0	?	0	0	0	0	0	0	0	0	0	0	+	+	?	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	14. Housing	++	+	++	+	++	+	+	+	+	+	+	+	+	++	+	+	++	++	++	+	+	+	+	+	+	+	+	+	++	+	+	+	+	+	+	+	+	+	+	
	15. Health and well-being	+	+	+	+/-	+	+	+/-	+/-	+	+	+	+/-	+	+	+	+	+/-	+/-	+/-	+/-	+	+	+	+	+	+/-	+/-	+	+	+	+	+	+	+	+	+	+	+	+	
	16. Safer communities	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?
Allocation within draft Local Plan	Yes	No	Yes	No	Yes	Yes	Yes	No	No	No	Yes	No	No	No	Yes	No	Yes	Yes	No	No	No	No	No	No	No	No	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No	Yes		

Publication Stage Sustainability Appraisal Addendum (Stockton-on-Tees Borough Council Local Plan 2017 – 2032)

SHLAA information	Wynyard			Villages																															
	SHLAA REF	WY1	WY2	WY3	VA1	VC1	VC2	VC3	VC4	VC5	VCB1	VE1	VH1	VK3	VK7	VK8	VK9	VK10	VLN1	VLN2	VLN3	VLN4	VLN5	VM1	VM2	VR2	VS1	VTT1	VTT4	VW1	VW01	VW02	VW04	VW05	
Site Name	East of Wynyard	Wynyard Park	Wynyard East	North of Aislaby Village	South of High Farm Close, Carlton	Land at Hall Farm, Carlton	Land at Hall Farm, Carlton	Land at Chapel Gardens, Carlton	West of Carlton	Manor House Farm, Cowpen Bewley	Elton Manor, Elton Village	Land to the East of Hilton	18A Braeside, Kirklevington	Land at Grove Farm, Kirklevington	Land at St Martins Way, Kirklevington	Knowles Farm, Kirklevington	Knowles Close, Kirklevington	West End Farm, Long Newton	Land adjacent to A66 Link Road, Long Newton	South of Long Newton	North of Long Newton	Mount Pleasant, Long Newton	North of Maltby	Land adjacent to Maltby	Hill House Farm, Redmarshall	Land at Whitton Three Gates, Stillington	North of Thorpe Thewles	South West of Thorpe Thewles	Townend Farm, Whitton	Land to the East of Wolviston Village	West of Wolviston	West of Wolviston	Land south of Wolviston		
PDL Status	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Mix	Greenfield	Greenfield	Greenfield	Greenfield	Mix	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	Greenfield	
Site Area	30.49	66.6	147.1	1.37	0.69	2.63	39.53	5.03	1.13	5.23	1.17	4.21	1.08	1.72	5.65	1.81	1.52	2.5	0.47	0.51	4.61	1.22	6.82	0.51	1.47	2.55	3.12	2.08	1.78	0.41	7.48	7.36	0.94		
Estimated Yield	50	1100	280	-	15	40	800	60	15	-	5	30	10	15	90	10	20	5	10	13	30	20	30	-	5	45	40	20	9	-	60	60	12		
1. Economic growth	+	++	+	+	+	+	++	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
2. Employment	+	++	+	+	+	+	++	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
3. Learning and skills	?	+	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?
4. Sustainable transport	+/-	+/-	+/-	-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	-	?	-	?	?	?	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	
5. Accessibility of key services	+/-	+/-	+/-	-	-	-	-	-	-	-	+/-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	+/-	-	-	-	+/-	+/-	+/-	
6. Climate change mitigation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
7. Climate adaptation and resilience	+	+	+	+	+	+	+	+	+	+	+	?	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
8. Biodiversity and geodiversity	?	?	?	0	0	0	?	0	0	0	?	0	0	?	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9. Design, place and heritage	?	+	?	0	0	-	-	?	-	-	-	?	?	-	0	0	0	-	-	-	?	-	?	0	-	-	0	-	0	-	?	?	-	?	
10. Air quality	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
11. Water quality and availability	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12. Waste management	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
13. Aspirations in communities	0	+	0	0	0	0	?	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14. Housing	+	++	+	+	+	+	++	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
15. Health and well-being	+/-	+/-	+/-	+/-	-	-	+/-	+/-	-	+/-	+/-	+/-	-	-	-	-	-	-	+/-	+/-	+/-	+/-	+/-	-	-	-	+/-	+/-	+/-	-	+/-	+/-	+/-	+/-	
16. Safer communities	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?
Allocation within draft Local Plan	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	

6.3 Determining the approach to housing distribution (housing site selection)

The housing requirement cannot be met solely by any one of the strategic options identified. Therefore it is necessary for the approach to housing distribution to be based on a range of sites across the strategic options as appropriate.

In developing an approach to housing distribution the Council have been particularly mindful of the following elements of the NPPF:

- The 12 core land-use planning principles should underpin both plan-making (Para 17)
- ‘Planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value.’ (Para 111)
- ‘The supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns that follow the principles of Garden Cities.’ (Para 52)
- ‘In rural areas, exercising the duty to cooperate with neighbouring authorities, local planning authorities should be responsive to local circumstances and plan housing development to reflect local needs, particularly for affordable housing, including through rural exception sites where appropriate. Local planning authorities should in particular consider whether allowing some market housing would facilitate the provision of significant additional affordable housing to meet local needs.’ (Para 54)
- ‘To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. For example, where there are groups of smaller settlements, development in one village may support services in a village nearby. Local planning authorities should avoid new isolated homes in the countryside unless there are special circumstances. (Para 55)’

Taking into consideration the assessment of strategic options and housing sites the Council are confident that sustainable development can in the first instance be delivered through the delivery of sites within the Regenerated River Tees Corridor and the conurbation. These strategic options and the sites in question perform, in the main, perform positively against sustainability objectives. Indeed numerous sites will facilitate the re-use of previously developed land and will deliver regeneration aspirations. As such all deliverable and developable sites identified within the SHLAA which are located within the Regenerated River Tees Corridor and conurbation are proposed for allocation. These sites are detailed below:

- Regenerated River Tees Corridor:
 - Boathouse Lane (S1)
 - Tees Marshalling Yard (T1)
 - Victoria Estate (S4)
 - Queens Park North (S6 and S31)
 - Alma House (S32)
 - Land off Grangefield Road (S7)
- Conurbation:
 - Yarm Road (S8)
 - South of Junction Road (S12)
 - Darlington Back Lane (S17)
 - Former Billingham Campus School Site (B9)

- South of Kingfisher Way, Bowesfield (EPY15)
- Magister Road, Thornaby (T13)
- Land off Low Lane (IB7)
- Eaglescliffe Golf Course (EPY23)

These above sites will not deliver the housing requirement and consideration has been given to other strategic options and associated sites to meet housing needs. A number of sites have been identified as deliverable or developable within the SHLAA which would represent 'urban extensions' or 'new settlements'; the following have been proposed for allocation and the remaining have not been:

- Urban Extensions:
 - Proposed allocations
 - Harrowgate Lane (S19)
 - Yarm Back Lane (S20)
 - Not allocated
 - North West Billingham (B8)
 - Land associated with Hunters Rest (EPY22)
- New Settlement:
 - Proposed allocations
 - Wynyard Park (WY1)
 - Not allocated
 - Wynyard East (WY1 and WY2)

The proposed approach to allocation is focused at West Stockton and Wynyard which have formed strategic allocations within the Local Plan. The delivery of these sites is considered important for a number of reasons when considered against alternatives which have not been allocated. Firstly, the sites in question are necessary to meet the housing requirement which could not be achieved via the other sites. Secondly the scale of the sites is such that the associated delivery of infrastructure will facilitate the delivery of sustainable development. In the case of Wynyard the proposed development will complement the approach within the Local Plan for Hartlepool Borough Council and facilitate the delivery of a sustainable settlement at this location.

Consideration has been given to the approach to housing associated with villages as part of the plan making process taking into consideration the provisions within the NPPF. However, the proposed approach is not to allocate village extensions within the Local Plan. A summary of the justification for this approach is provided below and elaborated upon in full within Appendix 6.

- This approach has been identified within the sustainability appraisal as the least sustainable option
- The rural villages are not deeply rural and act mainly as commuter suburbs and further housing allocations are unlikely to support additional facilities owing to the *proximity of villages to shops, schools and other facilities in the conurbation*
- There is a more powerful case for concentrating development within the conurbation and through the creation of a sustainable development at Wynyard rather than a more dispersed pattern of development.
- Emerging policy is not wholly restrictive to residential development in the rural area.

6.4 Summary of the approach to housing delivery

The approach to housing delivery and allocation is one which meets the housing needs in the most sustainable way. Decisions have been made based on an assessment against reasonable alternatives and achieves NPPF Core Planning principles including that to “actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable....”



7. Appraisal of alternative employment options

7.1 Overview

The Employment Land Review (2016) and draft Local Plan identify that the employment land portfolio can be separated into the following categories:

- Specialist uses
 - Hazardous installations, uses related to the process industries and emerging specialist sectors
 - Port and river based development
 - Airport related uses
- General employment uses

Assessment of all sites contained within the Employment Land Review against the sustainability objectives is provided within the SA Main Report published in November 2016 and no amendments have been made to justify re-appraising. For ease of review, the matrix containing the assessment of sites is shown here in Figure 4. Further commentary regarding the assessment of each site is contained within appendix 11 of the Main Report (page 182). For ease of reference sites have been grouped under the categories identified above.



Figure 4: Assessment matrix 4 of employment sites

Site Name	Specialist								General																	
	Durham Tees Valley Airport	Chemplex Middle	Chemplex North	Billingham Reach	Seal Sands	North Tees	Haverton Hill	Port Clarence	Wynyard 1	Wynyard 2	Cowpen Bewley	Belasis Technology Park	Portrack Interchange	North Tees Ind Est	The Black Path	North Shore	Teesdale	Oxbridge Foundry	Boathouse Lane	Urlay Nook + Elementis	Durham Lane Ind Est	Teesside Ind Est	Bowesfield	Preston Farm South	Preston Farm North	
1. Economic growth	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
2. Employment	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
3. Learning and skills	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
4. Sustainable transport	-	+	0	0	-	-	0	-	-	-	0	0	0	-	-	+	+	+	+	+	-	+	+	0	0	0
5. Accessibility of key services	+/-	0	0	0	+/-	+/-	0	+/-	+/-	+/-	0	0	0	+/-	+/-	+	+	+	+	+	+/-	+/-	+/-	0	0	0
6. Climate change mitigation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7. Climate adaptation and resilience	+	+	+	?	+	+	?	+	+	+	+	+	+	+	+	+	+	+	?	+	+	+	+	+	+	+
8. Biodiversity and geodiversity	?	0	0	?	?	?	?	?	?	?	?	?	?	?	0	0	0	0	0	?	0	0	0	?	?	?
9. Design, place and heritage	+	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?
10. Air quality	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11. Water quality and availability	-	?	?	?	?	?	-	?	0	0	0	+	+	0	0	0	0	0	0	0	0	0	0	0	0	0
12. Waste management	-	+/-	-	+/-	+/-	+/-	+/-	+/-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13. Aspirations in communities	++	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
14. Housing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
15. Health and well-being	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
16. Safer communities	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?
Employment allocation within Local Plan	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	Yes	No	Yes	Yes	No	No	Yes	Yes	No	No	No	Yes	Yes	No	Yes	Yes

7.2 Specialist uses

The Local Plan proposes the allocations of the sites below for the uses identified:

- Hazardous installations, uses related to the process industries and emerging specialist sectors
 - Billingham Chemical Complex (Chemplex North/Chemplex Middle)
 - North Tees
 - Seal Sands
- Port and river based development
 - Billingham Riverside (assessed as Haverton Hill and Billingham Reach)
- Airport related uses
 - Durham Tees Valley Airport

Seal Sands, North Tees and the Billingham area is recognised globally as part of the Tees Valley's inter-connected process industries cluster and the area is of vital importance to the local, regional and national economy. The importance of process, chemical and energy industries is recognised within the Tees Valley Strategic Economic Plan. There are no reasonable alternative options as the uses identified require the identified locations for operational reasons. Specific locational requirements and benefits of the sites in question include:

- Access to raw materials – via North Sea pipelines and tankers
- Export of products – via tankers serving Teesport and various jetties
- Symbiotic relationship of businesses – locating within the already established clusters allows one company's waste product to be a raw material for another business.
- Land hungry nature of developments means that there are few sites of a sufficient size to accommodate new developments
- Location isolated from residential developments reduces potential impact on the residential population of the surrounding conurbation

The only site not taken forward is Port Clarence. The reasons for non-allocation are identified within the Employment Land Review and are associated with the lack of and constrained infrastructure (including road access) and the need for remediation/levelling.

Durham Tees Valley Airport is the only location which would be appropriate for the provision of airport related development and no reasonable alternatives exist. National planning policy states that planning for airports should take in to account the growth and role in serving business, leisure, training and emergency service needs, as well as the principles set out in the Government Framework for UK Aviation. The aviation policy framework sets out the requirement for all regional airports to set out a masterplan. A masterplan for the airport has been adopted and the draft Local Plan takes account of this by specifically allocating the airport and non-airport related development situated to the south of the runway; this is also recognised in the planning permission granted at this location.

7.3 General employment Uses

A total of 18 employment locations were subject to assessment within the sustainability appraisal and 10 of these are proposed for allocation within the Local Plan. Table 8 provides a summary of whether sites are proposed for allocation or not.

Table 8. Summary of the proposed allocations

Proposed allocation	Not proposed allocation
Wynyard 1	Wynyard 2 (proposed housing allocation)
Cowpen Bewley	Belasis Avenue North/South
Belasis Technology Park	North Tees Industrial Estate
Portrack Interchange	The Black Path
North Shore (mixed use)	Oxbridge Foundary
Teesdale/Thornaby Place	Boathouse Lane (proposed housing allocation)
Durham Lane Industrial Estate	Urlay Nook/Elementis
Teesside Industrial Estate	Bowesfield
Preston Farm	

Table 8: Summary of the proposed allocations

The assessment of sites is similar across numerous sustainability objectives and there is limited differences identified between. This is to be expected owing the nature and location of sites. The approach to proposed allocations to meet identified needs has been to focus on the principle industrial estates which have capacity for development over the plan period. These sites are strategically located across the Borough providing employment opportunities in close proximity to residential areas. The decisions for allocation are generally consistent with the findings of the employment land review. The reasons for not taking sites forward on a number of the larger employment sites identified in the employment land review are detailed below:

- **Boathouse Lane**
The site is a key regeneration site and has been identified within for housing led regeneration. The employment land review identifies that that there has been a steady contraction of employment use at this location with much of the land being cleared of industrial buildings a decade ago.
- **Belasis Avenue North/South**
The employment land review identifies that this site has been vacant for three decades and requires remediation and the provision of infrastructure and services. As such the site is not seen considered appropriate for allocation owing to deliverability constraints.
- **Urlay Nook/Elementis**
The sites have a number of identified constraints. A shared constraint is the remoteness of the sites from the strategic road network. Alongside this the employment land review identifies that Urlay Nook lacks infrastructure and services, and Elementis would require renewal of infrastructure. Owing to these constraints these sites are not considered favourable options when considered against reasonable alternatives.
- **Wynyard 2**
It is acknowledged that part of the site has extant consent for residential development and further housing development at this location will facilitate the creation of a sustainable community alongside proposed uses within the Wynyard area.

Smaller employment sites which have not been taken forward have a range of identified constraints identified within the employment land review. These constraints include the costs of redevelopment, attractiveness to the market and limited scale. Some of the employment land at Wynyard is safeguarded rather than allocated; this is to ensure over allocation is not

made in the Local Plan whilst acknowledging extant planning permissions at this location and the fact that Wynyard is a strategic inward investment location.



8. Baseline conditions, monitoring and review

8.1 Baseline summary

No significant effects are predicted as a result of the proposed minor amendments and thus there is no change to the predicted scenarios in the Main Report (page 51 onwards) and no requirement to identify further monitoring measures. Therefore, the proposed minor amendments would have no effect on the 'effects of implementation of the Local Plan', as set out in section 8.3 of the SA report. Monitoring measures will be finalised upon adoption of the Plan, with the framework set out in an SA Statement.

8.2 How we will monitor and review

The process for monitoring and reviewing, including how the SA is aligned with the Annual Monitoring Report (AMR), is set out in section 9 of the main report and this remains unchanged.

9. Conclusions and next steps

9.1 Conclusions

The sustainability appraisal through the Main Report and the Addendum has evaluated the likely significant effects of the proposed Stockton-on-Tees Local Plan on the environment, and the broader sustainable development of the Borough, and has been produced in accordance with Regulation 12(5).

The appraisal process for this second stage has again provided some well-considered assessments of the amendments to the policies and proposals being brought forward and the implications of them to both the SA and wider sustainable development. On balance it was felt that the minor amendments brought forward to the plan did not have any significant impacts upon the SA or the overall balance of the draft Plan.

It is recognised that the SA is largely strategic but does however consider individual locations through the housing site options and employment options. The evidence base and the published SHLAA and ELR eliminated unviable sites and those that would not deliver sustainable development as part of the first SA, and as such it was concluded in the Main Report that there were no concerns against the 16 sustainability objectives. Where policies had needed strengthening this has been undertaken alongside the SA.

This addendum has provided the opportunity for consideration of alternative options. In terms of meeting housing need, from a strategic perspective a number of options have been identified and assessed against sustainability objectives. The 'Regenerated River Tees Corridor' strategic option performs positively against a range of sustainability objectives, while village extensions perform poorly. However as the housing requirement cannot be met solely by any one of the strategic options, it was necessary for the approach to housing distribution to be based on a range of sites across the strategic options as appropriate. All sites were subject to SA and it was concluded in section 6 that sustainable development can in the first instance be delivered through the delivery of sites within the Regenerated River Tees Corridor and the conurbation. There have been no amendments since stage 1 to the employment options.

In conclusion, the proposals in the publication draft Local Plan are considered to propose the most appropriate to deliver sustainable development. Comments and feedback on the process as well as the outcomes from the SA are welcomed during the public consultation. The next stages are set out in section 9.2 and details on how comments can be made can be found on page 2.

9.2 Forthcoming stages and timetable

The formal stages of the development of the new Local Plan through to adoption are set out in the following table:

Milestone	Regulation	Date
1. Consultation on Publication Draft Local Plan and SA	Reg.19	Summer 2017
2. Submission of Draft Plan	Reg. 22.	Autumn 2017
3. Examination	Reg. 24	Spring 2018
4. Inspectors' Report	Reg. 25	Spring 2018
5. Adoption	Reg. 26.	Summer 2018

The Publication Draft Local Plan, amended to reflect the outcomes of the SA process so far, will be presented for public consultation alongside the SA Addendum Report and the HRA report, and comments invited on all three documents via the public consultation.

A statement will be published following the adoption of the plan setting out:

- any changes which have occurred to the Local Plan in response to the SA process and the ways which consultation responses have been taken into account
- confirmation of the monitoring arrangements

There will be monitoring of the adopted Local Plan to identify any significant environmental effects of Plan implementation, as highlighted in section 8.

Appendices

1. List of tables and figures included in this report
2. Consultation responses on the SA Main Report
3. Methodology for appraising policies and proposals with decision making criteria
4. Justification of scoring of Strategic Housing Options
5. Justification of scoring housing site options
6. Villages Appendix
7. Sequential and exception test
8. Historic Environment Assessment



APPENDIX 1: List of tables and figures used in this report

Table 1: Amendments to vision and SA implications

Table 2: Amendments to objectives (now strategic priorities) and SA implications

Table 3: Amendments to strategic policies and SA implications

Table 4: Amendments to housing policies and SA implications

Table 5: Amendments to economic growth policies and SA implications

Table 6: Amendments to transport and infrastructure policies and SA implications

Table 7: Amendments to environment and climate change policies and SA implications

Table 8: Summary of the proposed allocations

Figure 1: Assessment matrix – Policies

Figure 2: Assessment matrix – strategic housing options

Figure 3: Assessment matrix of housing sites

Figure 4: Assessment matrix of employment sites

APPENDIX 2: Consultation responses on the SA Main Report

Comment	Council response
Not much thought has been given towards "sustainable development" so far !	Comments noted
Some villages e.g. Aislaby, Thorpe Thewles are unsustainable for many reasons - no school, no shop, poor and erratic public transport to local town centres, few social activities for local population, few employment opportunities, poor access to medical facilities to name just a few. Development in these areas would 1. Increase car usage. 2. Increase Carbon Dioxide output. 3. Put additional demand on already stretched local facilities. The planners need to be aware these places exist in and alongside the proposals in Stockton on Tees local plan. These unsustainable villages need 'special consideration' within this plan.	Comments noted. This report considers the approach to housing associated with rural villages
Sustainability appraisal seemed a fair way of measuring a villages' ability to cope with expansion/ development based on services & access; I hope this will be still taken into account when future developments are put forward.	Comments noted. This report considers the approach to housing associated with rural villages
I found the definition of a sustainability appraisal. The content has not been located so I can't comment	Comments noted
[The stakeholder] do not have any further comments regarding the above draft policies at this moment in time, however, we reserve our position to comment on future versions of this policy in the emerging Local Plan.	Comments noted
It appears the SA appraisal for Durham Lane has been based on the assumption that the land should remain an employment allocation, rather than testing whether it should. The summary of the assessment for Durham Lane at Figure 14 and Appendix 11 shows the failure of the Council's approach to the estate, which has been underpinned by a desire to maintain the employment allocation. This is in stark contrast to the on-going work with officers over the past 18 months which has considered the possibility of mixed-use development, including residential use. All this effort aside, the SA appraisal is flawed because it simply does not consider whether the land is a good/ attractive employment site or not. The ELR from 2016 acknowledges the lack of success in bringing forward any employment development on the land despite the marketing campaigns over a lengthy period.	Comments noted. Housing sites and strategic options have been re-assessed within this report.
Only that my understanding of 'sustainability' seems in the light of the contents of this plan to differ crucially from that assumed by its compilers.	Comments noted
Sustainability to me means - a) More energy from renewable sources, i.e. wind and solar panels but also use of cooling heat exchangers underground for air conditioning. At present we have	Comments noted

Comment	Council response
<p>rising environment warning which is met with more warming air conditioning systems, i.e. snowball effect. b) Apparently about 5 million acres of domestic gardens have been smothered under tiles, stones, paving etc. A increasingly tremendous loss to future generations.</p>	
<p>I believe we need continued consultation on these matters.</p>	<p>Comments noted. The sustainability is an iterative process which is subject to consultation alongside the Local Plan</p>
<p>In accordance with Section 19 of the Planning and Compulsory Purchase Act 2004, policies set out in Local Plans must be subject to a Sustainability Appraisal (SA), and also incorporate the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA regulations).</p> <p>The SA/SEA is a systematic process that should be undertaken at each stage of the Plans preparation, assessing the effects of the emerging SLP proposals on sustainable development when judged against all reasonable alternatives. The Council should ensure that the future results of the SA clearly justify its policy choices. In meeting the development needs of the area, it should be clear from the results of this assessment why some policy options have progressed, and others have been rejected. This must be undertaken through a comparative and equal assessment of each reasonable alternative, in the same level of detail for both chosen and rejected alternative. The Council decision making and scoring should be robust, justified and transparent.</p>	<p>The SA has been prepared to cover legislative requirements and sets out the consideration of reasonable alternatives.</p>
<p>Appendix 6 includes the methodology for appraising policies and proposals for all indicators. SA objective 8 concerns biodiversity and geodiversity. It states that a score of 'major impact' will be attributed for: "Overall, likely significant negative effect on interests of more than local importance. Either within or adjacent to an area of more than local importance." If insufficient information is available for assessment (e.g. surveys are needed), then a score is uncertain.</p> <p>Assessment matrix 4, states that there is a negative compatibility between EG4 and ENV5, which is correct. However, Policy EG4, which includes the Seal Sands allocation, is scored uncertain in figure 11. In line with the methodology, this score should be negative. It is adjacent to an area of national and international importance, irrespective of whether more surveys need to be carried out. In addition, current surveys suggest that there would be impacts on biodiversity, while mitigation is unclear at this moment in time, which also support the score to be one of major</p>	<p>The assessment is considered correct with respect to EG4. No functionally important land is to be allocated. Any impacts would depend on nature of development and mitigation provided which is unclear at this time so supports an uncertain scoring.</p>

Comment	Council response
<p>negative impacts.</p> <p>It is also unclear if alternatives to the allocation of Seal Sands have been considered. Under section 2.5 on alternatives, there is mention of the '2016 Employment Land Review', however, this document does not assess the viability of sites in relation to their impact on biodiversity.</p>	<p>This assessment considers reasonable alternatives for employment allocations.</p>

APPENDIX 3: Methodology for appraising policies and proposals with decision making criteria (amended indicators)

SA objective 2 – Supporting development of a sustainable employment market		
Decision Aiding Questions	Will the site/policy: - Increase the number, variety and quality of employment opportunities? Help retain a skilled workforce? Support local companies and help local businesses develop markets?	
Extent to which sites can be and have been appraised.	There are a wide and complex variety of factors that influence sustainable employment including macro-economic factors such as influences on the global economy. More local drivers include business productivity, Foreign Direct Investment, skills, innovation, and efficient communication and travel infrastructure.. The likely impact of a site or proposal on the rates of employment is difficult to accurately predict and an element of subjectivity arises when attempting to appraise sites and policies for their impact on the local employment market.	
Evidence considered	Local knowledge and anecdotal evidence alongside Local Plan Evidence base. UKCES working futures econometric model. ³	
Score	Description of impact of objective, policy or scheme	Symbol
Major positive Impact	The proposal is likely to have a significant positive impact on the employment market	++
Minor positive impact	The proposal is likely to have a positive impact on the employment market	+
Neutral impact	The proposal will have a neutral impact on the employment market	0
Range of impacts	The proposal will have positive impacts on some aspects of the employment market but negative impacts on others	+ / -
Minor impact	The proposal is likely to have a negative impact on the employment market	-
Major impact	The proposal is likely to have a significant negative impact on the employment market	--
No relationship	There is no relationship between the proposal and the local employment market.	X
Uncertain	Uncertain effect, or is dependent on the way in which the aspect is managed, or insufficient information available for assessment	?

³ [UKCES \(2015\) - UK labour market projections: 2014 to 2024](#)

SA objective 8: Biodiversity and Geodiversity		
Decision Aiding Questions	<p>Will the site/policy:</p> <ul style="list-style-type: none"> - Protect and conserve habitats and species especially where these may be rare, declining, threatened or indigenous? - Ensure biodiversity sustainability by enhancing conditions wherever necessary to retain viability of the resource? - Minimise adverse impacts on species and habitats through human activities and development? - Ensure continuity of ecological frameworks such as river corridors, green infrastructure routes, coastal habitats, uplands and woodland to enable free passage of specific habitat dependent species? - Take into account the impacts of climate change on biodiversity? 	
Extent to which sites can be and have been appraised.	<p>The location of each site in relation to identified biodiversity resource or protected habitat or species will be considered as well as other biodiversity constraints. Local plan policies will not allow developments that have significant impact on biodiversity.</p> <p>All sites where mitigation is not possible should have been deemed unavailable during creation of the SHLAA. There may be sites which require surveys that result in an uncertain (?) score as an assessment cannot be made until the survey is carried out.</p>	
Evidence considered	<p>Local Plan evidence base including SHLAA, Anecdotal evidence, HRA. Natural England's SSSI information⁴ DEFRA "Magic" map⁵ in partnership with Historic England, Natural England, Environment Agency, <u>Forestry Commission</u> and Marine Management Organisation Agricultural Land Classification (Strategic Map and 1988/1999 survey)</p>	
Score	Description of impact of objective, policy or scheme	Symbol
Major positive Impact	Proposal would have a significant positive effect on international, regionally or locally important habitats and species	++
Minor positive impact	Proposal would have a positive effect on international or regionally important habitats and species but may affect locally important habitats and species.	+
Neutral impact	Neutral effect on biodiversity	0
Range of impacts	Some negative and positive effects biodiversity and geodiversity	+ / -
Minor impact	Overall likely negative effect on interest of local importance. Either within or adjacent to an area of local importance.	-
Major impact	Overall, likely significant negative effect on interests of more than local importance. Either within or adjacent to an area of more than local importance.	--
No relationship	No clear relationship or is not applicable in this instance	X
Uncertain	Uncertain effect, or is dependent on the way in which the aspect is managed, or insufficient information available for assessment	?

⁴ [Natural England \(2016\) – SSSI information](#)

SA objective 9: Encouraging high quality design, recognising sense of place, local distinctiveness and heritage		
Decision Aiding Questions	<p>Will the site/policy:</p> <ul style="list-style-type: none"> - Conserve features of historic and archaeological importance? <p>Ensure that new development is of high quality design and construction and be sympathetic to the character of the built environment?</p> <ul style="list-style-type: none"> - Strengthen local distinctiveness, enhance the public realm and help create a sense of place? - Promote adaptive re-use of buildings, sustainable design, sustainable construction, the use of locally sourced materials and low impact operation? <p>Protect or enhance heritage assets and their settings?</p> <ul style="list-style-type: none"> - Protect and/or enhance landscape character 	
Extent to which sites can be and have been appraised.	<p>Assessments will be made on the effect of each proposal on the area's sense of place and distinctiveness including the landscape impacts of development (including those associated with strategic gaps and green wedge).</p> <p>Appraise developments based on impacts to the significance of heritage assets and associated designations:</p> <ul style="list-style-type: none"> - <i>conservation areas</i> - <i>historic parks, gardens & their settings,</i> - <i>historic landscapes,</i> - <i>listed buildings</i> - <i>ancient monuments,</i> <p>There is uncertainty in terms of archaeology as site surveys would be required instances when development proposals proceed.</p>	
Evidence considered	<p>DEFRA "Magic" map⁵ in partnership with Historic England, Natural England, Environment Agency, Forestry Commission and Marine Management Organisation Local knowledge. Stockton-on-Tees Landscape Character Assessment and Capacity Study (2011), Conservation Area and Historic Environment Folder, Historic Environment Record and North Yorkshire and Lower Tees Valley Historic Landscape Characterisation</p>	
Score	Description of impact of objective, policy or scheme	Symbol
Major positive impact	Proposals will maintain and enhance sense of place and distinctiveness and is not located in conservation area, listed building, historic park, garden or designated landscape, designated landscape.	++
Minor positive impact	Proposals will maintain but not necessarily enhance sense of place and distinctiveness and is not located in conservation area, listed building, historic park, garden or designated landscape, designated landscape.	+
Neutral impact	The proposal will have no impact on sense of place, distinctiveness and heritage	0
Range of impacts	May maintain and enhance some elements but negatively impact on others	+ / -
Minor impact	Will neither maintain nor enhance sense of place and distinctiveness. Likely indirect negative effect due to location adjacent to or with visual proximity to in conservation area, listed building, historic park, garden or designated landscape.	-
Major impact	Will neither maintain nor enhance sense of place and distinctiveness. Likely direct significant negative effect due to location in conservation area, listed building, historic park, garden or designated landscape.	--
No relationship	No clear relationship or is not applicable in this instance	X
Uncertain	Uncertain at this stage.	?

⁵ <http://www.magic.gov.uk/>

⁶ <http://www.magic.gov.uk/>

SA objective 13: Aspiring Communities		
Decision Aiding Questions	Will the site/policy: <ul style="list-style-type: none"> - Enhance the sense of belonging to the Borough - Promote cultural activities - Promote and support cultural and community identity - Encourage social cohesion and help continue valued local traditions - Support the ambitions of young people in communities 	
Extent to which sites can be and have been appraised.	Sites can be appraised as positive if they are large enough or strategic sites and therefore will directly provide community infrastructure. Sites which have a large economic benefit are likely to score higher as employment and wealth generation is a key mechanism to improving community aspirations. For smaller sites the degree of access the new and existing residents will have to community services and facilities has been appraised.	
Evidence considered	SHLAA, Local Knowledge, Anecdotal evidence	
Score	Description of impact of objective, policy or scheme	Symbol
Major positive Impact	Significant positive effects on community aspirations	++
Minor positive impact	Positive effects on community aspirations	+
Neutral impact	Neutral effect on aspirations of the community	0
Range of impacts	A mixture of positive and negative effects on community aspirations	+ / -
Minor impact	Negative impact on community aspirations	-
Major impact	Significant negative impact on community aspirations.	--
No relationship	No clear relationship or is not applicable in this instance	X
Uncertain	Uncertain relationship, or is dependent on the way in which the aspect is managed, or insufficient information available for assessment	?

APPENDIX 4: Justification of scoring of Strategic Housing Options

Strategic option	Factors influencing SA scoring
No site allocations	<p>1: No development would lead to negative economic benefits. Housing is an important part of economic growth.</p> <p>2/3: Replacement demand of labour when people retire would not be met resulting in skills shortages</p> <p>4/5: No development is likely to mean workers are likely to live in other areas and commute into the area for work.</p> <p>6/10: Development leads to increased traffic movements that are likely to have an impact on CO₂ emissions. Impacts are likely to be greater than other strategic options owing increased commuting.</p> <p>13: No development does not meet the aspirations and needs of aspiring home owners</p> <p>14: No development would not meet identified housing needs</p> <p>15: No development would lead to overcrowding</p>
Sites within the Regenerated River Tees Corridor	<p>1: Economic benefits associated with scale of development potential</p> <p>2: Proximity to employment means people would have a range of employment opportunities and local businesses would have a large labour supply. Accessibility due to proximity to the public and active transport network means that those who cannot commute by private car can still access jobs.</p> <p>3: Dependent upon site specific proposals</p> <p>4/5: Development would be close to key services and facilities, employment locations and transport interchanges.</p> <p>6/10: Development leads to increased traffic movements that are likely to have an impact on CO₂ emissions. The degree of impact will be linked to the location of development and site specific considerations. This strategic option is likely to have the least impact against this objective</p> <p>7: There is identified flood risk in this area associated with the River Tees. Impacts are uncertain and would be dependent on specific sites.</p> <p>8/9: Impacts would be dependent upon site specific considerations</p> <p>11: Development would lead to the remediation of sites which would improve water quality</p> <p>12: Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13: Development would meet aspirations of some aspiring home owners. However, positive and negative impacts could result on the local areas dependent on the nature of the proposal and links with existing neighbourhoods/communities.</p> <p>14: Contributes to meeting housing need owing to scale of development potential</p> <p>15: Development will be in close proximity to employment, key services and leisure provision</p>

Strategic option	Factors influencing SA scoring
Sites within the conurbation	<p>1: Economic benefits associated with scale of development potential</p> <p>2: Sites are likely to be with commutable distances of employment locations and close to the existing public/active transport network.</p> <p>3: Dependent upon site specific proposals</p> <p>4/5: Sites likely to be within close proximity to key services and facilities and have access to the sustainable transport network</p> <p>6/10: Development leads to increased traffic movements that are likely to have an impact on CO₂ emissions. The degree of impact will be linked to the location of development and site specific considerations.</p> <p>7: Likely that proposals would not be in an area at flood risk</p> <p>8/9: Impacts would be dependent upon site specific considerations</p> <p>11: Development would lead to the remediation of sites which would improve water quality</p> <p>12: Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13: Development would meet aspirations of some aspiring home owners. However, positive and negative impacts could result on the local areas dependent on the nature of the proposal and links with existing neighbourhoods/communities.</p> <p>14: Contributes to meeting housing need owing to scale of development potential</p> <p>15: Development likely to be in close proximity to employment, key services and leisure provision</p>
Sites adjacent to the conurbation (urban extensions)	<p>1: Economic benefits associated with scale of development potential</p> <p>2: Sites are likely to be with commutable distances of employment locations and close to the existing public/active transport network.</p> <p>3: Dependent upon site specific proposals</p> <p>4/5: Sites likely to be within close proximity to key services and facilities and have access to the sustainable transport network</p> <p>6: Development leads to increased traffic movements that are likely to have an impact on CO₂ emissions. The degree of impact will be linked to the location of development and site specific considerations.</p> <p>6/10: Development leads to increased traffic movements that are likely to have an impact on CO₂ emissions. The degree of impact will be linked to the location of development and site specific considerations. This strategic option is likely to have the least impact against this objective</p> <p>7: Likely that proposals would not be in an area at flood risk</p> <p>8/9: Impacts would be dependent upon site specific considerations</p> <p>12: Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13: Development would meet aspirations of some aspiring home owners. However, positive and negative impacts could result on the local areas dependent on the nature of the proposal and links with existing neighbourhoods/communities.</p> <p>14: Contributes to meeting housing need owing to scale of development potential</p> <p>15: Development likely to be in close proximity to employment, key services and leisure provision. Dependent on the scale and nature of the site associated facilities may be provided which would improve positive impacts.</p>

Strategic option	Factors influencing SA scoring
Sites to provide new settlements	<p>1: Economic benefits associated with scale of development potential</p> <p>2/3/4/5: Dependent upon nature of specific proposals</p> <p>6/10: Development leads to increased traffic movements that are likely to have an impact on CO₂ emissions. The nature of site specific proposals would determine the scale of impacts.</p> <p>7: Likely that proposals would not be in an area at flood risk</p> <p>8/9: Impacts would be dependent upon site specific considerations</p> <p>12: Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13: Development would meet aspirations of some aspiring home owners. However, positive and negative impacts could result on the local areas dependent on the nature of the proposal and links with existing neighbourhoods/communities.</p> <p>14: Contributes to meeting housing need owing to scale of development potential</p> <p>15: Impacts would be dependent upon site specific considerations</p>
Village extensions	<p>1: Economic benefits but not significant due to the scale of development potential</p> <p>2: Lack of proximity to employment means people would have limited employment opportunities in the local area. Accessibility to the public and active transport network is limited meaning those who cannot commute by private would struggle to access jobs.</p> <p>3: Dependent upon site specific proposals</p> <p>4/5: This would be dependent of specific locations. Villages within the Borough typically have a limited range of in village services and facilities. This aligned with travel times/ distances and frequency of public transport means that there is reliance on the private car.</p> <p>6/10: Development leads to increased traffic movements that are likely to have an impact on CO₂ emissions. Impacts are likely to be greater than other strategic options owing reliance on the private car.</p> <p>7: Likely that proposals would not be in an area at flood risk</p> <p>8/9: Impacts would be dependent upon site specific considerations</p> <p>12: Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13: Development would meet aspirations of some aspiring home owners. However, positive and negative impacts could result on the local areas dependent on the nature of the proposal and links with existing neighbourhoods/communities.</p> <p>14: Contributes to meeting housing need but not significant due to the scale of development potential</p> <p>15: Anticipate to be positive and negative impacts owing to the location and nature of sites</p>

APPENDIX 5: Justification of scoring of Housing Site Options

The following comments set out the rationale behind scoring decisions where Local Plan housing site options were scored against sustainability objectives. They are based on information from a range of sources including the Local Plan evidence base, publically available official statistics and local knowledge..

Ref.	Location	Factors influencing SA scoring
B1	Land to the South of the A1185	<p>2. Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4. Acceptable bus and active transport network links</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Not in close proximity to designated site but small loss of natural habitat. Agricultural Land Classification 1 (Strategic Map)</p> <p>9: Development is not related to existing development pattern</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Close to major roads means good accessibility but issues of noise would need to be mitigated. Close to some key services and facilities. Loss of open space may reduce wellbeing of existing population. Issues of air quality from nearby stationary traffic.</p>
B2	Land off Leeholme Road, Billingham	<p>2. Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4. Close to train station and active transport network. Walking distance to supermarket</p> <p>5. Close proximity to key services, facilities and employment</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due</p>

Ref.	Location	Factors influencing SA scoring
		<p>to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>14: Site contributes to housing need but not significantly due to scale</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Local road infrastructure provides good accessibility, particularly to employment sites, but creates issues of noise which could be mitigated. Close proximity to health infrastructure. Close to active transport network and other green infrastructure</p>
B3	Land off Central Avenue, Billingham	<p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>4. Acceptable bus and active transport network links</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant</p> <p>14: Site contributes to housing need but not significantly due to scale</p> <p>9: The site is isolated from existing residential areas.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Accessibility is generally good, close to health infrastructure and adjacent to open space.</p> <p>15 and 16. Development would need to consider HSE zones.</p>

Ref.	Location	Factors influencing SA scoring
B4	Billingham House	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>4. Acceptable bus and active transport network links</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: The site is isolated from existing residential areas.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>11. Development would remove contamination which may improve water quality</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Accessibility is generally good, close to health infrastructure and close to open space. Regeneration of derelict brownfield site and removal of contamination likely to benefit health and wellbeing of local residents.</p> <p>15 and 16. Development would need to consider HSE zones.</p>
B5	Land at Roscoe Road, Billingham	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>4. Acceptable active transport network links though some access to bus network is slightly limited</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Small loss of natural habitat.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>11. Development would remove contamination which may improve water quality</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p>

Ref.	Location	Factors influencing SA scoring
		<p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Accessibility is generally good and close to health infrastructure. Loss of open space could be detrimental to wellbeing of local residents.</p> <p>15 and 16. Development would need to consider HSE zones.</p>
B6	Billingham Bottoms	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>5. Close proximity to some services, facilities and employment but not close to others.</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Billingham Beck poses flood risk</p> <p>8. Site forms fundamental part of an ecological network</p> <p>9: The site forms an important part of the green wedge and development would be unacceptable in landscape and visual terms.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>11. Development would remove contamination which may improve water quality</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Accessibility is generally good and close to health infrastructure. Good access to open space other green infrastructure. Removal of contamination could have benefits to wider health.</p>

Ref.	Location	Factors influencing SA scoring
B7	Wolviston Road, Billingham	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>2: Most useful to employment as these houses are closely located to entry level jobs where the travel to work area is much smaller</p> <p>4: Sustainable location re. distance to local centre and frequency of public transport services</p> <p>5. Close proximity to most key services, facilities and employment</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Cowbridge Beck poses flood risk</p> <p>8. As a waterbody runs through the site, biodiversity impact will be dependent on scheme design. Agricultural Land Classification 1 and 2 (Strategic Map)</p> <p>9: Development unacceptable in landscape and visual terms; would lead to the loss of individual identity and coalescence of Billingham and Wolviston. The site is in close proximity to the designated Wolviston Conservation Area, but it is not considered that the development would have a detrimental impact</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Small scale of site is unlikely to have significant health benefits through employment and economic growth. Accessibility to key services is generally good, loss of open space and visual impact likely to have negative impact on the wellbeing of existing residents.</p>
B8	North West, Billingham	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>2: Most useful to employment as these houses are closely located to entry level jobs where travel to work area is much smaller</p> <p>4: Sustainable location re. distance to local centre and frequency of public transport services</p> <p>5. Close proximity to some services, facilities and employment but not close to others.</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p>

Ref.	Location	Factors influencing SA scoring
		<p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant. Agricultural Land Classification 2 (Strategic Map)</p> <p>9: Site would reduce the distinction between the settlements. However, an acceptable development could be achieved if only part of the site was developed. The site is in close proximity to the designated Wolviston Conservation Area, but it is not considered that the development would have a detrimental impact</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield 11: current scenario of diffuse agricultural pollution could be worse than proposed development.</p> <p>12: Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Small scale of site is unlikely to have significant health benefits through employment and economic growth. Accessibility is generally good though the issue of road noise has potential impact on wellbeing. Good access to health infrastructure. Would score double negative if noise were not to be mitigated.</p>
B9	Former Billingham Campus School Site	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>2: Most useful to employment as these houses are closely located to entry level jobs where travel to work area is much smaller</p> <p>4: Good bus links and links to active transport network</p> <p>5: Close proximity to most key services, facilities and employment</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development though adjacent to flood zone 2 and 3</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant. Potential for benefits to be achieved.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield 11: If developed, remediation would remove contamination</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Small scale of site is unlikely to have significant health benefits through employment and economic growth. Accessibility is generally good including to health and community infrastructure. Good access to active transport.</p>

Ref.	Location	Factors influencing SA scoring
B10	Sir Plantsalot Garden Centre, Sandy Lane West	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>4. Close to a cycle route but distance from key services, facilities and bus routes limits sustainable transport options</p> <p>5. Poor access to key services and facilities</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant</p> <p>9: Development would have a negative landscape impact in this rural location</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Risk of isolation and proximity to key services, facilities, employment and health infrastructure is limited. Access to a cycle path but other green infrastructure is limited.</p>
B11	North of Wolfviston	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>4. Nature of surrounding road network would discourage sustainable transport choices</p> <p>5. Close proximity to some services, facilities and employment but not close to others 7: Low flood risk development</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant</p> <p>9: Development would be unacceptable in landscape and visual terms; it has no relation to existing development</p>

Ref.	Location	Factors influencing SA scoring
		<p>patterns and would appear incongruous in the rural landscape</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Proximity to some key services, facilities, employment and health infrastructure.. Close to cycle path but other green infrastructure is limited.</p> <p>15 and 16. Development would need to consider HSE zones.</p>
B12	Land at the North East of A689/A1185/A19 Roundabout	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>4. Nature of surrounding road network would discourage sustainable transport choices</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant. Agricultural Land Classification 1 (Strategic Map)</p> <p>9: The site does not relate to the existing development pattern and would be viewed as isolated development.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Proximity to some key services, facilities, employment and health infrastructure is limited. Issues of noise from surrounding road infrastructure would need to be mitigated Close to cycle path but other green infrastructure is limited.</p>

Ref.	Location	Factors influencing SA scoring
B13	Land between the A689 and A1185	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>4. Nature of surrounding road network would discourage sustainable transport choices</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant. Agricultural Land Classification 1 (Strategic Map)</p> <p>9: The site does not relate to the existing development pattern and would be viewed as isolated development.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Proximity to some key services, facilities, employment and health infrastructure is limited. Issues of noise from surrounding road infrastructure would need to be mitigated. Close to cycle path but other green infrastructure is limited.</p>
B14	Land adjacent to Charlton Close	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>4. Close to bus route and good links to active transport network</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Small loss of natural habitat and adjacent to designated site</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional</p>

Ref.	Location	Factors influencing SA scoring
		<p>residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Accessibility to some key services, facilities and health infrastructure is good. Development is inappropriate due to HSE zones.</p>
EPY1	Land East of Yarm Station	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>4. Good active transport links and acceptable distance to bus routes. Next to Yarm train station</p> <p>5: Close proximity to most key services, facilities and employment</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Accessibility is generally good and close to active transport. No loss of open space. Access to active transport and other green infrastructure is OK.</p>
EPY3	South East Yarm	<p>1: Site is of such a scale that economic impacts are significant</p> <p>2. Site is of a size and scale that job creation is significant both during and after construction and will have a significantly positive impact for the local labour market.</p> <p>4. Good links to cycle network and adjacent to bus route</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p>

Ref.	Location	Factors influencing SA scoring
		<p>8. Whilst site boundary covers a water body and designated site, development is likely to avoid this and not result in loss of natural habitat</p> <p>9: Landscape and visual impacts can be minimised if development area reduced to the field boundary running east to west through the site</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is of a size and scale that provision of community infrastructure is possible and there could be impacts associated with linking newer residents in with the existing community however this is not possible to determine at this stage.</p> <p>14: Due to large site area and yield development would significantly contributes to housing need</p> <p>15. Scale of site could have benefits to health via improved employment and economic growth. Accessibility to most key services, facilities and health infrastructure is good and active transport is in close proximity. Adjacent to areas of open space and other green infrastructure.</p>
EPY4	Yarm Riding Centre, Glaisdale Road	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>4. Adjacent to bus route and active transport network</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: A sensitively designed development which avoids the highly visually sensitive Leven Valley to the north of the site would avoid negative impacts</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth.</p>

Ref.	Location	Factors influencing SA scoring
		Close proximity to green infrastructure including active transport network. Accessibility to some key services, facilities and health infrastructure is good.
EPY6	Grisedale Crescent, Eaglescliffe	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>4. Close to local centre and cycleways would promote active transport. Acceptable distance to bus network</p> <p>5: Close proximity to most key services, facilities and employment</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Site is within close proximity to Eaglescliffe conservation area. A modest and sensitively designed development may be acceptable.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. . Small scale of site is unlikely to have significant health benefits through employment and economic growth. Close proximity to green infrastructure including active transport network and No loss of open space / green infrastructure. Site has good accessibility to most key services, facilities/ employment and health infrastructure</p>
EPY7	Land at Urray Nook	<p>1: Site is of such a scale that economic impacts are significant</p> <p>2. Site is of a size and scale that job creation is significant both during and after construction and will have a significantly positive impact for the local labour market.</p> <p>4. Close to cycleways but parts of site are far from existing bus stops</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p>

Ref.	Location	Factors influencing SA scoring
		<p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is of a size and scale that provision of community infrastructure is possible and there could be impacts associated with linking newer residents in with the existing community however this is not possible to determine at this stage.</p> <p>14: Due to large site area and yield development would significantly contributes to housing need</p> <p>15. Scale of site means that health benefits through employment and economic growth are possible. Access to green infrastructure and active transport network is fairly limited. No loss of open space / green infrastructure. Site has good accessibility to some key services, facilities/ employment and health infrastructure. Noise sensitive due to the close proximity of the police tactical training centre. It is anticipate that these impacts could not be mitigated</p>
EPY8	Land at Durham Lane, Eaglescliffe	<p>1: Site is of such a scale that economic impacts are significant</p> <p>2. Site is of a size and scale that job creation is significant both during and after construction and will have a significantly positive impact for the local labour market.</p> <p>4. Whilst on the Cycle Network though access to bus stops is limited. Potential to improve score if access to Eaglescliffe Train Station is delivered via a bridge proposed in the local plan</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Development alongside industrial uses in this location would appear incongruous and would not be well linked with existing residential development.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p>

Ref.	Location	Factors influencing SA scoring
		<p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is of a size and scale that provision of community infrastructure is possible and there could be impacts associated with linking newer residents in with the existing community however this is not possible to determine at this stage.</p> <p>14: Due to large site area and yield development would significantly contributes to housing need</p> <p>15. Scale of site means that health benefits through employment and economic growth are possible. Access to green infrastructure and active transport network is limited. No loss of open space / green infrastructure. Site has good accessibility to some key services, facilities/ employment and health infrastructure</p>
EPY9	West Preston	<p>1: Site is of such a scale that economic impacts are significant</p> <p>2. Site is of a size and scale that job creation is significant both during and after construction and will have a significantly positive impact for the local labour market.</p> <p>4. Nature of the surrounding road network could discourage active transport use</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Owing to the scale of the site, impacts on biodiversity will need to be considered and incorporated into a masterplan. Agricultural Land Classification 3 (Strategic Map) and 3a small part (1988 survey)</p> <p>9: Impact of the development would be dependent upon the scheme brought forward</p> <p>10: There is a major negative impact on air quality due to the scale of the development and site yield, increased vehicle movements both during and post construction</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is of a size and scale that provision of community infrastructure is possible and there could be impacts associated with linking newer residents in with the existing community however this is not possible to determine at this stage.</p> <p>14: Due to large site area and yield development would significantly contributes to housing need</p> <p>15. Scale of site could have benefits to health via improved employment and economic growth. Access to green infrastructure and active transport network is limited. No loss of open space / green infrastructure. Site has good accessibility to some key services, facilities/ employment and health infrastructure.</p>

Ref.	Location	Factors influencing SA scoring
EPY12	Preston Lane	<p>1 Site is of such a scale that economic impacts are significant.</p> <p>2. Site is of a size and scale that job creation is significant both during and after construction and will have a significantly positive impact for the local labour market.</p> <p>4: Good bus links and on cycleway</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6: The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8: Close to an area of local importance and part of the ecological network. Impacts would be dependent upon the design of the scheme. Agricultural Land Classification 1 in part (Strategic Map) and 2/3a in part (1999 survey).</p> <p>9: Site would reduce the distinction between settlements impacting upon the green wedge designation</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is of a size and scale that provision of community infrastructure is possible and there could be impacts associated with linking newer residents in with the existing community however this is not possible to determine at this stage.</p> <p>14: Due to large site area and yield development would significantly contributes to housing need</p> <p>15. Scale of site means that health benefits through employment and economic growth are possible. Good accessibility to green infrastructure and active transport network however, development would reduce green wedge which could impact negatively on the wellbeing of existing residents. Adjacent industrial uses could lead to the requirement for noise mitigation which could impact on the area of the site which is developable.</p>
EPY13	Land to the West of Queen Elizabeth Way	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>4. On Cycle Network but no in close proximity to bus network</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Development would be isolated from existing residential communities</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due</p>

Ref.	Location	Factors influencing SA scoring
		<p>to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Good accessibility to green infrastructure and active transport network. Site has good accessibility to some key services, facilities/ employment and health infrastructure. Adjacent industrial uses could lead to the requirement for noise mitigation which could impact on the area of the site which is developable.</p>
EPY14	Former Cable Ski Site, Bowesfield	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>4. On Cycle Network but no in close proximity to bus network</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: The majority of the site is located within flood risk zones 2 and 3. Development would be inappropriate</p> <p>8. Designated site and forms fundamental part of the ecological network. Agricultural Land Classification 1 (Strategic Map)</p> <p>9: Development would be unacceptable in landscape and visual terms and impact upon the green wedge.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Good accessibility to green infrastructure and active transport network. Site has good accessibility to some key services, facilities/ employment and health infrastructure. Loss of designated site and green infrastructure likely to have negative impact on wellbeing of existing population.</p>

Ref.	Location	Factors influencing SA scoring
EPY15	South of Kingfisher Way, Bowesfield	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>4. On Cycle Network but no in close proximity to bus network</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Good access to green infrastructure and active transport network. No loss of open space / green infrastructure. Good access to some key services, facilities, employment and health infrastructure.</p>
EPY16	Bowesfield Riverside	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>4. On Cycle Network but no in close proximity to bus network</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: River Tees poses flood risk.</p> <p>8. Adjacent to designated site and development would result in loss of natural habitat and impact upon ecological network. Agricultural Land Classification 1 (Strategic Map)</p> <p>9: Development would impact upon the green wedge.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>11. Development could remove contamination which could benefit water quality</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional</p>

Ref.	Location	Factors influencing SA scoring
		<p>residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Close to green infrastructure and active transport network. Loss of natural habitat could impact negatively on the wellbeing of existing population. Access to some services, facilities, employment and health infrastructure is good.</p>
EPY17	Bowesfield Industrial Estate	<p>1: Site is of such a scale that economic impacts are significant</p> <p>2. Site is of a size and scale that job creation is significant both during and after construction and will have a significantly positive impact for the local labour market.</p> <p>4. On Cycle Network but no in close proximity to bus network</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: River Tees poses flood risk.</p> <p>8. Impact on biodiversity would be dependent on the design of the site and how this effects ecological network.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>11. Development could remove contamination which could benefit water quality</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is of a size and scale that provision of community infrastructure is possible and there could be impacts associated with linking newer residents in with the existing community however this is not possible to determine at this stage.</p> <p>14: Due to large site area and yield development would significantly contributes to housing need</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Close to green infrastructure and active transport network. Access to some services, facilities, employment and health infrastructure is good.</p>

Ref.	Location	Factors influencing SA scoring
EPY18	Stockton Garden Centre, Yarm Lane	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>4. On Cycle Network and adjacent to bus network</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Development would be isolated from existing residential communities and appear incongruous alongside adjoining uses.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Limited access to green infrastructure though adjacent to a cycle route. Access to some services, facilities, employment and health infrastructure is good. No loss of open space / green infrastructure.</p>
EPY19	Former Tannery Site, Eaglescliffe	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>4. Adjacent to Teesdale Way, close to district centre and adjacent to cycleway and bus network</p> <p>5. Close proximity to Yarm High street provides access to most key services / facilities</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: River Tees poses flood risk.</p> <p>8. Impacts on biodiversity dependent on the design of the scheme. Major concerns on impacts towards the ecological network. Agricultural Land Classification 1 (Strategic Map)</p> <p>9: Development would impact negatively upon the green wedge and surrounding heritage assets (conservation areas and listed assets).</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p>

Ref.	Location	Factors influencing SA scoring
		<p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Good access to green infrastructure including active transport network. Potential for loss of open space. Access to most services, facilities, employment and health infrastructure is good</p>
EPY20	Land north of Green Lane	<p>1: Site is of such a scale that economic impacts are significant</p> <p>2. Site is of a size and scale that job creation is significant both during and after construction and will have a significantly positive impact for the local labour market.</p> <p>4. Access to active transport network is limited and proximity to bus network is poor. Score could be improved by provision of pedestrian links and improved quality of rights of way.</p> <p>5. Poor access to key services and facilities</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is of a size and scale that provision of community infrastructure is possible and there could be impacts associated with linking newer residents in with the existing community however this is not possible to determine at this stage.</p> <p>14: Due to large site area and yield development would significantly contributes to housing need</p> <p>15. Scale of site means that health benefits through employment and economic growth are possible. Access to green infrastructure and active transport network is limited. Access to services, facilities, employment and health infrastructure is limited.</p>

Ref.	Location	Factors influencing SA scoring
EPY21	Blue Bell PH	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>4. Adjacent to Teesdale Way, close to district centre and adjacent to cycleway and bus network</p> <p>5. Close proximity to Yarm High street provides access to most key services / facilities</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: River Tees poses flood risk.</p> <p>8. Impacts on biodiversity dependent on the design of the scheme. Major concerns on impacts towards the ecological network</p> <p>9: Development would impact negatively upon the green wedge and surrounding heritage assets (conservation areas and listed assets).</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Good access to green infrastructure including active transport network. Potential for loss of open space. Access to most services, facilities, employment and health infrastructure is good</p>
EPY22	Land Associated With Hunters Rest	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>4. On a bus route and cycle route</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development (albeit noted the site has flood risk to the periphery)</p> <p>8. Site does not contain any natural greenspace so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Impact would be dependent upon the nature of development.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional</p>

Ref.	Location	Factors influencing SA scoring
		<p>residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Good access to green infrastructure including active transport. Access to some services, facilities, employment and health infrastructure is good.</p>
EPY23	Eaglescliffe Golf Course	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>4. Adjacent to bus route and cycle network and Teesdale way</p> <p>. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Impacts of Bio/Geodiversity dependent on design of site and how it incorporates natural features</p> <p>9: The site is in close proximity to Eaglescliffe conservation area; it is also noted that there are numerous locally listed assets on Yarm Road. The impact of any development would be dependent upon the scheme presented.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Good access to green infrastructure including active transport. Access to some services, facilities, employment and health infrastructure is good.</p>

Ref.	Location	Factors influencing SA scoring
IB1	Lamb Lane, Ingleby Barwick	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>4: Close to district centre and bus network</p> <p>5: Close to most key services and facilities</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8: Potential for presence of great crested newts in pond to east of the site so impacts would need to be considered as part of application.</p> <p>9: Development would lead to the loss of open space</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Loss of open space could negatively impact on the wellbeing of existing population. Access to key facilities, services employment and health infrastructure is good.</p>
IB2	Blair Avenue/Barwick Way, Ingleby Barwick	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>4: Close to district centre and bus network</p> <p>5: Close to most key services and facilities</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant</p> <p>9: Development would lead to the loss of open space</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due</p>

Ref.	Location	Factors influencing SA scoring
		<p>to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Access to key facilities, services employment and health infrastructure is good. Access to green infrastructure is limited</p>
IB3	High Leven, Ingleby Barwick	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>4. Close to public rights of way and cycle network. Adjacent to bus route.</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site contains natural greenspace but development is likely to avoid this</p> <p>9: Development at this location would not be acceptable in landscape and visual terms owing to impact on the green wedge and character of Low Lane.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Access to key facilities, services employment and health infrastructure is good. Close proximity to active transport network and other green infrastructure.</p>

Ref.	Location	Factors influencing SA scoring
IB6	Land adjacent to Thornaby Road	<p>1.Site is of such a scale that economic impacts are significant</p> <p>2. Site is of a size and scale that job creation is significant both during and after construction and will have a significantly positive impact for the local labour market.</p> <p>4: Links to active transport and bus network are poor however development improved in the area has the potential to improve situation once developed</p> <p>5: Dependent upon infrastructure provided by adjacent development</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Development beyond that permitted would reduce the distinction between settlements being detrimental to the green wedge</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is of a size and scale that provision of community infrastructure is possible and there could be impacts associated with linking newer residents in with the existing community however this is not possible to determine at this stage.</p> <p>14: Due to large site area and yield development would significantly contributes to housing need</p> <p>15: Scale of site could have benefits to health via improved employment and economic growth. Potential to improve links to active transport network and accessibility dependent on infrastructure provided by adjacent development.</p>
IB7	Land off Low Lane	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>4: Links to active transport and bus network are poor however development improved in the area has the potential to improve situation once developed</p> <p>5: Dependent upon infrastructure provided by adjacent development</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p>

Ref.	Location	Factors influencing SA scoring
		<p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Potential to improve links to active transport network and accessibility dependent on infrastructure provided by adjacent development.</p>
IB8	South of Low Lane	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>4. Poor links to bus route and active transport network</p> <p>5. Poor location in relation to key services, facilities and key employment locations</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Development would impact upon the character of the area</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Accessibility to key services, facilities and employment is limited as is proximity to active transport and other green infrastructure.</p>
S1	Boathouse Lane	<p>1: Site is of such a scale that economic impacts are significant</p> <p>2. Site is of a size and scale that job creation is significant both during and after construction and will have a significantly positive impact for the local labour market.</p>

Ref.	Location	Factors influencing SA scoring
		<p>Site is in close proximity to employment areas which will benefit from increased labour supply and customer base. Workers (particularly non-drivers) have good access to a range of jobs.</p> <p>4: Good bus links and good access to active transport network. Policy will seek further improvements to active transport. Close proximity to town centre makes active transport more likely</p> <p>5: Close proximity to key services and facilities and key employment locations</p> <p>6. The development may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: River Tees poses flood risk.</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Development would need to ensure that the significance of heritage assets in the vicinity are not harmed. This would be dependent upon the design of development.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is of a size and scale that provision of community infrastructure is possible and there could be impacts associated with linking newer residents in with the existing community however this is not possible to determine at this stage.</p> <p>14: Due to large site area and yield development would significantly contributes to housing need</p> <p>15: Scale of site could have benefits to health via improved employment and economic growth. Accessibility to key services, facilities, employment and health infrastructure is very good. Close to active transport network and other green infrastructure including river Tees.</p>
S3	Municipal Buildings, Stockton Library and Police Station	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>Site is in close proximity to employment areas which will benefit from increased labour supply and customer base. Workers (particularly non-drivers) have good access to a range of jobs.</p> <p>4: Good bus links and good access to active transport network. Close proximity to town centre makes active transport more likely</p> <p>5: Close proximity to key services and facilities and key employment locations</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p>

Ref.	Location	Factors influencing SA scoring
		<p>9: Development would need to ensure that the significance of heritage assets in the vicinity are not harmed. This would be dependent upon the design of development.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to result in benefits to health via improved employment and economic growth. Accessibility to key services, facilities, employment and health infrastructure is very good. Close to active transport network and other green infrastructure including river Tees.</p>
S4	Victoria Estate	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly. Site is in close proximity to employment areas which will benefit from increased labour supply and customer base. Workers (particularly non-drivers) have good access to a range of jobs.</p> <p>4: Close to bus network and active transport network. Close proximity to town centre makes active transport more likely</p> <p>5: Close proximity to key services and facilities and key employment locations</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Development would need to ensure that the significance of heritage assets in the vicinity are not harmed. This would be dependent upon the design of development.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Due to large site area and yield development would significantly contributes to housing need</p> <p>15: Scale of site unlikely to result in benefits to health via improved employment and economic growth..</p>

Ref.	Location	Factors influencing SA scoring
		<p>Accessibility to key services, facilities, employment and health infrastructure is very good. Close to active transport network though other green infrastructure is limited.</p>
S5	White Water Park Caravan and Camping Site	<p>1: Economic benefits but not significant due to the scale of the site area and yield. 2. Site is of a size and scale that impact on employment is positive but not significantly Site is in close proximity to employment areas which will benefit from increased labour supply and customer base. Workers (particularly non-drivers) have good access to a range of jobs. 4: On national cycle route, next to bus network and close to Teesdale Way 5: Close proximity to most key services, facilities and key employment locations 6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions 7: Low flood risk development 8. Located adjacent to Portrack Marsh which is a Local Wildlife Site and proposed Special Protection Area; impacts on this designation would need to be considered. 10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield 12. Negative impact due to increased residential waste and from site preparation and construction phases 13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts 14: Site contributes to housing need but not significantly due to scale of site area and yield 15: Scale of site unlikely to result in benefits to health via improved employment and economic growth. Accessibility to key services, facilities, employment and health infrastructure is limited posing risk of isolation. Close to national cycle route and other green infrastructure including Portack Marsh Local Wildlife Site.</p>
S6	Queens Park North	<p>1: Economic benefits but not significant due to the scale of the site area and yield. 2. Site is of a size and scale that impact on employment is positive but not significantly Site is in close proximity to employment areas which will benefit from increased labour supply and customer base. Workers (particularly non-drivers) have good access to a range of jobs. 4: Close to bus network and cycleways. Proximity to Town Centre means that sustainable transport is more likely 5. Close proximity to most key services, facilities and key employment locations 6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions 7: Lustrum Beck poses flood risk. 8. Site within ecological network and impacts on biodiversity could only be determined after detailed design of</p>

Ref.	Location	Factors influencing SA scoring
		<p>site</p> <p>9: Regeneration of a brownfield site on a main route to Stockton Town Centre has the potential to provide positive impacts</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to result in benefits to health via improved employment and economic growth. Accessibility to key services, facilities, employment and health infrastructure is good. Regeneration of disused brownfield site could impact positively on wellbeing of local population.</p>
S7	Land off Grangefield (Millfield)	<p>1: Site is of such a scale that economic impacts are significant</p> <p>2. Site is of a size and scale that job creation is significant both during and after construction and will have a significantly positive impact for the local labour market.</p> <p>Site is in close proximity to employment areas which will benefit from increased labour supply and customer base. Workers (particularly non-drivers) have good access to a range of jobs.</p> <p>4. Adjacent to bus route and national cycle network. Proximity to Town Centre means that sustainable transport is more likely.</p> <p>5. Close proximity to most key services, facilities and key employment locations</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site likely to avoid any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Regeneration of a brownfield site in close proximity to Stockton Town Centre has the potential to provide positive impacts</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>11. Development would remove contamination which could improve water quality</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is of a size and scale that provision of community infrastructure is possible and there could be impacts</p>

Ref.	Location	Factors influencing SA scoring
		<p>associated with linking newer residents in with the existing community however this is not possible to determine at this stage.</p> <p>14: Due to large site area and yield development would significantly contributes to housing need</p> <p>15: Scale of site could result in benefits to health via improved employment and economic growth. Accessibility to key services, facilities, employment and health infrastructure is good. Close to active transport network and other green infrastructure. Regeneration of disused brownfield site could impact positively on wellbeing of local population.</p>
S8	Yarm Road	<p>1: Economic benefits but not significant due to the scale of the site area and yield. Site is likely to be attractive to the market for residential development.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly Site is in close proximity to employment areas which will benefit from increased labour supply and customer base. Workers (particularly non-drivers) have good access to a range of jobs.</p> <p>4: Poor access to active transport network but good bus links</p> <p>5: Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site would result in loss of open space which could have negative impact on biodiversity</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to result in benefits to health via improved employment and economic growth. Accessibility to some key services, facilities, employment and health infrastructure is good. Reduction in greenspace could impact negatively on wellbeing of residents.</p>
S9	The Former Nifco Site, Yarm Road	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly Site is in close proximity to employment areas which will benefit from increased labour supply and customer</p>

Ref.	Location	Factors influencing SA scoring
		<p>base. Workers (particularly non-drivers) have good access to a range of jobs</p> <p>4. Poor access to active transport network due to obstructing railway line but good bus links</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>11. Development would remove contamination which could improve water quality</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to result in benefits to health via improved employment and economic growth. Accessibility to some key services, facilities, employment and health infrastructure is good. Access to active transport and other green infrastructure is poor due to railway line separating site from cycle network and open space. Buffer planting would be required to mitigate impact from railway.</p>
S10	Land off Albany Road	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>Site is in close proximity to employment areas which will benefit from increased labour supply and customer base. Workers (particularly non-drivers) have good access to a range of jobs</p> <p>4: Close to bus network and national cycle network</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace so impact on biodiversity / geodiversity is not likely to be significant. Agricultural Land Classification 2 in part (Strategic Map)</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p>

Ref.	Location	Factors influencing SA scoring
		<p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to result in benefits to health via improved employment and economic growth. Accessibility to some key services, facilities, employment and health infrastructure is good. Access to active transport and other green infrastructure is good. If loss of playing field not mitigated then health impact would be negative.</p>
S11	Land at Chesham Road, Norton	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2. Site is of a size and scale that impact on employment is positive but not significantly</p> <p>4: On the national cycle network and close to bus route</p> <p>5. Close proximity key to services, facilities and employment</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development (noted periphery of site is within flood zones)</p> <p>8. Small loss of habitat and biodiversity impact dependent on the design of scheme</p> <p>9: Development would lead to the loss of open space</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to result in benefits to health via improved employment and economic growth. Accessibility to some key services, facilities, employment and health infrastructure is good. Access to active transport and other green infrastructure is good.</p> <p>Issues of noise would need to be considered and mitigated if necessary. Site would result in loss of open space which could impact negatively on the wellbeing of local residents.</p>

Ref.	Location	Factors influencing SA scoring
S12	South of Junction Road	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4: Close to a bus stop and nearby active transport network</p> <p>5. Close proximity key to services, facilities and employment</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to result in benefits to health via improved employment and economic growth. Accessibility to some key services, facilities, employment infrastructure is good particularly health infrastructure. Access to active transport and other green infrastructure is good. If loss of playing field not mitigated then health impact would be negative.</p>
S13	Land at Station Road, Norton	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4. Adjacent to cycle way but not in close proximity to bus route</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p>

Ref.	Location	Factors influencing SA scoring
		<p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Scale of site unlikely to result in benefits to health via improved employment and economic growth. Accessibility to some key services, facilities, employment infrastructure is good particularly health infrastructure. Access to active transport and other green infrastructure is good. Issues of noise would need to be considered and mitigated if necessary to avoid negative impact on health and wellbeing</p>
S14	Blakeston Lane, Norton	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>4. Adjacent to cycle way but not in close proximity to bus route</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Development would not be acceptable in landscape and visual terms</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Scale of site unlikely to result in benefits to health via improved employment and economic growth. Accessibility to some key services, facilities, employment and health infrastructure is good. Access to cycleways good but other green infrastructure is limited.</p> <p>15 and 16. Development would increase use of level crossing and the associated risk of this would need to be mitigated</p>

Ref.	Location	Factors influencing SA scoring
S16	University Hospital of North Tees	<p>1: Site is of such a scale that economic impacts are significant</p> <p>2. Site is of a size and scale that job creation is significant both during and after construction and will have a significantly positive impact for the local labour market.</p> <p>4: Good bus links and access to active transport network</p> <p>5. Close proximity to key services, facilities and employment</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>11. Development would remove contamination which could improve water quality</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is of a size and scale that provision of community infrastructure is possible and there could be impacts associated with linking newer residents in with the existing community however this is not possible to determine at this stage.</p> <p>14: Due to large site area and yield development would significantly contributes to housing need</p> <p>15. Scale of site could result in benefits to health via improved employment and economic growth. Accessibility to some key services, facilities, employment is good. Access to cycleways and other green infrastructure is good. Site would only come forward if existing use (hospital) were no longer available which would be negative to local population's health but site development would not be a causal factor.</p>
S17	Darlington Back Lane	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4: Good bus links and access to active transport network</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p>

Ref.	Location	Factors influencing SA scoring
		<p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Scale of site unlikely to result in benefits to health via improved employment and economic growth.</p> <p>Accessibility to some key services, facilities, employment and health infrastructure is good. Access to cycleways and other green infrastructure is good. If loss of playing field not mitigated then health impact would be negative.</p>
S18	The Mitre Public House, Harrowgate Lane	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4: Close to active transport network and close proximity to bus service</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Impact on biodiversity dependent on design of site</p> <p>9: Impacts would be dependent upon the nature of development</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Scale of site unlikely to result in benefits to health via improved employment and economic growth.</p> <p>Accessibility to some key services, facilities, employment and health infrastructure is good. Access to cycleways and other green infrastructure is good.</p>

Ref.	Location	Factors influencing SA scoring
S19	Harrowgate Lane	<p>1: Site is of such a scale that economic impacts are significant</p> <p>2. Site is of a size and scale that job creation is significant both during and after construction and will have a significantly positive impact for the local labour market.</p> <p>3: Master planning includes provision of a primary school</p> <p>4: Sites will be delivered in accordance with master plan. This ensures that access to bus services are available and active transport opportunities are maximised. Castle eden walkway is key active transport asset which will be improved.</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Biodiversity impacts likely to be neutral due to as there is not loss of natural habitat and site is not close to any designated sites. Site has been master-planned to achieve improvements to biodiversity.</p> <p>9: A masterplan has been prepared for this site ensuring positive impacts</p> <p>10: There is a major negative impact on air quality due to the scale of the development and site yield, increased vehicle movements both during and post construction</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Development includes provision of community infrastructure</p> <p>14: Due to large site area and yield development would significantly contributes to housing need</p> <p>15: Significant scale of site is likely to have employment benefits and associated positive impacts to the economy and skills which have clear health benefits. Castle Eden walkway and other active transport links are in close proximity and accessibility in general is good and close to health infrastructure. Loss of greenfield site may have negative impact on the wellbeing of existing population (sense of place) and scale of development may impact negatively on air quality and associated health of local population.</p>
S20	Yarm Back Lane	<p>1: Site is of such a scale that economic impacts are significant</p> <p>2. Site is of a size and scale that job creation is significant both during and after construction and will have a significantly positive impact for the local labour market.</p> <p>3: Master planning includes provision of a primary school</p> <p>4: Sites will be delivered in accordance with master plan. This ensures that access to bus services are available and active transport opportunities are maximised.</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p>

Ref.	Location	Factors influencing SA scoring
		<p>7: Low flood risk development</p> <p>8. Biodiversity impacts likely to be neutral due to as there is not loss of natural habitat and site is not close to any designated sites. Site has been master-planned to achieve improvements to biodiversity.</p> <p>9: A masterplan has been prepared for this site ensuring positive impacts</p> <p>10: There is a major negative impact on air quality due to the scale of the development and site yield, increased vehicle movements both during and post construction</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Development includes provision of community infrastructure</p> <p>14: Due to large site area and yield development would significantly contributes to housing need</p> <p>15: Significant scale of site is likely to have employment benefits and associated positive impacts to the economy and skills which have clear health benefits. Accessibility to some key services, facilities, employment and health infrastructure is good. Adjacent to cycle network but other green infrastructure is limited. Loss of greenfield site may have negative impact on the wellbeing of existing population (sense of place) and scale of development may impact negatively on air quality and associated health of local population.</p>
S21	West of Yarm Back Lane	<p>1: Site is of such a scale that economic impacts are significant</p> <p>2. Site is of a size and scale that job creation is significant both during and after construction and will have a significantly positive impact for the local labour market.</p> <p>4. Not on bus route and active transport access is limited</p> <p>5. Limited access to key services, facilities and employment</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Biodiversity impacts likely to be neutral due to as there is not loss of natural habitat and site is not close to any designated sites.</p> <p>9: Impacts will be dependent upon the design of development</p> <p>10: There is a major negative impact on air quality due to the scale of the development and site yield, increased vehicle movements both during and post construction</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is of a size and scale that provision of community infrastructure is possible and there could be impacts associated with linking newer residents in with the existing community however this is not possible to determine at this stage.</p> <p>14: Due to large site area and yield development would significantly contributes to housing need</p> <p>15: Significant scale of site is likely to have employment benefits and associated positive impacts to the economy</p>

Ref.	Location	Factors influencing SA scoring
		<p>and skills which have clear health benefits. Accessibility to some key services, facilities, employment and health infrastructure is good. Adjacent to cycle network but other green infrastructure is limited. Loss of greenfield site may have negative impact on the wellbeing of existing population (sense of place) and scale of development may impact negatively on air quality and associated health of local population.</p>
S22	Land to North of Southlands, Yarm Back Lane	<p>1: Economic benefits but not significant due to the scale of the site area and yield. 4. Not on bus route and active transport access is limited 2: Site is of a size and scale that impact on employment is positive but not significantly. 5. Limited access to key services, facilities and employment 6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions 7: Low flood risk development 8. Biodiversity impacts likely to be neutral due to as there is not loss of natural habitat and site is not close to any designated sites. 10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield 12. Negative impact due to increased residential waste and from site preparation and construction phases 13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts 14: Site contributes to housing need but not significantly due to scale of site area and yield 15. Scale of site unlikely to result in benefits to health via improved employment and economic growth. Accessibility to some key services, facilities, employment and health infrastructure is good. Access to cycleways is good but other green infrastructure is limited.</p>
S23	Darlington Road, Hartburn	<p>1: Economic benefits but not significant due to the scale of the site area and yield. 2: Site is of a size and scale that impact on employment is positive but not significantly. 4. On national cycle network and core bus route 5. Close proximity to some services, facilities and employment but not close to others 6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions 7. Part of site identified as being at flood risk 8. Site does not contain any natural greenspace so impact on biodiversity / geodiversity is not likely to be</p>

Ref.	Location	Factors influencing SA scoring
		<p>significant.</p> <p>9: Impacts will be dependent upon the design of development</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Scale of site unlikely to result in benefits to health via improved employment and economic growth. Accessibility to some key services, facilities, employment and health infrastructure is good. Access to cycleways and other green infrastructure is good. Issues of noise would need to be considered and mitigated if necessary to avoid negative impact on health and wellbeing.</p>
S24	Chandler's Wharf	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4: Good bus links and good access to active transport network. Close proximity to town centre makes active transport more likely</p> <p>5. Close proximity to key services, facilities and key employment locations</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: River Tees poses flood risk.</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Impacts will be dependent upon the design of development</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Scale of site unlikely to result in benefits to health via improved employment and economic growth. Accessibility to key services, facilities, employment and health infrastructure is very good. Access to cycle network and public rights of way excellent and adjacent to the river tees.</p>

Ref.	Location	Factors influencing SA scoring
S25	Norton Golf Course	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4: Poor bus links but close to active transport</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8: Adjacent to site of nature conservation interest .Impacts of Bio/Geodiversity dependent on design of site and how it incorporates natural features</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Scale of site unlikely to result in benefits to health via improved employment and economic growth. Accessibility to some key services, facilities, employment and health infrastructure is good. Access to cycleways and other green space is good.</p> <p>15 and 16. Development would increase use of level crossing and the associated risk of this would need to be mitigated</p>
S27	Holmfield, Yarm Back Lane	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4. Not on bus route and active transport access is limited</p> <p>5. Limited access to key services, facilities and employment sites</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p>

Ref.	Location	Factors influencing SA scoring
		<p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Scale of site unlikely to result in benefits to health via improved employment and economic growth. Accessibility to some key services, facilities, employment and health infrastructure is good. Adjacent to cycleways but access to other green infrastructure is limited.</p>

Ref.	Location	Factors influencing SA scoring
S28	Land off Durham Road	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4.. Close to bus stop but not to active transport network</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Development would not be acceptable in landscape and visual terms</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Scale of site unlikely to result in benefits to health via improved employment and economic growth. Accessibility to some key services, facilities, employment and health infrastructure is good. Access to cycleways are good but other green infrastructure is limited.</p>
S31	Railway Street	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4: Close to bus network and cycleways. Proximity to Town Centre means that sustainable transport is more likely</p> <p>5. Close proximity to key services, facilities and key employment locations</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant. Potential for benefits to biodiversity.</p> <p>9: Development of a brownfield site will have positive impacts</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p>

Ref.	Location	Factors influencing SA scoring
		<p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to result in benefits to health via improved employment and economic growth. Accessibility to key services, facilities, employment and health infrastructure is good. Regeneration of disused brownfield site could impact positively on wellbeing of local population. Issues of noise would need to be considered and mitigated if necessary to avoid negative impact on health and wellbeing.</p>
S32	Alma House	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4. Proximity to Town Centre means that sustainable transport is more likely.</p> <p>5. Close proximity to most key services, facilities and key employment locations</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site likely to avoid any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Regeneration of a brownfield site in close proximity to Stockton Town Centre has the potential to provide positive impacts</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to result in benefits to health via improved employment and economic growth. Accessibility to key services, facilities, employment and health infrastructure is good. Regeneration of disused brownfield site could impact positively on wellbeing of local population. Close to active transport and other green infrastructure.</p>

Ref.	Location	Factors influencing SA scoring
T1	Tees Marshalling Yard	<p>1: Significant economic impact due to regeneration of brownfield site on large scale. Policies which aim to maximise local benefit would have significant impact here as areas is close to deprived neighbourhoods.</p> <p>2. Site is of a size and scale that job creation is significant both during and after construction and will have a significantly positive impact for the local labour market.</p> <p>Site is in close proximity to employment areas which will benefit from increased labour supply and customer base. Workers (particularly non-drivers) have good access to a range of jobs.</p> <p>4: Site is located close to existing cycle ways including national cycle network and close to major train station. On the core bus route and close to Teesdale Way. Close proximity to key services and work makes active transport more likely.</p> <p>5: Very close proximity to key services and facilities and employment sites and close to Thornaby train station.</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Part of site in flood risk zone 2</p> <p>8. Owing to the scale and nature of the site a masterplan approach would be required which takes into account any identified biodiversity.</p> <p>9: Site has heritage value due to industrial history of the area though scale of development also has potential to create new sense of place</p> <p>10: There is a major negative impact on air quality due to the scale of the development and site yield, increased vehicle movements both during and post construction</p> <p>11: If developed, remediation would remove contamination which could improve water quality</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Development includes provision of community infrastructure</p> <p>14: Due to large site area and yield development would significantly contributes to housing need</p> <p>15: Scale of site could likely to have significant benefits to health via improved employment and economic growth. Accessibility to key services, facilities, employment and health infrastructure is very good. Close to active transport network and other green infrastructure. Development of site could also remove contamination that is a risk to health.</p>
T3	The Barrage	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>Site is in close proximity to employment areas which will benefit from increased labour supply and customer base. Workers (particularly non-drivers) have good access to a range of jobs</p> <p>4: Site is located close to existing cycle ways including national cycle network and close to major train station. On the core bus route and close to Teesdale Way. Close proximity to key services and work makes active transport more</p>

Ref.	Location	Factors influencing SA scoring
		<p>likely.</p> <p>5: Very close proximity to key services and facilities and employment sites and close to Thornaby train station.</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: River Tees poses flood risk.</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Impacts will be dependent upon the design of development</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth.</p> <p>Accessibility to key services, facilities, employment and health infrastructure is very good. Close to active transport network and other green infrastructure.</p>
T5	Supreme Knitwear Building, Mandale Triangle	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>Site is in close proximity to employment areas which will benefit from increased labour supply and customer base.</p> <p>Workers (particularly non-drivers) have good access to a range of jobs</p> <p>4. On the bus route, close proximity to train station and active transport network</p> <p>5: Very close proximity to key services and facilities and employment sites and close to Thornaby train station.</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p>

Ref.	Location	Factors influencing SA scoring
		<p>15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth. Accessibility to key services, facilities, employment and health infrastructure is very good. Close to active transport network though other green infrastructure is limited.</p>
T6	Queens Avenue	<p>1: Economic benefits but not significant due to the scale of the site area and yield. 2: Site is of a size and scale that impact on employment is positive but not significantly. Site is in close proximity to employment areas which will benefit from increased labour supply and customer base. Workers (particularly non-drivers) have good access to a range of jobs Site is in close proximity to employment areas which will benefit from increased labour supply and customer base. Workers (particularly non-drivers) have good access to a range of jobs. 4: Site is located close to existing cycle ways and bus route 5: Close proximity to key services, facilities and employment locations 6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions 7: Low flood risk development 8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant. 10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield 12. Negative impact due to increased residential waste and from site preparation and construction phases 13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts 14: Site contributes to housing need but not significantly due to scale of site area and yield 15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth. Accessibility to key services, facilities, employment and health infrastructure is very good. Close to active transport network though other green infrastructure is limited.</p>

Ref.	Location	Factors influencing SA scoring
T8	Land to the South of Teesdale Park	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>Site is in close proximity to employment areas which will benefit from increased labour supply and customer base.</p> <p>Workers (particularly non-drivers) have good access to a range of jobs.</p> <p>4: Isolated from bus services but close to a cycleway</p> <p>5: Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Located within the green wedge and development would have a detrimental impact upon the character and appearance of the area</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth.</p> <p>Accessibility to some key services, facilities, employment and health infrastructure. Close to active transport network and other green infrastructure.</p> <p>Loss of green wedge could have negative impact on wellbeing of local residents.</p>
T10	Land to the rear of Holly Bush Farm, Thornaby Road, Thornaby	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4. Close to active transport network and bus route</p> <p>5. Limited access to key services and facilities</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development (albeit noted flood risk to periphery of the site)</p> <p>8 Adjacent to designated site and waterbody which forms part of ecological network</p> <p>9: Located within the green wedge and development would be unacceptable in landscape and visual terms</p>

Ref.	Location	Factors influencing SA scoring
		<p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth. Accessibility to some key services, facilities, employment and health infrastructure is good. Close to active transport and other green infrastructure. Loss of green wedge could have negative impact on health / wellbeing</p> <p>15 and 16. Development would need to consider HSE zones.</p>
T11	The Rocket, Thornaby	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly. Site is in close proximity to employment areas which will benefit from increased labour supply and customer base. Workers (particularly non-drivers) have good access to a range of jobs.</p> <p>4. On the bus route, close proximity to major train station and active transport network</p> <p>5: Close proximity to key services, facilities and key employment locations</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Impacts will be dependent upon the design of development</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth. Accessibility to key services, facilities, employment and health infrastructure is very good. Close to active transport network though other green infrastructure is limited.</p> <p>15 and 16. Development would need to consider HSE zones.</p>

Ref.	Location	Factors influencing SA scoring
T12	Teesside Golf Course	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4. Adjacent to active transport network and but major road obstructing access to bus network</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Parts of the site are identified as being at flood risk</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Development is located within the green wedge and development would have landscape and visual impacts</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth.</p> <p>Accessibility to some key services, facilities, employment and health infrastructure is good. Close to active transport and other green infrastructure. Loss of green wedge could have negative impact on health / wellbeing</p>
T13	Magister Road	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4. Close proximity to active transport network and bus route</p> <p>5. Close proximity to key services, facilities and key employment locations</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p>

Ref.	Location	Factors influencing SA scoring
		<p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth. Accessibility to some key services, facilities, employment and health infrastructure is good. Close to active transport though other green infrastructure is limited. Redevelopment of brownfield site could be positive to wellbeing of local residents.</p>
WY1	East of Wynyard	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4: Poor bus links but proximity to active transport. Distance from large centres means unsustainable transport is likely though close in proximity to employment site.</p> <p>5. Close proximity to some services, facilities and employment but not close to others. The delivery of policies within this plan and adjoining authority have the potential to improve this score.</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Owing to the nature of the site a masterplan approach would be required which takes into account any identified biodiversity and nearby conservation area</p> <p>9: Impacts will be dependent upon the design of development. Development of the full site would be unacceptable in landscape and visual terms.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth. Accessibility to some key services, facilities, employment is good but to health infrastructure is poor. Close to active transport and other green infrastructure.</p>

Ref.	Location	Factors influencing SA scoring
WY2	Wynyard Park	<p>1,2 and 3: Site seen as a significant driver of economic growth due to its predicted to capacity to attract people and skills from outside of the housing market area.</p> <p>2. Site is of a size and scale that job creation is significant both during and after construction and will have a significantly positive impact for the local labour market.</p> <p>3: Master planning includes mitigation for school places. Nature of housing likely to attract highly skilled people from outside the housing market area.</p> <p>4: Poor bus links but proximity to active transport. Distance from large centres means unsustainable transport is likely though close in proximity to employment site.</p> <p>5. Close proximity to some services, facilities and employment but not close to others. The delivery of policies within this plan and the plan of an adjoining authority have the potential to improve this score.</p> <p>6: Scale of development and location mean increased traffic movements likely to have significant CO2 impact</p> <p>7: Low flood risk development</p> <p>8. Owing to the scale and nature of the site a masterplan approach would be required which takes into account any identified biodiversity and nearby conservation area</p> <p>9: The proposal forms part of a wider masterplanned development to create a sustainable settlement at Wynyard</p> <p>10: There is a major negative impact on air quality due to the scale of the development and site yield, increased vehicle movements both during and post construction</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Development includes provision of community infrastructure</p> <p>14: Due to large site area and yield development would significantly contributes to housing need</p> <p>15. Scale of site could have significant benefits to health via improved employment and economic growth. Accessibility to some key services, facilities, employment is good but to health infrastructure is poor. Close to active transport and other green infrastructure.</p>
WY3	Wynyard East	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4: Poor bus links but proximity to active transport. Distance from large centres means unsustainable transport is likely though close in proximity to employment site.</p> <p>5. Close proximity to some services, facilities and employment but not close to others. The delivery of policies within this plan and the plan of an adjoining authority have the potential to improve this score.</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p>

Ref.	Location	Factors influencing SA scoring
		<p>7: Low flood risk development</p> <p>8. Owing to the nature of the site a masterplan approach would be required which takes into account any identified biodiversity and nearby conservation area. Agricultural Land Classification 2 in part (Strategic Map) and 3a small element (1988 survey)</p> <p>9: Impacts will be dependent upon the design of development. Development of the full site would be unacceptable in landscape and visual terms.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth. Accessibility to some key services, facilities, employment is good but to health infrastructure is poor. Close to active transport and other green infrastructure.</p>
VA1	North of Aislaby Village	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4. Whilst the site is close to Teesdale Way and a Cycle way the significant distance from key services and work mean that unsustainable transport is likely. This is increased by a lack of access to bus services.</p> <p>5. Poor access to key services, facilities and employment</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth. Accessibility to key services, facilities, employment and health infrastructure is poor. Close to active transport and other</p>

Ref.	Location	Factors influencing SA scoring
		green infrastructure.
VC1	South of High Farm Close, Carlton	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4. Bus service operates in area though active transport is limited, particularly due to the significant distance between site and key services and employment.</p> <p>5. Poor access to key services, facilities and employment</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development (noted periphery of site at flood risk)</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth. Accessibility to key services, facilities, employment and health infrastructure is poor. Close to active transport but other green infrastructure is limited. Loss of greenfield land and impact on character of the local area could impact negatively on the wellbeing of residents.</p>

Ref.	Location	Factors influencing SA scoring
VC2	Land at Hall Farm, Carlton	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4. Bus service operates in area though active transport is limited, particularly due to the significant distance between site and key services and employment.</p> <p>5: Limited access to many key services and facilities</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Development would lead to the loss of individual identity and coalescence of settlements</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth. Accessibility to key services, facilities, employment and health infrastructure is poor. Close to active transport but other green infrastructure is limited.</p>
VC3	Land at Hall Farm, Carlton	<p>1: Site is of such a scale that economic impacts are significant</p> <p>2. Site is of a size and scale that job creation is significant both during and after construction and will have a significantly positive impact for the local labour market.</p> <p>4. Bus service operates in area though active transport is limited, particularly due to the significant distance between site and key services and employment.</p> <p>5: Limited access to many key services and facilities</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Scale of site means further investigation would be required to understand impacts on biodiversity</p> <p>9: Development would lead to the loss of individual identity and coalescence of settlements</p> <p>10: There is a major negative impact on air quality due to the scale of the development and site yield, increased vehicle movements both during and post construction</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p>

Ref.	Location	Factors influencing SA scoring
		<p>13. Site is of a size and scale that provision of community infrastructure is possible and there could be impacts associated with linking newer residents in with the existing community however this is not possible to determine at this stage.</p> <p>14: Due to large site area and yield development would significantly contributes to housing need</p> <p>15. Scale of site could have significant benefits to health via improved employment and economic growth. Accessibility to key services, facilities, employment and health infrastructure is poor. Close to active transport and other green infrastructure.</p>
VC4	Land at Chapel Gardens, Carlton	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4. Bus service operates in area though active transport is limited, particularly due to the significant distance between site and key services and employment.</p> <p>5: Limited access to many key services and facilities</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development (noted periphery of site at flood risk)</p> <p>8. Site does not contain any natural greenspace so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Impacts would be dependent upon the design of development.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth. Accessibility to key services, facilities, employment and health infrastructure is poor. Close to active transport and other green infrastructure.</p>

Ref.	Location	Factors influencing SA scoring
VC5	West of Carlton	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4. Bus service operates in area though active transport is limited, particularly due to the significant distance between site and key services and employment.</p> <p>5: Limited access to many key services and facilities</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Development would lead to the loss of individual identity and coalescence of settlements</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth. Accessibility to key services, facilities, employment and health infrastructure is poor. Close to active transport but other green infrastructure is limited</p>
VCB1	Manor House Farm, Cowpen Bewley	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4. On a cycleway but poor links to bus network. Fair distance from key centres makes sustainable transport less likely</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant. Agricultural Land Classification 2 in part (Strategic Map)</p> <p>9: Impacts upon heritage assets and landscape/visual</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents</p>

Ref.	Location	Factors influencing SA scoring
		<p>would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth. Accessibility to some key services, facilities, employment and health infrastructure is good. Close to cycle network and other green infrastructure but lack of bus services poses risk of isolation to non-drivers.</p> <p>15 and 16. Developable area would be drastically reduced by the need for noise mitigation and the fact the majority of the site is within HSE inner consultation zone as gas pipelines cross the site.</p>
VE1	Elton Manor, Elton Village	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4. Poor bus links though close to national cycle network</p> <p>5: Limited access to many key services and facilities</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Parts of the site are identified as being at flood risk</p> <p>8. Impact on biodiversity would be dependent on scale and design of development</p> <p>9: Landscape and visual impacts on character of the area.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth. Accessibility to key services, facilities, employment and health infrastructure is poor. Close to national cycle route and other green infrastructure. Development could have negative impact on wellbeing of existing resident due to landscape and visual impacts.</p>

Ref.	Location	Factors influencing SA scoring
VH1	Land to the East of Hilton	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4: Poor bus links, despite cycle route distance from key locations is likely to result in unsustainable transport</p> <p>5: Limited access to many key services and facilities</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Impacts will be dependent on the nature of development.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth. Accessibility to key services, facilities, employment and health infrastructure is poor. Close to national cycle network but other green infrastructure is limited. Lack of bus services poses risk of isolation to non-drivers.</p>
VK3	18A Braeside, Kirklevington	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4: Limited in village services. There are active transport links to Yarm however distance could discourage sustainable transport. Whilst there is a bus link proposed as part of a permitted development, the exact frequency and nature of this service is unknown at this stage.</p> <p>5: Limited access to many key services and facilities</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Impacts will be dependent on the nature of development.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p>

Ref.	Location	Factors influencing SA scoring
		<p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth. Accessibility to most key services, facilities and employment is poor as is accessibility to health infrastructure. Close to cycle network but other green infrastructure is limited. Lack of regular bus service poses risk of isolation to those who do not drive.</p>
VK7	Land at Grove Farm, Kirklevington	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4. Limited access to active transport network and bus links. Poor links to existing village</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Parts of the site are identified as being at flood risk</p> <p>8: Dependent upon design of development and impacts on ecological (beck) corridor</p> <p>9: Landscape and visual impacts and Impacts on heritage assets</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth. Accessibility to most key services, facilities and employment is poor as is accessibility to health infrastructure. Close to cycle network but other green infrastructure is limited. Lack of regular bus service poses risk of isolation to those who do not drive.</p>
VK8	Land at St Martins Way, Kirklevington	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4: Limited in village services. There are active transport links to Yarm however distance could discourage sustainable transport. Whilst there is a bus link proposed as part of a permitted development, the exact frequency and nature of this service is unknown at this stage.</p> <p>5: Limited access to many key services and facilities</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p>

Ref.	Location	Factors influencing SA scoring
		<p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth. Accessibility to most key services, facilities and employment is poor as is accessibility to health infrastructure. Close to cycle network but other green infrastructure is limited. Lack of regular bus service poses risk of isolation to those who do not drive.</p>
VK9	Knowles Farm, Kirklevington	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4: Limited in village services. There are active transport links to Yarm however distance could discourage sustainable transport. Whilst there is a bus link proposed as part of a permitted development, the exact frequency and nature of this service is unknown at this stage.</p> <p>5: Limited access to many key services and facilities</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth. Accessibility to most key services, facilities and employment is poor as is accessibility to health infrastructure. Close to cycle network but other green infrastructure is limited. Lack of regular bus service poses risk of isolation to those who do not drive.</p>

Ref.	Location	Factors influencing SA scoring
VK10	Knowles Close, Kirklevington	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4: Limited in village services. There are active transport links to Yarm however distance could discourage sustainable transport. Whilst there is a bus link proposed as part of a permitted development, the exact frequency and nature of this service is unknown at this stage.</p> <p>5: Limited access to many key services and facilities</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth. Accessibility to most key services, facilities and employment is poor as is accessibility to health infrastructure. Close to cycle network but other green infrastructure is limited. Lack of regular bus service poses risk of isolation to those who do not drive.</p>
VLN1	West End Farm, Long Newton	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4: Poor bus links but proximity to active transport though distance from key locations means unsustainable transport is likely</p> <p>5: Limited access to many key services and facilities</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Landscape and visual impacts</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to</p>

Ref.	Location	Factors influencing SA scoring
		<p>relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth. .Access to most key services, facilities, health infrastructure and employment is limited. Access to some green infrastructure including cycleways. Risk of isolation due to limited bus links for non-drivers.</p> <p>15 + 16: Part of the site is located within a HSE outer consultation zone.</p>
VLN2	Land adjacent to A66 Link Road, Long Newton	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4: Poor bus links but proximity to active transport though distance from key locations means unsustainable tvcb1 transport is likely</p> <p>5: Limited access to many key services and facilities</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Landscape and visual impacts</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth. .Access to most key services, facilities, health infrastructure and employment is limited. Access to some green infrastructure including cycleways. Risk of isolation due to limited bus links for non-drivers.15 and 16: Development would need to consider HSE zones.</p>

Ref.	Location	Factors influencing SA scoring
VLN3	South of Long Newton	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4: Poor bus links but proximity to active transport though distance from key locations means unsustainable transport is likely</p> <p>5: Limited access to many key services and facilities</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Development out of context with existing development pattern</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth. Access to most key services, facilities, health infrastructure and employment is limited. Access to some green infrastructure including cycleways. Risk of isolation due to limited bus links for non-drivers.</p>
VLN4	North of Long Newton	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4: Poor bus links but proximity to active transport though distance from key locations means unsustainable transport is likely</p> <p>5: Limited access to many key services and facilities</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Impacts dependent upon the design of development</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p>

Ref.	Location	Factors influencing SA scoring
		<p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth. Access to most key services, facilities, health infrastructure and employment is limited. Access to some green infrastructure including cycleways. Risk of isolation due to limited bus links for non-drivers.</p>
VLN5	Mount Pleasant, Long Newton	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4: Poor bus links but proximity to active transport though distance from key locations means unsustainable transport is likely</p> <p>5: Limited access to many key services and facilities</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Landscape and visual impacts</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth. Access to most key services, facilities, health infrastructure and employment is limited. Access to some green infrastructure including cycleways. Risk of isolation due to limited bus links for non-drivers.</p>

Ref.	Location	Factors influencing SA scoring
VM1	North of Maltby	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4: Poor bus links though close to National Cycle route</p> <p>5: Limited access to many key services and facilities</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Impacts dependent upon the design of development</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth. Accessibility to key services, facilities, employment and health infrastructure is poor. Close to national cycle network but other green infrastructure is limited. Poor bus links poses risk of isolation to non-drivers.</p>
VM2	Land adjacent to Maltby	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4: Poor bus links though close to National Cycle route</p> <p>5: Limited access to many key services and facilities</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p>

Ref.	Location	Factors influencing SA scoring
		<p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth. Accessibility to key services, facilities, employment and health infrastructure is poor. Close to national cycle network but other green infrastructure is limited. Poor bus links poses risk of isolation to non-drivers.</p>
VR2	Hill House Farm, Redmarshal	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4. Bus service operates in area though active transport is limited, particularly due to the significant distance between site and key services and employment.</p> <p>5: Limited access to many key services and facilities</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Landscape and visual impacts</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth. Accessibility to key services, facilities, employment and health infrastructure is poor. Access to green infrastructure is limited.</p>
VS1	Land at Whitton Three Gates, Stillington	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4. Bus service operates in area though active transport is limited, particularly due to the significant distance between site and key services and employment. It is also noted that there are other village services and an employment site at this location</p> <p>5. Close proximity to most key services, facilities and key employment locations</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p>

Ref.	Location	Factors influencing SA scoring
		<p>8. Site does not contain any natural greenspace so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Landscape and visual impacts</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Accessibility is limited particularly for non-drivers. There is however a local employment site, a local primary school, store and GP so many services are accessible. Close to open space and environmental designation.</p>
VTT1	North of Thorpe Thewles	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4. Bus service operates in area though active transport is limited, particularly due to the significant distance between site and key services and employment.</p> <p>5: Limited access to many key services and facilities</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Small scale of site is unlikely to have significant health benefits through employment and economic growth. Risk of isolation to some, particularly non car users, no health infrastructure in close proximity but nearby open space and active transport network.</p>

Ref.	Location	Factors influencing SA scoring
VTT4	South West of Thorpe Thewles	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4. Bus service operates in area though active transport is limited, particularly due to the significant distance between site and key services and employment.5: Limited access to key services and facilities</p> <p>5: Limited access to many key services and facilities</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development (noted periphery of site at flood risk)</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Landscape and visual impacts</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Small scale of site is unlikely to have significant health benefits through employment and economic growth. Risk of isolation to some, particularly non car users, no health infrastructure in close proximity but nearby open space and active transport network. Loss of greenfield land could impact on the wellbeing of existing population due to landscape and visual impacts.</p> <p>15 and 16: Part of the site within a HSE outer consultation zone</p>
VW1	Townend Farm, Whitton	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4. Bus service operates in area though active transport is limited, particularly due to the significant distance between site and key services and employment.</p> <p>5: Limited access to key services and facilities</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p>

Ref.	Location	Factors influencing SA scoring
		<p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15: Scale of site unlikely to have significant benefits to health via improved employment and economic growth. Accessibility to key services, facilities, employment and health infrastructure is poor. Access to green infrastructure is limited though relatively close to cycle network.</p>
VWO1	Land to the East of Wolviston Village	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4: Poor bus links though close to active transport network and key employment locations</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Adjacent to a conservation area and heritage assets. Impacts would be dependent on design of development.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Proximity to some key services, facilities, employment and health infrastructure is good. Good links to cycle network but other green infrastructure is limited.</p>

Ref.	Location	Factors influencing SA scoring
VWO2	West of Wolviston	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4: Poor bus links though close to active transport network and key employment locations</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant. Agricultural Land Classification 1 in part (Strategic Map)</p> <p>9: Impacts would be dependent on design of development.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Proximity to some key services, facilities, and health infrastructure is good. Good links to cycle network but other green infrastructure is limited.</p>
VWO4	West of Wolviston	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4: Poor bus links though close to active transport network and key employment locations</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant. Agricultural Land Classification 1 (Strategic Map)</p> <p>9: Adjacent to a conservation area. Landscape and visual impacts</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents</p>

Ref.	Location	Factors influencing SA scoring
		<p>would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Proximity to some key services, facilities, and health infrastructure is good. Good links to cycle network but other green infrastructure is limited.</p>
VW05	Land south of Wolviston	<p>1: Economic benefits but not significant due to the scale of the site area and yield.</p> <p>2: Site is of a size and scale that impact on employment is positive but not significantly.</p> <p>4: Poor bus links though close to active transport network and key employment locations</p> <p>5. Close proximity to some services, facilities and employment but not close to others</p> <p>6. The development and location may mean increased traffic movements that are likely to have an impact on CO₂ emissions</p> <p>7: Low flood risk development</p> <p>8. Site does not contain any natural greenspace and there are no designated sites in close proximity so impact on biodiversity / geodiversity is not likely to be significant.</p> <p>9: Impacts would be dependent on design of development.</p> <p>10: There is a minor negative impact on air quality due to development and vehicle movements, but minimal due to relative low site yield</p> <p>12. Negative impact due to increased residential waste and from site preparation and construction phases</p> <p>13. Site is not of a size and scale that additional community infrastructure would be provided and additional residents would likely link in with the existing community without any significant impacts</p> <p>14: Site contributes to housing need but not significantly due to scale of site area and yield</p> <p>15. Small scale of site is unlikely to have significant health benefits through employment and economic growth. Proximity to some key services, facilities, and health infrastructure is good. Good links to cycle network but other green infrastructure is limited.</p>

Appendix 5: Approach to housing in Villages

The following provides justification for the approach to housing in villages within the Local Plan.

National Planning Policy

The National Planning Policy Framework (NPPF) requires Local Planning Authorities to meet the housing needs of their area. The NPPF introduced the presumption in favour of sustainable development. There are three dimensions to sustainable development: economic, social and environmental. The NPPF identifies that these dimensions give rise to the need for planning system to perform a number of roles:

- **an economic role** - contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- **a social role** - supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- **an environmental role** - contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.
- Within these overarching roles the NPPF identifies a set of core land-use principles that should underpin both plan-making and decision taking. Of pertinence to the rural villages is the following core planning principle which identifies that planning should:

'actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable'.

Relevant NPPF extracts regarding the provision of housing in the rural and associated with villages is provided below:

- *'The supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns that follow the principles of Garden Cities.'* (Para 52)
- *'In rural areas, exercising the duty to cooperate with neighbouring authorities, local planning authorities should be responsive to local circumstances and plan housing development to reflect local needs, particularly for affordable housing, including through rural exception sites where appropriate. Local planning authorities should in particular consider whether allowing some market housing would facilitate the provision of significant additional affordable housing to meet local needs.'* (Para 54)
- *'To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. For example, where there are groups of smaller settlements, development in one village may support services in a village nearby. Local planning authorities should avoid new isolated homes in the countryside unless there are special circumstances.'* (Para 55)

In addition the Housing White Paper (February 2017) set out the Governments approach to future reforms in the housing sector and planning system. Key messages include:

- Local plans should allow a ‘good mix of sites to come forward for development’, they ‘create particular opportunities for custom builders and smaller developers’ and help to ‘meet rural housing needs in ways that are sensitive to their setting while allowing villages to thrive’.
- Promote additional changes to the National Planning Policy Framework to encourage local planning authorities to identify opportunities for villages to thrive, especially where this would support services and help meet the need to provide homes for local people who currently find it hard to live where they grew up;
- Provides further support to ‘Starter Homes’ and aims to clarify that starter homes, with appropriate local connection tests, can be acceptable on rural exception sites.

Local Policy

The approach housing within the Core Strategy (2010) is one which seeks to focus development within the Core Area and conurbation. The approach to rural housing needs is restrictive and limited to exception sites for affordable housing where need has been identified through a detailed assessment and will be specifically for people with a local connection. The Council produced the document ‘Planning for the Future of Rural Villages’ in 2008 (and subsequently updated it in 2012 and 2014). This paper was prepared to assist in implementing policy within the Core Strategy.

Approaches within surrounding authorities

As the villages are situated outside of the main urban area and close to administrative boundaries of other local authorities, the Council has sought to understand the latest published position of adjoining local authorities on the proposed and adopted settlement hierarchy in these areas.

Durham County, Hambleton and Richmondshire are large districts which cover a significant area or predominantly rural locations they have developed specific policies identifying their own settlement hierarchy. To provide guidance on interpretation of paragraph 55 of the NPPF, both Hambleton and Richmondshire District Councils also identify clusters of villages which share and support services in those areas. Hambleton have published an interim policy guidance note which details advice on ‘clusters of villages’ in the area.

Middlesbrough Borough is a mostly urbanised area with some small villages in very close proximity to the urban area. Due to a lack of land availability in the Borough a number of housing allocations were situated on Stainton village which is also included inside the limit of development of Middlesbrough town.

The emerging Redcar & Cleveland Local Plan includes a similar approach adapted for the coastal location of parts of the Borough. The locational policy in the plan identifies that the majority of development will be focused on urban and coastal settlements, with only limited development of an appropriate scale in service villages and villages.

Hartlepool Council’s locational strategy identifies the urban area and Wynyard as the main location for new development with small scale extensions proposed for the villages of Hart and Elwick. The plan includes further guidance on locating development in the rural area, which recognises that some limited development within current village envelopes will assist in maintaining the viability of the village amenities such as schools, shops and public transport.

Darlington Council’s adopted Core Strategy identifies the main urban area as the location for the majority of new development. However, the locational strategy supports development within the limits to development of the Borough’s villages, which supports the vitality and viability of the village, its services or the rural economy. The policy gives particular reference to the larger villages of Hurworth / Hurworth Place, Middleton St. George and Heighington which should be the focus for the provision of services, employment and facilities to sustain the rural community.

Census information

2011 Census information provides a snapshot of the population of the rural area at that time based on an amalgamation of lower super output area information for the rural area. It is therefore possible to understand the total population households composition of the rural area, occupations and to understand where residents in the area work. Figure 1 below shows the split of population between the urban area and the different types of rural area, as defined by the Census.

Figure 1. Households/residents located within urban/rural locations of the Borough

	Households		Residents	
Total	79,159	100%	191,610	100%
Urban	76,154	96%	184,074	96%
Rural	3,005	4%	7,536	4%
Rural (sub classification)				
Rural town and fringe	155	0%	392	0%
Rural town and fringe in a sparse setting	0	0%	0	0%
Rural village	2,377	3%	5,961	3%
Rural village in a sparse setting	0	0%	0	0%
Rural hamlet and isolated dwellings	473	1%	1,183	1%
Rural hamlet and isolated dwellings in a sparse setting	0	0%	0	0%

Source: Census 2011

The population structure of the Borough and the rural area is set out in the table below.

Figure 2. Population structure in urban/rural areas of the Borough

Age	Total		Urban		Rural	
Total	191,610	100%	184,074	100%	7,536	100%
0 - 15	37,107	19%	35,779	19%	1,328	18%
16 - 24	23,115	12%	22,493	12%	622	8%
25 - 34	50,137	26%	48,443	26%	1,694	22%
45 - 64	51,300	27%	48,742	26%	2,558	34%
65+	29,951	16%	28,617	16%	1,334	18%

Source: Census 2011

There are more people aged over 65 in the rural area than the Urban area and the Borough as a whole (16%). However, in the rural area 34% of the population is aged 45 to 64 compared to 27% across the Borough, whilst there are fewer people aged 16 to 24 in the rural area (8%) compared to the Borough (12%).

The Census identifies 3,005 households as rural, of which 570 (19%) are one person households, 2,317 (77%) are one family households, and 118 (4%) are other house types. In comparison Stockton on Tees Borough proportionally has more one-person households (28%) and fewer one family households (67%).

Figure 3. Household composition in Urban/Rural areas of the Borough

Household Composition	Total		Urban (total)		Rural (total)	
Total	79,159	100%	76,154	100%	3,005	100%
One person household	21,986	28%	21,416	28%	570	19%
One family household	52,784	67%	50,467	66%	2,317	77%
Other household types	4,389	6%	4,271	6%	118	4%

Source: Census 2011

Figure 4 below provides census data on the 'lifestage' of each household, which is calculated based on the age of the 'household reference person' (head of the household).

The main difference between the rural area is that there is a lower proportion of under 35 year olds in the rural area (7%) compared to the wider Borough (18%), with higher proportions of households led by people aged 35 to 64 located in the rural area.

Figure 4. Household lifestage in Urban/Rural areas of the Borough

Household Lifestage	Total		Urban		Rural	
Total	79,159	100%	76,154	100%	3,005	100%
Under 35	13,892	18%	13,690	18%	202	7%
35 to 54	31,492	40%	30,171	40%	1,321	44%
55 to 64	13,865	18%	13,186	17%	679	23%
65 and over	19,910	25%	19,107	25%	803	27%

Source: Census 2011

Figure 5 below provides information from the Census on the number of household spaces in the Borough, alongside whether they were occupied by at least one resident, or whether there was no resident usually in the property. This provides an indication of vacancy rates in the areas, alongside information on whether there is a number of second homes in the area.

Figure 5. Household spaces in Urban/Rural areas of the Borough

Household spaces	Total		Urban		Rural	
Total	82,237	100%	79,083	100%	3,154	100%
With at least one	79,159	96%	76,154	96%	3,005	95%

usual resident						
With no usual residents	3,149	4%	3,000	4%	149	5%

Source: Census 2011

There were only 149 vacant premises recorded in the rural area. This is a slightly higher proportion than the urban area, but not so significant to suggest that there is a problem with second home ownership in the rural part of the Borough.

The census counts a total of 3,849 resident workers in the rural area. The type of occupation is provided in the table below, alongside the figures for Stockton on Tees Borough as a whole.

Figure 6. Occupation of residents within Urban/Rural areas of the Borough

Occupation	Total		Urban		Rural	
All Occupations	87,122	-	83,273	-	3,849	-
1. Managers, directors and senior officials	7,894	9%	7,192	9%	702	18%
2. Professional occupations	13,885	16%	12,904	15%	981	25%
3. Associate professional and technical occupations	10,330	12%	9,824	12%	506	13%
4. Administrative and secretarial occupations	9,887	11%	9,449	11%	438	11%
5. Skilled trades occupations	10,139	12%	9,757	12%	382	10%
6. Caring, leisure and other service occupations	8,523	10%	8,285	10%	238	6%
7. Sales and customer service occupations	9,129	10%	8,936	11%	193	5%
8. Process, plant and machine operatives	7,280	8%	7,104	9%	176	5%
9. Elementary occupations	10,055	12%	9,822	12%	233	6%

Source: Census 2011 / SBC

In the rural area 56% of residents are employed in the top 3 occupation classifications, compared to 37% across Stockton on Tees Borough. Showing the fact that residents in the rural area are more likely to be employed in higher skilled / higher paid occupations.

The Census also provides information regarding the place of employment for residents as displayed below. The information in the figure below has been calculated by aggregating the information for the Local Super Output Areas which are considered to be rural. As a result this table includes a significantly higher number of workers. However, it provides some travel to work context of note.

Figure 7. Location of employment of residents within the rural area of the Borough.

Area	Total	%
Stockton Urban Area	1,911	31.97%
Tees Valley	1,526	25.53%
Work at Home	803	13.43%
North East	500	8.36%
No Fixed Place	365	6.11%
Stockton Rural Area	354	5.92%

Yorkshire & Humber	283	4.73%
Other	93	1.56%
Offshore	70	1.17%
Outside UK	41	0.69%
London	32	0.54%
Grand Total	5,978	100.00%

Source: Census 2011 / SBC

As can be seen 57.5% of residents either worked in the urban part of Stockton or the rest of the Tees Valley. In contrast only 354 residents about 6% both lived and worked in the rural part of Stockton on Tees Borough. This was eclipsed by people who work elsewhere in the North East of England.

About 13.5% of residents (800 people) worked at home which may have involved some degree of work in the rural economy. However, it is also possible that these people worked in other sectors and that their home provided them with opportunities for dedicated work-space.

Figure 8 below provides details on the method of travel to work for people aged 16 to 74 as defined by the census. For the purpose of this table, people who are not in employment have been removed, this accounts for 53,532 people in total, of which 1,868 are in the rural area.

Figure 8. Method of travel to work within Urban/Rural areas of the Borough

Method of Travel	Total		Urban		Rural	
Total	87,122	100%	83,273	100%	3,849	100%
Driving a car or van	60,422	69%	57,459	69%	2,963	77%
On foot	7,518	9%	7,329	9%	189	5%
Passenger in a car or van	6,160	7%	6,007	7%	153	4%
Bus, minibus or coach	5,115	6%	5,059	6%	56	1%
Work mainly at or from home	2,847	3%	2,505	3%	342	9%
Bicycle	1,715	2%	1,700	2%	15	0%
Train	1,166	1%	1,120	1%	46	1%
Other method of travel to work	1,018	1%	957	1%	61	2%
Taxi	642	1%	634	1%	8	0%
Motorcycle, scooter or moped	417	0%	410	0%	7	0%
Underground, metro, light rail, tram	102	0%	93	0%	9	0%

Source: Census

Across the Borough the main method of travel to work is via a car or van (69%). However, in the rural area this is significantly increased to 77%. Crucially 'bus, minibus or coach' use is lower in the rural area (just 1%) compared to the urban area / Borough (6%), whilst home working in the rural area (9%) is significantly above the urban area (3%).

In addition only around 5% of people in the rural area (204) get to work by walking or cycling, much lower than the 11% of people in the urban area / wider Borough.

Experian Mosaic

The Council has also interrogated Experian Mosaic a classification system which is designed specifically for use by the public sector, focusing on the needs of citizens. This uses data and analysis to provide detailed and accurate understanding of each citizen's demographics,

lifestyles, behaviours and location to help to optimise the effective design and efficient delivery of public services. Mosaic groups people in to 66 types under the 15 groups set out in the table below.

Postcode data information has been used to extract information from Experian Mosaic regarding the make up of each rural community. This is summarised in the figure below, which simply shows which groupings of people exist in each area. Due to the size of the postcode area / village no data has been extracted for Maltby village.

Figure 9. Experian Mosaic make up of rural communities

Type	Aislaby	Carlton	Cowpen Bewley	Elton	Hilton	Kirklevington	Long Newton	Maltby	Redmarshall	Stillington	Thorpe Thewles	Whitton	Wolviston
A Country Living													
B Prestige Positions													
C City Prosperity													
D Domestic Success													
E Suburban Stability													
F Senior Security													
G Rural Reality													
H Aspiring Homemakers													
I Urban Cohesion													
J Rental Hubs													
K Modest Traditions													
L Transient Renters													
M Family Basics													
N Vintage Value													
O Municipal Challenge													
N.A. / U Unclassified													

As can be seen the information from Experian broadly aligns with information from the Census. The village communities generally include those categorised as:

- Country Living - Well-off owners in rural locations enjoying the benefits of country life
- Prestige Positions - Established families in large detached homes living upmarket lifestyles
- Rural Reality - - Householders living in inexpensive homes in village communities

Several areas also include people classified as ‘domestic success’ who are Thriving families who are busy bringing up children and following careers. There is also evidence for people living in villages who are classed as:

- Suburban stability - Mature suburban owners living settled lives in mid-range housing
- Senior Security - Mature suburban owners living settled lives in mid-range housing
- Aspiring Homemakers - Younger households settling down in housing priced within their means

Of specific note are the villages of Stillington and Wolviston which possess all of the above characteristics but are also different. In particular Stillington includes lower household incomes including:

- Transient Renters - Single people privately renting low cost homes for the short term
- Family Basics – Families with limited resources who have to budget to make ends meet
- Vintage Value - Elderly people reliant on support to meet financial or practical needs
- Municipal Challenge - Urban renters of social housing facing an array of challenges

People categorised as family basics also reside in Wolviston, however, the area also hosts those categorised as:

- Urban Cohesion - Residents of settled urban communities with a strong sense of identity
- Rental Hubs - Educated young people privately renting in urban neighbourhoods
- Modest Traditions - Mature homeowners of value homes enjoying stable lifestyles

Services and Facilities

The 'Planning for the Future of Rural Villages' which was last updated in 2014 provides a detailed assessment of in village services and access to services and facilities by sustainable means. The resultant assessment identified which villages were considered sustainable villages.

Figure 10- In-village services

Village	Shop & Post Office	Primary School	Public House	Village Hall	GP Surgery	Employment Site
All						
Stillington	✓	✓	✓	✓	✓	✓
Numerous						
Wolviston	✓	✓	✓	✓	✗	✗
Carlton	✓	✗	✓	✓	✗	✗
Kirklevington	✗	✓	✓	✓	✗	✗
Long Newton	✗	✓	✓	✓	✗	✗
Some						
Hilton	✗	✗	✓	✓	✗	✗
Maltby	✗	✗	✓	✓	✗	✗
Thorpe Thewles	✗	✗	✓	✓	✗	✗
Few						
Redmarshall	✗	✗	✓	✗	✗	✗
Elton	✗	✗	✓	✗	✗	✗
Cowpen Bewley	✗	✗	✓	✗	✗	✗
None						
Whitton	✗	✗	✗	✗	✗	✗
Aislaby	✗	✗	✗	✗	✗	✗

From the study it is evident that villages are of varying scales, have different levels of in-village services and the importance of bus services in enabling residents to meet services and facilities by sustainable means.

Housing Supply at Rural Villages

Within the rural villages a number of extant planning consents exist for residential development; these have been re-affirmed within the Local Plan. Much of the housing delivery from these extant consents is anticipated to be delivered within the first five years of the Local Plan period.

Figure 11- Permitted and potential growth of rural villages

Village	Residential properties (May 2017)	Permitted Housing Growth*		Potential Growth (SHLAA)	Permitted & Potential Growth (%)
		No.	%		
In village services/facilities- All					
Stillington	457	113	25%	0	25%
In village services/facilities- Numerous					
Wolviston	387		0%	72	19%
Carlton	246	61	25%	75	55%
Kirklevington	408	164	40%	130	72%
Long Newton	309		0%	0	0%
In village services/facilities- Some					
Hilton	165		0%	30	18%
Maltby	109		0%	30	28%
Thorpe Thewles	141	24	17%	40	45%
In village services/facilities- Few					
Redmarshall	113	10	9%	0	9%
Elton	52		0%	0	0%
Cowpen Bewley	40		0%	0	0%
In village services/facilities- None					
Whitton	46		0%	9	20%
Aislaby	34		0%	0	0%
Total	2507	372	15%	386	30%

* includes sites above 5 units granted prior to 18 August 2017

Figure 11 identifies that extant planning consents will see the delivery of 372 dwellings within the rural villages which constitutes a 15% increase in dwelling numbers. This growth is focused at Carlton, Kirklevington, Thorpe Thewles and Redmarshall.

The SHLAA has identified a number of village extensions as developable. However, it is important to note that the SHLAA methodology states “the draft Local Plan does not detail an approach to housing associated with rural villages and asked a number of questions regarding how this matter should be taken forward. As such the assessment of village sites will not consider sites unsuitable on the grounds of sustainability. It will be for the local planning authority to determine the approach to village allocations as part of the plan making process”. Figure 11 identifies that 386 dwellings would be delivered across the rural area, representing a 30% increase in dwelling numbers if all sites with planning permission and all developable SHLAA sites were delivered.

Determining an approach to housing in villages.

Given the above context and questions asked in the draft Local Plan consultation there are a number of potential approaches housing delivery at villages. There can be summarised below:

- No extensions to villages
- Support rural exception sites where need for affordable housing is identified incorporating affordable housing only
- Support rural exception sites where need for affordable housing is identified incorporating market housing where necessary
- Allocation of extensions to sustainable villages and clusters of villages which add to the sustainability of the host village or cluster
- Identify extensions of appropriate scale to all villages where the development itself is considered sustainable

The sustainability appraisal identifies that village extensions are the least sustainable strategic approach and this if supported by the sustainability appraisal assessment of individual sites. This is further supported by information contained within the 2011 Census which identifies the commuting patterns and modes of transport associated with village residents. Further to this it is noted that villages within Stockton are not remote, rural settlements; they are close to the urban area and mainly function as commuter suburbs.

It is proposed that no further allocations are proposed within the rural area. It is considered that a further dispersed pattern of development is not warranted and there is a more powerful case for concentrating development within the conurbation and through the creation of a sustainable development at Wynyard. Importantly the housing requirement can be met by this more concentrated approach to housing delivery. A restrictive approach to allocations within villages was promoted within the Core Strategy and the inspector supported this approach commenting that *“...there is, for reasons that have already been established, a powerful case for concentrating development in the Core Area and the conurbation and restricting sites in the rural area”* (Core Strategy Inspectors report para 3.95). Indeed the inspector continued to state that *“Moreover, the villages in Stockton Borough are not remote, rural settlements. They are close to the urban area and function mainly as commuter suburbs. Given the proximity of these villages to shops, schools and other facilities in the conurbation I consider that it is unlikely that they could all support additional facilities even if additional housing were to act as a source of funding”* (Core Strategy Inspectors report para 3.96). The considerations and conclusions of the inspector are equally applicable now as when the Core Strategy was examined.

Whilst it is correct that further allocations within the rural area would support the delivery of additional affordable housing to meet affordable housing needs any provision would be modest and is outweighed by the fact that it would result in a more dispersed form of development and would deflect from the strategy to housing distribution proposed.

The proposed approach within the Local Plan is not to include a policy which would support rural exceptions. The justification for this is the same as that not to support further allocations.

Whilst a restrictive approach has been taken to further allocations within the villages development is not completely precluded. Firstly the Local Plan re-affirms commitments which represent extensions to rural villages which were approved owing to the tilt in the planning balance over previous years (these permissions will deliver affordable housing). Secondly the Local Plan seeks to support new build infill development (within the limits to development) where it represents sustainable development. Thirdly, the local plan allows for the provision of isolated homes where the provisions of NPPF para 55 are met.

Appendix 6: Flood Risk Sequential and Exception Test

Background

Flooding is a natural process and can happen at any time in a wide variety of locations. It constitutes a temporary covering of land not normally covered by water and presents a risk when people and human or environmental assets are present in the area that floods. Assets at risk from flooding can include housing, transport and public service infrastructure, commercial and industrial enterprises, agricultural land and environmental and cultural heritage. Flooding can occur from many different and combined sources and in many different ways. Major sources of flooding include:

- **Fluvial (rivers)**
Inundation of floodplains from rivers and watercourses; inundation of areas outside the floodplain due to influence of bridges, embankments and other features that artificially raise water levels; overtopping or breaching of defences; blockages of culverts; blockages of flood channels/corridors.
- **Tidal**
Sea; estuary; overtopping of defences; breaching of defences; other flows (e.g. fluvial surface water) that could pond due to tide locking; wave action.
- **Surface water**
Surface water flooding covers two main sources including direct run-off from adjacent land (pluvial) and surcharging of piped drainage systems (public sewers, highway drains, etc.)
- **Groundwater**
Water table rising after prolonged rainfall to emerge above ground level remote from a watercourse; most likely to occur in low-lying areas underlain by permeable rock (aquifers); groundwater recovery after pumping for mining or industry has ceased.
- **Infrastructure failure**
Reservoirs; canals; industrial processes; burst water mains; blocked sewers or failed pumping stations.

The major watercourses in the borough are the River Tees, Lustrum Beck, River Leven, Cowbridge Beck, part of the Old River Tees, Homefleet Beck, Saltergill Beck and Billingham Beck which are all classified as Main Rivers. The main source of flooding in the borough is tidal and fluvial from the River Tees and other urban watercourses. Certain areas can also be prone to surface water flooding. The tidal flood risk is particularly extensive, placing large parts of the industrial area on the north bank of the Tees Estuary and other, more central parts of the Borough, at risk. Tide locking (prevention of fluvial flow discharging due to high tide levels) is also a contributing flood risk factor on many watercourses that flow into the tidal Tees.

NPPF requirements: the sequential and exception test

The National Planning Policy Framework sets tests to protect people and property from flooding which all local planning authorities are expected to follow as part of the plan-making process. Where these tests are not met, national policy identifies that new development should not be allocated.

The main steps are as detailed below with this report dealing with Stage 2 only:

▪ **Step 1 ‘Assess Flood Risk’**

NPPF paragraph 100 advises that “Local Plans should be supported by Strategic Flood Risk Assessment...” which the Planning Practice Guidance (PPG) defines as “... a study carried out by one or more local planning authorities to assess the risk to an area from flooding from all sources, now and in the future, taking account of the impacts of climate change, and to assess the impact that land use changes and development in the area will have on flood risk”. A strategic Flood Risk assessment has been undertaken and forms an evidence base to the emerging Local Plan.

▪ **Step 2 ‘Avoid Flood Risk’**

NPPF paragraph 100 requires that “Local Plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change”. The aim of the sequential test is to steer new development to areas with the lowest probability of flooding and the main evidence base will be the Strategic Flood Risk Assessment (SFRA). NPPF paragraph 102 continues to identify that: “If, following application of the Sequential Test, it is not possible, consistent with wider sustainability objectives, for the development to be located in zones with a lower probability of flooding, the Exception Test can be applied if appropriate. For the Exception Test to be passed:

- *it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment where one has been prepared; and*
- *a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.”*

Information within the Level 2 SFRA will be applicable to the application of the Exception Test. Flow charts for the application of the sequential and exception tests as provided within PPG are provided in figures 1 and 2 below:

Figure 1: Application of the Sequential Test for Local Plan preparation

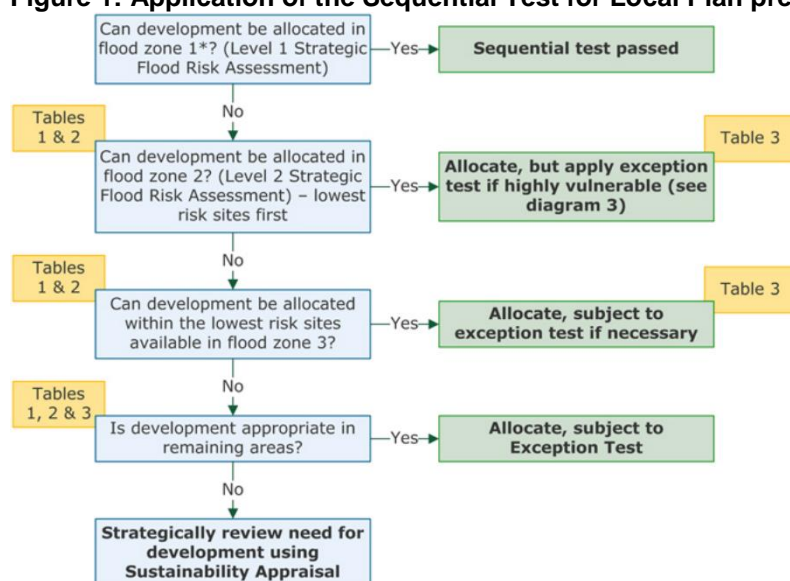
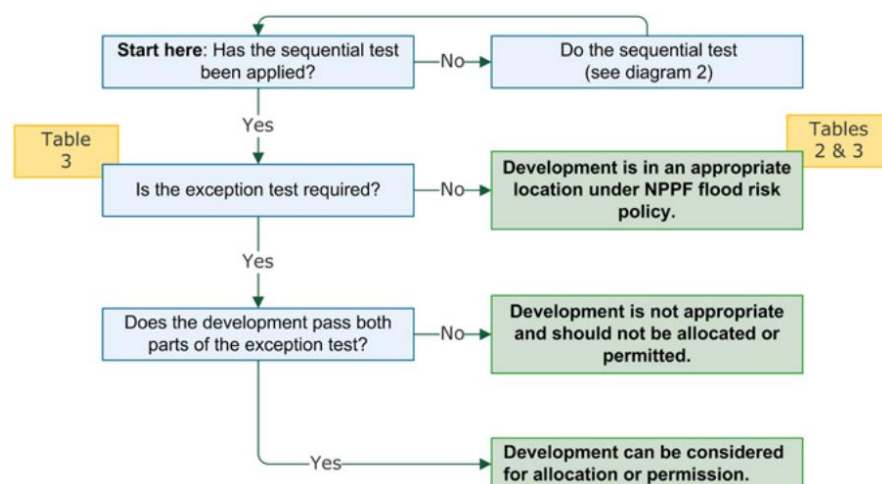


Figure 2: Application of the Sequential Test for Local Plan preparation



Step 3 'Manage and Mitigate Flood Risk'

Where development has been allocated within areas at risk of flooding, it will be a requirement of the local planning authority and developers to ensure that the provisions within the NPPF relevant to flood risk have been fulfilled. An important element of this will be the undertaking of a site-specific flood risk assessment. The Level 2 SFRA provides useful information to assist but it will be for the development management process to consider flood risk issues as part of the planning application process.

Flood risk vulnerability and Flood Zones

Types of development have flood risk vulnerability classifications which are defined within the PPG and detailed within figure 3 below:

Figure 3: Flood risk vulnerability classification

Essential infrastructure
<ul style="list-style-type: none"> ▪ Essential transport infrastructure (including mass evacuation routes) which has to cross the area at risk. ▪ Essential utility infrastructure which has to be located in a flood risk area for operational reasons, including electricity generating power stations and grid and primary substations; and water treatment works that need to remain operational in times of flood. ▪ Wind turbines.
Highly vulnerable
<ul style="list-style-type: none"> ▪ Police and ambulance stations; fire stations and command centres; telecommunications installations required to be operational during flooding. ▪ Emergency dispersal points. ▪ Basement dwellings. ▪ Caravans, mobile homes and park homes intended for permanent residential use. ▪ Installations requiring hazardous substances consent. (Where there is a demonstrable need to locate such installations for bulk storage of materials with port or other similar facilities, or such installations with energy infrastructure or carbon capture and storage installations, that require coastal or water-side locations, or need to be located in other high flood risk areas, in these instances the facilities should be classified as 'Essential Infrastructure').
More vulnerable
<ul style="list-style-type: none"> ▪ Hospitals ▪ Residential institutions such as residential care homes, children's homes, social services homes, prisons and hostels. ▪ Buildings used for dwelling houses, student halls of residence, drinking establishments, nightclubs

<p>and hotels.</p> <ul style="list-style-type: none"> ▪ Non-residential uses for health services, nurseries and educational establishments. ▪ Landfill* and sites used for waste management facilities for hazardous waste. ▪ Sites used for holiday or short-let caravans and camping, subject to a specific warning and evacuation plan.
Less vulnerable
<ul style="list-style-type: none"> ▪ Police, ambulance and fire stations which are not required to be operational during flooding. ▪ Buildings used for shops; financial, professional and other services; restaurants, cafes and hot food takeaways; offices; general industry, storage and distribution; non-residential institutions not included in the 'more vulnerable' class; and assembly and leisure. ▪ Land and buildings used for agriculture and forestry. ▪ Waste treatment (except landfill* and hazardous waste facilities). ▪ Minerals working and processing (except for sand and gravel working). ▪ Water treatment works which do not need to remain operational during times of flood. ▪ Sewage treatment works, if adequate measures to control pollution and manage sewage during flooding events are in place.
Water-compatible development
<ul style="list-style-type: none"> ▪ Flood control infrastructure. ▪ Water transmission infrastructure and pumping stations. ▪ Sewage transmission infrastructure and pumping stations. ▪ Sand and gravel working. ▪ Docks, marinas and wharves. ▪ Navigation facilities. ▪ Ministry of Defence installations. ▪ Ship building, repairing and dismantling, dockside fish processing and refrigeration and compatible activities requiring a waterside location. ▪ Water-based recreation (excluding sleeping accommodation). ▪ Lifeguard and coastguard stations. ▪ Amenity open space, nature conservation and biodiversity, outdoor sports and recreation and essential facilities such as changing rooms. ▪ Essential ancillary sleeping or residential accommodation for staff required by uses in this category, subject to a specific warning and evacuation plan.

*Landfill is as defined in Schedule 10 of the Environmental Permitting (England and Wales) Regulations 2010.

The majority of sites considered within this assessment will be either residential or employment related which will predominantly be 'more vulnerable' or 'less vulnerable' uses respectively.

The Exception test can be applied, where necessary, after the Sequential Test. Figure 4 identifies the circumstances when the Exception Test is to be applied and where development is not acceptable.

Figure 4: Flood risk vulnerability and flood zone 'compatibility'

Flood Zones	Flood Risk Vulnerability Classification				
	Essential Infrastructure	Highly Vulnerable	More Vulnerable	Less Vulnerable	Water Compatible
Zone 1	✓	✓	✓	✓	✓
Zone 2	✓	Exception test required	✓	✓	✓
Zone 3a	Exception test required	✗	Exception test required	✓	✓
Zone 3b	Exception test required	✗	✗	✗	✓

What is the role of sustainability appraisal in the sequential test?

The role of the sustainability appraisal in the application of the sequential test is discussed within PPG which states that *“A local planning authority should demonstrate through evidence that it has considered a range of options in the site allocation process, using the Strategic Flood Risk Assessment to apply the Sequential Test and the Exception Test where necessary. This can be undertaken directly or, ideally, as part of the sustainability appraisal. Where other sustainability criteria outweigh flood risk issues, the decision making process should be transparent with reasoned justifications for any decision to allocate land in areas at high flood risk in the sustainability appraisal report...”*

The sustainability appraisal which this sequential test forms a part has considered a range of options in the site selection process. Further detail regarding the interrelationship between the sustainability appraisal and the SFRA, sequential test and exception tests is contained within the main body of the sustainability appraisal and the following sections of this appendix.

SEQUENTIAL TEST

Land availability evidence

The allocation of sites has been informed by the Strategic Housing Land Availability Assessment (SHLAA) and Employment Land Review. The latest assessments were undertaken in 2017 and 2016 respectively. Sites assessed as deliverable and/or developable within the SHLAA are those which are considered as realistic options within the sequential test.

Development Strategy and the Sustainability Appraisal Process

NPPF paragraph 102 identifies that “If, following application of the Sequential Test, it is not possible, consistent with wider sustainability objectives, for the development to be located in zones with a lower probability of flooding, the Exception Test can be applied if appropriate”.

Housing Sites

As part of the SA process a thorough appraisal of alternative housing options has been undertaken. This has included assessment of strategic options and specific sites. This has informed and validated the Housing Strategy within the Local Plan. The housing strategy within the publication draft Local Plan does not include the identification of extensions to villages as it is not consistent with the wider sustainability appraisal objectives.

Figure 5 provides a summary of flood risk associated with the deliverable and developable SHLAA sites under the alternative strategic options considered.

Figure 5: Flood risk associated with housing options

Site Ref	Site Name	Site Area (Ha)	Flood Map for Planning (%)				Surface Water (%)			SFRA Recommendation	Proposed Allocation
			FZ1	FZ2	FZ3a	FZ3b	High Risk	Medium Risk	Low Risk		
Regenerated River Tees Corridor											
S1	Boathouse Lane	7.17	16.89	42.22	37.54	3.35	1.02	1.83	7.85	B	Yes
S4	Victoria Estate	5.14	100.00	0.00	0.00	0.00	0.56	0.43	3.27	D	Yes
S6	Queens Park North	8.99	80.88	16.07	2.92	0.12	1.09	1.81	5.37	D	Yes
S7	Land off Grangefield Road	20.02	94.01	1.36	2.44	2.19	0.68	2.14	10.47	D	Yes
S31	Railway Street	4.33	94.20	5.80	0.00	0.00	0.00	7.40	26.00	*	Yes
S32	Alma House	0.62	100.00	0.00	0.00	0.00	0.00	0.00	29.00	*	Yes
T1	Tees Marshalling Yards	34.49	67.54	31.62	0.83	0.00	0.04	0.91	9.34	C	Yes
Conurbation											
B9	Former Billingham Campus School Site	14.29	94.20	4.81	0.99	0.00	0.39	0.20	4.07	D	Yes
EPY15	South of Kingfisher Way, Bovesfield	0.54	100.00	0.00	0.00	0.00	0.00	0.00	0.00	E	Yes
EPY23	Eaglescliffe Golf Course	8.88	100.00	0.00	0.00	0.00	0.00	1.60	12.50	*	Yes
IB7	Land off Low Lane	1.56	100.00	0.00	0.00	0.00	0.00	0.00	0.00	D	Yes
S8	Yarm Road	1.08	100.00	0.00	0.00	0.00	0.00	0.00	0.00	D	Yes
S12	South of Junction Road	3.89	100.00	0.00	0.00	0.00	0.00	0.71	1.46	D	Yes
S17	Darlington Back Lane	0.98	100.00	0.00	0.00	0.00	0.00	0.00	0.00	E	Yes
T13	Magister Road, Thornaby	0.60	100.00	0.00	0.00	0.00	0.00	1.00	0.62	D	Yes
Urban Extension											
B8	North West Billingham	10.72	100.00	0.00	0.00	0.00	1.55	0.81	1.88	D	No
EPY22	Land associated	6.51	95.97	4.03	0.00	0.00	0.00	0.00	0.00	*	No

	with Hunters Rest										
S19	Harrowgate Lane	88.80	100.00	0.00	0.00	0.00	3.37	1.57	4.86	D	Yes
S20	Yarm Back Lane	46.04	100.00	0.00	0.00	0.00	9.07	4.89	18.77	D	Yes
New Settlement											
WY1	East of Wynyard	30.49	100.00	0.00	0.00	0.00	0.84	0.51	2.01	D	No
WY2	Wynyard Park	66.60	100.00	0.00	0.00	0.00	1.85	0.91	3.39	D	Yes
WY3	Wynyard East	147.13	97.82	1.84	0.00	0.33	2.46	1.39	4.03	D	No

*Site not included within SFRA and therefore no recommendation made

Initial recommendations from the SFRA are provided within Figure 5. However, it is important to note that these recommendations are a guide based on the flood risk information made available for this Level 1 SFRA and it is the responsibility the Council to carry out sequential testing of each site using the information provided in this SFRA. The recommendations can be summarised as follows:

- Recommendation A – Consider withdrawal of site
- Recommendation B – Exception Test
- Recommendation C – Consider site layout and design
- Recommendation D – Development could be allocated subject to FRA
- Recommendation E - Should be allocated on flood risk grounds subject to consultation with the LPA / LLFA

The only site identified as recommendation B (exception test) was Boathouse Lane owing to associated flood risk which is identified within the Local Plan as being located within the Regenerated River Tees Corridor. Also located within the Regenerated River Tees Corridor is Tees Marshalling Yard; whilst no development will be located within FZ3a at this site it has been taken forward within the Level 2 SFRA to further understand the flood risk implications associated with climate change.

Of the remaining sites identified within figure 5 a number have minimal areas identified as being within FZ2 and FZ3a. These sites (Former Billingham Campus School Site, Queens Park North, Land off Grangefield and Railway Street) have received 'Recommendation D' rather than 'Recommendation C' as we have considered that development will avoid areas identified as being at within FZ2 and FZ3. In the case of Land off Grangefield the allocation boundary has been amended to avoid the area at flood risk.

Figure 5 identifies that there are limited realistic options to meet the housing requirement. The sustainability appraisal identifies that the Regenerated River Tees Corridor and the sites within are the most sustainable development option. The Council have allocated sites based on the housing strategy contained within the publication draft Local Plan which has been informed and validated by the assessment of strategic options and specific sites within the sustainability appraisal. Whilst it is acknowledged that sites within the Regenerated River Tees Corridor are at flood risk the identified benefits of the housing strategy and sites identify that it would be inconsistent with wider sustainability objectives to take an alternative approach. It should also be mentioned that the approach to focuses development in the central area of Stockton for the sustainability and regeneration benefits it provides has previously been accepted within the Core Strategy which the emerging Local Plan will

replace. Owing to this it is considered appropriate for the exception test to be applied to Boathouse Lane.

Employment Sites

The council undertook an employment land review in 2016 which assisted in the allocation of sites. Figure 6 below identifies flood risk associated with of proposed allocations within the Local Plan.

Figure 6: Flood risk associated with employment allocations

Site Name	Site Area (Ha)	Flood Map for Planning (%)				Surface Water (%)			SFRA Recommendation
		FZ1	FZ2	FZ3a	FZ3b	High Risk	Medium Risk	Low Risk	
North Shore	3.29	95.44	1.22	1.52	1.52	0.30	1.22	1.22	D
Teesdale	2.28	88.60	11.40	0.00	0.00	0.44	3.07	17.54	D
Wynyard	37.49	97.07	0.36	0.00	2.57	2.15	2.22	9.97	D
Preston Farm	11.06	100.00	0.00	0.00	0.00	10.00	9.04	2.35	D
Belasis	17.93	100.00	0.00	0.00	0.00	0.78	0.26	1.72	D
Portrack Lane	14.47	93.53	4.21	2.26	0.00	2.42	0.43	2.25	D
Portrack Lane (B)	1.34	0.00	0.00	100.00	0.00	0.00	1.49	6.72	C
Durham Lane	30.42	100.00	0.00	0.00	0.00	1.11	3.19	9.40	D
Teesside Ind Est	30.95	100.00	0.00	0.00	0.00	0.65	0.44	2.49	D
Cowpen	3.59	100.00	0.00	0.00	0.00	2.51	2.43	6.76	D
Durham Tees Valley Airport	69.97	100.00	0.00	0.00	0.00	1.06	1.22	6.20	D
Billingham Chemical Complex	45.05	100.00	0.00	0.00	0.00	0.50	0.98	4.04	D
North Tees	45.90	98.46	1.20	0.34	0.00	0.00	0.04	1.41	D
Seal Sands	144.42	100.00	0.00	0.00	0.00	0.01	0.05	1.44	D
Billingham Riverside	24.75	35.29	18.05	46.66	0.00	1.41	1.37	5.75	C

The vast majority of identified sites are wholly within flood zone 1. Where sites are minimally within higher risk flood zones these areas (in particular FZ3a) can be avoided; as such these sites have received 'Recommendation D' rather than 'Recommendation C'. Portrack Lane (B) is 3 small sites located within the existing industrial estate; two being vacant land and one of which being an existing premises. Whilst it is acknowledged that these sites are within FZ3a the allocation of these sites is considered acceptable owing to the nature of the allocations within the centre of an established industrial estate. The remaining site identified as having 'Recommendation C' is Billingham Riverside which has almost half of the site within FZ3a; this site is allocated for port and river based uses and is therefore considered that sequentially this is an appropriate location for this development. This site does not require the application of a sequential test as this is not applicable to 'less vulnerable uses' within FZ3a. However, to further understand the flood risk issues associated with this site it has been taken forward within the Level 2 SFRA.

EXCEPTION TEST

The only site requiring the application of the exception test is Boathouse Lane which is a proposed housing allocation.

For an exception test to be passed the NPPF states that:

- *“it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment where one has been prepared; and*
- *a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.”*

These are generally referred to as part 1 and 2 of the exception test.

Part 1- Wider sustainability benefits

Boathouse Lane is a strategic regeneration site within the ‘Regenerated River Tees Corridor’. The sustainability appraisal identifies that the Regenerated River Tees Corridor and the sites within are the most sustainable development option. This approach is consistent with the adopted Core Strategy which focused development in the central area of Stockton for the sustainability and regeneration benefits it provides.

With regards to site specifics the Boathouse Lane site has been considered to have major and minor positive impacts against the following Sustainability Appraisal objectives:

- SA1- Economic growth (major)
- SA2- Employment (minor)
- SA4- Sustainable transport (major)
- SA5- Access to key services (major)
- SA13- Aspirations in communities (minor)
- SA14- Housing (major)
- SA15- Health and well-being (minor)

Neutral and uncertain impacts have been identified against SA3 ‘Learning and skills’ (uncertain), SA8 ‘Biodiversity and geodiversity’ (neutral), SA9 ‘Design, place and heritage’ (uncertain), SA11 ‘Water quality and availability’ (neutral) and SA16 ‘Safer communities’ (uncertain). Uncertain impacts are those where it will be the design of development which will determine the outcome against sustainability objectives and therefore cannot be known at allocation stage. An uncertain impact is identified against SA7 ‘Climate adaptation and resilience’ owing to identified flood risk and on-going work being undertaken as discussed under ‘Part 2- Site specific flood risk assessment’ below.

Minor negative impacts have been identified against SA6 ‘Climate change mitigation’, SA10 ‘Air quality’ and SA12 ‘waste management’. These impacts are similar across all sites considered within the sustainability appraisal and are related to the impacts of development in general rather than being site specific. Whilst minor negative impacts are identified against SA6 and SA10 this is because development would increase traffic movements which will in turn lead to increased CO₂ emissions and impacts upon air quality it should be noted that the Boathouse Lane site is located within close proximity to the town centre and transport interchanges meaning that these impacts are likely to be greatly reduced than when compared to other sites outside of the ‘Regenerated River Tees Corridor’.

It is noted that the Local Plan identifies a number of key development considerations that will need to be addressed as part of any development at this location. This has the potential to improve scoring against sustainability appraisals objectives as development proposals progress.

Taken in the round the sustainability benefits of development at this location which is highly sustainable which performs positively against sustainability objectives when compared against alternatives options is considered by the Council to outweigh flood risk.

Part 2- Site-specific flood risk assessment

The Council are undertaking further work to demonstrate that development at Boathouse Lane will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere.

Appendix 7: Historic Environment Assessment of Allocations

Introduction

A part of the Council positive strategy for the conservation and enjoyment of the historic environment the Council have undertaken this historic environment assessment of allocations within the Local Plan. The principle aim of the assessment is to ensure that allocations and associated policies avoid harm to the significance of heritage assets and wherever possible maximise enhancements.

Methodology

The methodology for this assessment is based upon Historic England guidance (The Historic Environment and Site Allocations in Local Plans: Historic England Advice Note 3).

The assessment follows the following process:

- Stage 1- Initial scoping assessment
- Stage 2- Detailed assessment

The purpose of this two stage process is to sieve sites in a manner which allows for through assessment of those sites which have the potential to impact upon the significance of heritage assets. The assessment process ensures that policy recommendations are made to ensure harm to the significance of heritage assets is avoided and that wherever possible opportunities for enhancement are maximised.

Tees Archaeology have input into the archaeological assessment of sites. Tees Archaeology provides archaeological services to the people and local authorities of Hartlepool and Stockton-on-Tees and operates throughout the Tees Valley.

It should be noted that the absence of known archaeological sites in the immediate vicinity of a proposed allocation does not necessarily indicate an absence of archaeological potential. There are a number of reasons for archaeological sites not having been previously identified across an area; for example, due to a previous lack of investigation, or an underlying geology or agricultural regime which hinders cropmark generation and site identification. Absence of evidence cannot therefore be taken as evidence of absence. The assessment of the archaeological potential of each site takes this into account.

The significance of any hedges within or bounding the sites have not been assessed in respect of the Hedgerows Regulations 1997 as part of this project.

Historic Environment Record

The HER is a database of the heritage assets within the Borough and will form a vital part of the evidence base for the determination of planning applications. It includes information on all archaeological finds and sites as well as historic buildings and landscapes. These range from stray finds such as Roman coins, archaeological sites such as the Anglo-Saxon cemeteries at Norton, earthwork remains of vanished villages such as Barwick and Newsham and the extant remains of World War II defences. It includes information on designated assets such as Scheduled Monuments, Listed Buildings and Registered Parks and Gardens. The HER is held and maintained by Tees Archaeology, a joint service shared with other local authorities. It is publicly accessible and is used by the authority as an evidence base in plan making.

Historic Landscape Characterisation

The HLC project was led by North Yorkshire County Council in conjunction with, amongst others, Tees Archaeology and English Heritage. The HLC seeks to identify and interpret the historic development of today's landscape. It places emphasis on the contribution that past historic processes make to the character of the landscape as a whole, not just selected 'special sites' and can contribute to a wider landscape assessment. This will help to guide decisions on its future change and management. It is important to ensure that the landscape evolves in a way that leaves it as rich and diverse in the future. The HLC information is held within the HER.

Early in the HLC project, Tees Archaeology offered to put additional resources into characterising the urban settlement areas of the Lower Tees Valley. This enabled the urban historic character of these areas to be characterised in further detail than for the rest of the project area. A finer level of detail was recorded, almost on a street by street basis.

Stage 1- Initial scoping assessment

The following assessment matrix provides an initial scoping assessment of sites to determine whether it will be appropriate to take the site forward for a more detailed assessment of the impact the site may have on the significance of heritage assets.

Site	Historic Landscape Characterisation Overview	Designated heritage assets	Historic Environment Records (other than designated heritage assets)	Past disturbance	Archaeological potential	Sensitivity to change	Application recommendations	Appropriate for further assessment
Housing Allocations								
Victoria Estate	The allocation is identified as being settlement (HNY20592) and having invisible legibility within the HLC. The HLC summary identifies that <i>'This is an area of apartments contained within short terraces of two or three storey blocks. Dating to approximately the mid to late 1960s the apartments are set out in an irregular pattern with quadrangles of terraces set out around central greens'</i> . The north western corner of the allocation is identified as being part of the historic town core (HNY20587) with significant legibility. The HLC summary identifies that <i>'This area comprises the main shopping streets of Stockton Town Centre. The general character centres around the wide central High Street that was laid out in the 12th or 13th century with long burgage plots to either side.'</i>	There are no designated Heritage Assets within the site Within vicinity of the site <ul style="list-style-type: none"> Stockton Town Centre Conservation Area 7658 - Church of St Mary Listed Grade II - 19th century 7662 - 60-82 Norton Road Listed Grade II - 19th century 7630 - 41 Garbutt Street Listed Grade II - 19th century 7659 - 29 Norton Road Listed Grade II - 19th century 6533 - 31 Norton Road Listed Grade II - 19th century 6534 - 33-35 Norton Road Listed Grade II - 19th century 6535 - 37 Norton Road Listed Grade II - 19th century 6536 - 39 Norton Road Listed Grade II - 19th century 7660 - 41 Norton Road Listed Grade II - 19th century 6532 - 2-8 Norton Road & 1 King Street Listed Grade II - 19th century 7620 - 16 Church Road Listed Grade II - 18th century 892 - 70 & 72 Church Road Listed Grade II* - 18th century 893 - 74 & 76 Church Road Listed Grade II* - 18th century 894 - 78 Church Road Listed Grade II* - 18th century 895 - 80 Church Road Listed Grade II* - 18th century 5413 - 82 Church Road Listed Grade II - 	Within site <ul style="list-style-type: none"> 4139 - Brick and Tilemaking Site - 19th century 4138 - Malt Kiln - 19th century Within vicinity of the site <ul style="list-style-type: none"> 4265 – NER North Shore Branch Railway - 19th century 4244 - Saw Mill - 19th century 	The site comprised a residential estate which has recently been demolished. It is likely that there has been significant ground disturbance on the site.	Given the relatively limited number of Historic Environment Records within the site and the scale of the previous disturbance, it is considered that there is unlikely to be any significant archaeological impact from the future development of the site for housing.	Development of this site is unlikely to have a significant archaeological impact. The site is within close proximity to Stockton Town Centre Conservation Area and there are listed buildings within the vicinity. Development has the potential to impact on the significance of these designated heritage assets.	Given the low archaeological potential of the site no recommendations are identified. Applications will be accompanied by a heritage impact assessment to fully consider the potential impact of development on heritage assets.	Owing to the potential for impacts upon heritage assets it is considered appropriate to take the site forward for further consideration

Site	Historic Landscape Characterisation Overview	Designated heritage assets	Historic Environment Records (other than designated heritage assets)	Past disturbance	Archaeological potential	Sensitivity to change	Application recommendations	Appropriate for further assessment
Boathouse Lane	The site is located within two HLC units. The southern part of the site is identified as being commercial (HNY20570) and having invisible legibility within the HLC. The HLC summary identifies that 'A number of industrial units/warehouses lie at the south end of Boathouse Lane, Stockton on Tees. The units are large warehouse style buildings with extensive distribution yards surrounding. The current use of the area appears to date from the late 1950s'. The northern part of the site is identified as being settlement (HNY20569) and having invisible legibility within the HLC. The HLC summary identifies that 'This is an area of student apartments with construction beginning in 2007. The apartments are high rise and built in monolithic style but with varied roof heights and use of colour to break up the scale'.	18th century There are no designated Heritage Assets within the site. Within vicinity of the site <ul style="list-style-type: none"> 1278 - 48 Bridge Road, Booking Office Listed Grade II* - 19th century 6148 - 50 Bridge Road, house Listed Grade II - 19th century 6149 - 52 & 54 Bridge Road, house Listed Grade II - 19th century 6150 - 56 Bridge Road, house Listed Grade II - 19th century 1820 - Victoria Bridge Listed Grade II - 19th century 	Within site <ul style="list-style-type: none"> 5536 – Victoria Bridge Engineering Works - 19th century 5537 – Thomlinson Hall and Company Engineering Works - 20th century 5538 – Crane - 20th century 4275 – Saw Mill – 19th century 4156 - Timber Yard - 19th century Within vicinity of the site <ul style="list-style-type: none"> 4276 - Tramway Depot - 19th century 3515 – Tramway Power Station - 19th century 4155 - Timber Yard - 19th century 3556 - Stockton and Darlington Railway - 19th century 6179 – Well – 19th century 4161 – Ropewalk - 19th century 4158 - Lime Depot - 19th century 4157 - Coal Depot - 19th century 478 – Human Burial - prehistoric 3882 – Middlesbrough Branch Railway – 19th century 4979 – Stockton and Darlington Railway suspension bridge - 19th century 4981 – Stockton and Darlington Railway plate girder bridge - 19th century 4980 - Stockton and Darlington Railway girder bridge - 19th century 	The site currently comprises commercial/cleared land. It is likely that there has been significant ground disturbance on the site.	Archaeological potential has been considered through planning applications. For the northern section of the site archaeological assessments have identified that there are no remains requiring physical preservation, and the 19th and 20th century buildings on site were recorded prior to demolition. Planning permission is also extant for the southern section of the site. An archaeological assessment was submitted as part of the application which identified that no further archaeological works were required.	Development of this site is unlikely to have a significant archaeological impact. Development has the potential to impact upon the nearby designated heritage assets	The site has already been the subject of archaeological work and there are no further archaeological requirements. Applications will be accompanied by a heritage impact assessment to fully consider the potential impact of development on heritage assets.	Owing to the potential for impacts upon heritage assets it is considered appropriate to take the site forward for further consideration
Queens Park North	The allocation is identified as being industrial (HNY20586) and having fragmentary legibility within the HLC. The HLC summary identifies that 'This is an area of former late 19th and early 20th century industry, cleared from the 1970s to early	There are no designated heritage assets within the site or the surrounding area	Within site <ul style="list-style-type: none"> 4120 - Engineering Works - 19th century 4123 – Blair's Engine Works- 19th century Within vicinity of the site <ul style="list-style-type: none"> 4265 - NER North Shore Branch 	The site has recently been subject to an extensive remediation scheme which has included the re-profiling of the site.	The site has previously had planning permission for residential development and as part of this the archaeological features of interest were recorded.	Development of this site will not have a significant archaeological impact. No impacts on heritage assets have been identified	The site has already been the subject of archaeological work and there are no further archaeological requirements.	On the basis of this initial assessment it is not considered necessary to take this site forward for further consideration

Site	Historic Landscape Characterisation Overview	Designated heritage assets	Historic Environment Records (other than designated heritage assets)	Past disturbance	Archaeological potential	Sensitivity to change	Application recommendations	Appropriate for further assessment
	<i>2000s to provide a development platform. The area is largely grassed but with concrete foundations and access roads still legible.</i>		<ul style="list-style-type: none"> Railway- 19th century 4241 - Brickearth Pit - 19th century 4242 - Brickearth Pit - 19th century 4259 - Brickearth Pit - 19th century 4125 – Brickyard - 19th century 4136 – Norton Road Railway Station - 19th century 4425 – Stockton Refuse Destructor Station - 20th century 3521 - Water Pump - 17th century 4258 - Clarence Foundry - 19th century 4124 - Coal Depot - 19th century 					
Land off Grangefield	The allocation is identified as industrial (HNY20613) with partial legibility within the HLC. The HLC summary identifies the area as “a large industrial area bordering the railway line at Stockton Station. The largest operation is a large scrapyards specialising in decommissioning railway waggons etc. The area also includes industrial units at Britannia Road, Hutchinson Street.”	<p>There are no designated Heritage Assets within the site or within the vicinity.</p> <p>Noted that Bute Street and Stockton Town Centre are located further afield to the east of the railway line.</p>	<p>Within site</p> <ul style="list-style-type: none"> 4272 - Moor Steel And Iron Works- 19th century 4271- Perseverance Boiler Works- 19th century 8798 - Perseverance Boiler Works Coal Depot - 19th century <p>Within vicinity of the site</p> <ul style="list-style-type: none"> 4121 - Patent Rope Manufactory- 19th century 4238 - Phoenix Works - 19th century 8799 - Millfield Coal Depot - 19th century 	The site comprised a former iron works and metal recycling facility. It is likely that there has been significant ground disturbance on the site.	Given the relatively limited number of Historic Environment Records within the site and the scale of the previous disturbance, it is considered that there is unlikely to be any significant archaeological impact from the future development of the site for housing.	Development of this site is unlikely to have a significant archaeological impact. The nature of development is unlikely to have any impact on the significance of heritage assets	Given the low archaeological potential of the site no recommendations are identified. Applications will be accompanied by a heritage impact assessment to fully consider the potential impact of development on heritage assets.	On the basis of this initial assessment it is not considered necessary to take this site forward for further consideration
Navigation Way	n/a	n/a	n/a	n/a	n/a	n/a	n/a	This site now has planning consent and further consideration is not necessary
Eaglescliffe Golf Club	The allocation is identified as recreational (HNY20517) with partial legibility within the HLC. The HLC summary identifies that “ <i>This golf course occupies a site on the western banks of the River Tees at Yarm. Aerial photographs suggest that the site was laid out prior to 1946 (RAF CPE/UK 4245) but it is not until the 1954 Ordnance Survey map that any legend appears.</i> ”	<p>There are no designated Heritage Assets within the site</p> <p>Within the vicinity</p> <ul style="list-style-type: none"> Eaglescliffe Conservation Area 7929- War Memorial- 20th Century 	<p>There are no Historic Environment Records within the site.</p> <p>Within the vicinity:</p> <ul style="list-style-type: none"> 7912/3- 533/533 Yarm Road- 20th Century (Local List) 7910/1- 529/531 Yarm Road- 20th Century (Local List) 7916/7- 620/622 Yarm Road- 20th Century (Local List) 7907/8- 513/515 Yarm Road- 19th Century (Local List) 	There will have been disturbance at certain locations owing to development and landscaping. However, much of the site will be relatively undisturbed.	No previous archaeological work has been undertaken on the site. Owing to this the site should be considered to have archaeological potential.	The site allocation has potential for unrecorded archaeological remains and development of the site could lead to the destruction of archaeological deposits. However, it is considered reasonable to conclude that the allocation of the site for housing development will not be prevented by this potential, providing adequate consideration of this issue is given during any planning application process.	An archaeological desk-based assessment and walkover survey should be undertaken and a report detailing the results submitted with any planning application to develop this site. The desk-based assessment should include an assessment of the potential impact of the proposed development upon Heritage Assets within and adjacent to the site. Further archaeological evaluative fieldwork may be necessary prior to the determination of the	On the basis of this initial assessment it is not considered necessary to take this site forward for further consideration

Site	Historic Landscape Characterisation Overview	Designated heritage assets	Historic Environment Records (other than designated heritage assets)	Past disturbance	Archaeological potential	Sensitivity to change	Application recommendations	Appropriate for further assessment
			<ul style="list-style-type: none"> 5271- Clairville Hotel- 19th Century (Local List) 3556- Stockton and Darlington Railway 1825- 19th Century 6567- 527 Yarm Road- 20th Century 6568- Rueberry, 525 Yarm Road- 20th Century 6564/5/6- 594-602 Yarm Road 			<p>Whilst the site is located within close proximity to a conservation area it is considered that development is unlikely to impact upon the significance of this or other heritage assets.</p>	<p>application to assess the archaeological potential of the site. The archaeological assessment will inform the development of a strategy, if appropriate, to mitigate the potential archaeological impact of the proposed development; this strategy may include designing the development to avoid impacting archaeological deposits worthy of conservation.</p>	
Yarm Road	<p>The HLC identifies the site as being recreational (HNY20550) and having invisible legibility. The character area is surrounded by settlement, with dwellings of various ages and styles.</p>	<p>There are no designated heritage assets within the site or the surrounding area</p>	<p>Within site</p> <ul style="list-style-type: none"> 4216- Castle Eden Branch Railway- 19th Century <p>Within vicinity of the site</p> <ul style="list-style-type: none"> 4267- Hartburn Curve- Brick & tilemaking site- 19th Century 4266- Hartburn Curve- Railway Junction- 19th Century 3556- Stockton and Darlington Railway 1825- 19th Century 4327- Eaglescliffe- Brick & tilemaking site- 19th Century 3424- Mount Pleasant- Brickearth pit- 20th Century 4326- Eaglescliffe Iron Works- 19th Century 	<p>The site has had various manufacturing uses with the southern section of the site being the route of a railway and clay pits being evident on historic base maps (1897-99). It is understood that a high level of past disturbance has previously occurred with site being filled ground and the western half of the site currently being car park hard standing.</p>	<p>No previous archaeological work has been undertaken on the site. However the area of the development is a former clay quarry for the former Brick & Tilemaking site (HER 4267) meaning that the archaeological potential is very low.</p>	<p>The site contains a short section of embankment representing the remains of the Castle Eden Branch Railway (HER 4216). This railway opened in 1877, i.e. fairly late in the process of railway development in the area. Although it would be desirable to maintain the embankment as a historic feature it would not form a constraint to development if this were not possible.</p> <p>No impacts on other known heritage assets have been identified.</p>	<p>The level of survival of the railway embankment should be assessed and its significance stated in any planning submission. Where it is not possible to preserve the embankment then archaeological recording would be desirable.</p>	<p>On the basis of this initial assessment it is not considered necessary to take this site forward for further consideration</p>
South of Junction Road	<p>The allocation is identified as being institutional (HNY20792) and having fragmentary legibility. The HLC summary identifies that <i>'This character area consists of a school and its associated playing fields dating between the mid-1920s to mid-1930s. The centre is set out around a central courtyard with pond. It is mainly single storey with flat roofs and glazed elevations.'</i> The character area is surrounded by settlement, with dwellings of various ages and styles.</p>	<p>There are no designated Heritage Assets within the site</p> <p>Within vicinity of the site</p> <ul style="list-style-type: none"> Norton Conservation Area 	<p>There are no Historic Environment Records within the site.</p> <p>Within vicinity of the site</p> <ul style="list-style-type: none"> 6685- 24 Junction Road Local List- 19th Century 6686- 38 Junction Road Local List- 19th Century 6687- 66/68 Junction Road Local List- 19th Century 7927- 26 Junction Road Local List- 20th Century 7928- 18-20 Fulthorpe Road Local List- 20th Century 	<p>The site is currently used as an educational training facility with various existing buildings, hard standing and playing fields. Past disturbance will have occurred on the areas of built development. However, the playing fields appear from historic mapping as not having been developed, although landscaping may have taken place. It is likely that any previous damage to archaeological deposits on the playing fields would be limited.</p>	<p>No previous archaeological work has been undertaken on the site. Owing to this the site should be considered to have archaeological potential.</p>	<p>The site allocation has potential for unrecorded archaeological remains and development of the site could lead to the destruction of archaeological deposits. However, it is considered reasonable to conclude that the allocation of the site for housing development will not be prevented by this potential, providing adequate consideration of this issue is given during any planning application process.</p> <p>Whilst the site is located within close proximity to properties on the local list. It is considered that a sympathetically designed development would</p>	<p>An archaeological desk-based assessment and walkover survey should be undertaken and a report detailing the results submitted with any planning application to develop this site. The desk-based assessment should include an assessment of the potential impact of the proposed development upon Heritage Assets within and adjacent to the site. Further archaeological evaluative fieldwork may be necessary prior to the determination of the application to assess the archaeological potential of the site. The archaeological assessment will inform the development of a strategy, if appropriate, to mitigate the potential archaeological</p>	<p>On the basis of this initial assessment it is not considered necessary to take this site forward for further consideration</p>

Site	Historic Landscape Characterisation Overview	Designated heritage assets	Historic Environment Records (other than designated heritage assets)	Past disturbance	Archaeological potential	Sensitivity to change	Application recommendations	Appropriate for further assessment
						ensure that there will be no adverse impacts on heritage assets.	impact of the proposed development; this strategy may include designing the development to avoid impacting archaeological deposits worthy of conservation.	
North of Junction Road	n/a	n/a	n/a	n/a	n/a	n/a	n/a	This site now has planning consent and further consideration is not necessary
Darlington Back Lane	The HLC identifies the site as being recreational (HNY20713) and having fragmentary legibility. Settlement is located to the north, west and south of the site (HNY20697 & HNY20706) and is typified by semi-detached and detached dwellings dating from the 1960s onwards.	There are no designated heritage assets within the site or the surrounding area	There are no Historic Environment Records within the site. Within vicinity of the site <ul style="list-style-type: none"> 4216- Castle Eden Branch Railway- 19th Century 	The site appears from historic mapping not to have been developed, although landscaping may have taken place. The site is greenfield being used as sports pitches/amenity open space. It is likely that any previous damage to archaeological deposits in these areas would be limited.	No previous archaeological work has been undertaken on the site. Owing to this the site should be considered to have archaeological potential.	The site allocation has potential for unrecorded archaeological remains and development of the site could lead to the destruction of archaeological deposits. However, it is considered reasonable to conclude that the allocation of the site for housing development will not be prevented by this potential, providing adequate consideration of this issue is given during any planning application process. No impacts on known heritage assets have been identified.	An archaeological desk-based assessment and walkover survey should be undertaken and a report detailing the results submitted with any planning application to develop this site. The desk-based assessment should include an assessment of the potential impact of the proposed development upon Heritage Assets within and adjacent to the site. Further archaeological evaluative fieldwork may be necessary prior to the determination of the application to assess the archaeological potential of the site. The archaeological assessment will inform the development of a strategy, if appropriate, to mitigate the potential archaeological impact of the proposed development; this strategy may include designing the development to avoid impacting archaeological deposits worthy of conservation.	On the basis of this initial assessment it is not considered necessary to take this site forward for further consideration
Former Billingham Campus School Site	The site is located within an institutional area (HNY20884). The historic landscape area comprises a number of schools and their playing fields. They are present on aerial photographs of 1971 and were presumably constructed in the preceding decade.	There are no designated heritage assets within the site or the surrounding area	Within site 6859- Trackway- Medieval Within vicinity <ul style="list-style-type: none"> 6861- Mill Race- Medieval 6863- Farmhouse- 19th Century 6862- Farmstead- 19th Century 6853- Dovecote- Medieval 6857- Tower- Medieval 601- Manor House- Medieval 1598- Fishpond- Medieval 6855- Park- Medieval 	The site is greenfield being used as sports pitches/amenity open space. Past disturbance will have occurred on the areas of built development. However, the playing fields appear from historic mapping as not having been developed, although landscaping may have taken place. It is likely that any previous damage to archaeological deposits on the playing fields would be limited.	No previous archaeological work has been undertaken on the site. Owing to this the site should be considered to have archaeological potential.	The site contains a medieval trackway (HER 6859) associated with the medieval manor of Beaulieu to the northeast of the site. This was filled in during landscaping works to the school site. In addition the site allocation has potential for unrecorded archaeological remains and development of the site could lead to the destruction of archaeological deposits. However, it is considered reasonable to conclude that the allocation of the site for housing development will not be	An archaeological desk-based assessment and walkover survey should be undertaken and a report detailing the results submitted with any planning application to develop this site. The desk-based assessment should include an assessment of the potential impact of the proposed development upon Heritage Assets within and adjacent to the site. Further archaeological evaluative fieldwork may be necessary prior to the determination of the application to assess the archaeological potential of	On the basis of this initial assessment it is not considered necessary to take this site forward for further consideration.

Site	Historic Landscape Characterisation Overview	Designated heritage assets	Historic Environment Records (other than designated heritage assets)	Past disturbance	Archaeological potential	Sensitivity to change	Application recommendations	Appropriate for further assessment
			<ul style="list-style-type: none"> 6860- Dam- Medieval 6856- Water Meadow- Medieval 			prevented by this potential, providing adequate consideration of this issue is given during any planning application process.	the site. The archaeological assessment will inform the development of a strategy, if appropriate, to mitigate the potential archaeological impact of the proposed development; this strategy may include designing the development to avoid impacting archaeological deposits worthy of conservation.	
South of Kingfisher Way, Bowesfield	The site is identified as industrial (HNY20548) and having invisible legibility. However, residential development has been built to the south of the site.	There are no designated heritage assets within the site or the surrounding area	There are no Historic Environment Records within the site or the surrounding area	The site has been the subject to a remediation scheme.	Given the previous disturbance on the site, it is considered that it is unlikely that the development of the site for housing will result in any archaeological impact.	Development of this site is unlikely to have a significant archaeological impact. No impacts on known heritage assets have been identified.	Given the low archaeological potential of the site no recommendations are identified	On the basis of this initial assessment it is not considered necessary to take this site forward for further consideration
Harrowgate Lane (part of West Stockton Strategic Urban Extension)	The HLC identifies that the majority of the site is enclosed land constituting modern improved fields or piecemeal enclosure. This agricultural land has Fragmentary legibility to the north of Bishopsgarth School (HNY6464) and significant legibility to the south (HNY6472). The difference in legibility is owing to the fact that the fields to the south are of medium sized fields in an irregular pattern with only 50% boundary loss since 1850; this is in comparison to an up to 90% boundary loss on fields to the north of the site.	There are no designated Heritage Assets within the site Within vicinity of the allocation <ul style="list-style-type: none"> 7536 - Grassy Nook Farmhouse, Norton listed Grade II - 18th century 	<p>Within site</p> <ul style="list-style-type: none"> 6849 - Lithic Scatter - prehistoric 6195 - Pottery Scatter - medieval 6194 – Buckle - medieval 6196 - Wig Curler - 17th century 5429 - Pottery Scatter - medieval 6895 - Pillbox - World War II 6230 – Enclosure - Romano-British 4216 - Castle Eden Branch Railway - 19th century 834 - Field System – medieval 1448 - Field System - medieval <p>Within vicinity of the site</p> <ul style="list-style-type: none"> 4233 – Carlton South Railway Junction - 19th century 5431 – Bronze Axehead - Bronze Age 833 - Field System - medieval 1437 - Field System - medieval 6894 - Pillbox - World War II 5532 - Harwick Field House Farmstead – 18th century 	The site is entirely greenfield being in agricultural use. It is likely that any previous damage to archaeological deposits in these areas would be limited.	Only a limited amount of archaeological work has been undertaken on the site. Owing to this and Historic Environment Records within the site and wider area the site can be considered to have archaeological potential. In 2014 the field to the immediate south of the school was subject to archaeological field evaluation. There were no significant heritage assets in this particular part of the site.	The site allocation has potential for unrecorded archaeological remains and development of the site could lead to the destruction of archaeological deposits. However, it is considered reasonable to conclude that the allocation of the site for housing development will not be prevented by this potential, providing adequate consideration of this issue is given during any planning application process. There is the possibility of some physical preservation. The nearest designated heritage asset is Grassy Nook Farmhouse which is a Grade II Listed Building. Whilst not being nationally or locally listed, Castle Eden Walkway, Two Mile House Farm and the World War II Pillbox are of significance. Development has the potential to impact on the significance of these heritage assets.	An archaeological desk-based assessment and walkover survey should be undertaken and a report detailing the results submitted with any planning application to develop this site. The desk-based assessment should include an assessment of the potential impact of the proposed development upon Heritage Assets within and adjacent to the site. Further archaeological evaluative fieldwork may be necessary prior to the determination of the application to assess the archaeological potential of the site. The archaeological assessment will inform the development of a strategy, if appropriate, to mitigate the potential archaeological impact of the proposed development; this strategy may include designing the development to avoid impacting archaeological deposits worthy of conservation. Applications will be accompanied by a heritage impact assessment to fully consider the potential impact of development on the historic environment.	Owing to the potential for impacts upon heritage assets it is considered appropriate to take the site forward for further consideration
Yarm Back Lane (part of Yarm Back Lane)	The allocation is identified as being enclosed land (HNY6457) within the HLC. The HLC summary	There are no designated Heritage Assets within the site	<p>Within site</p> <ul style="list-style-type: none"> 845 - Field System - medieval 	The site is entirely greenfield being in agricultural use. It is likely that any previous damage	Only a limited amount of archaeological work has been undertaken on the site. Owing to this and	The site allocation has potential for unrecorded archaeological remains and development of the	An archaeological desk-based assessment and walkover survey should be undertaken and a report	It is suggested that this site be taken forward for further consideration alongside Harrowgate

Site	Historic Landscape Characterisation Overview	Designated heritage assets	Historic Environment Records (other than designated heritage assets)	Past disturbance	Archaeological potential	Sensitivity to change	Application recommendations	Appropriate for further assessment
	identifies that <i>'this is an area of unknown planned enclosure consisting of medium sized fields in a semi-irregular pattern. It is defined by regular external and straight internal hedgerow boundaries. It has significant legibility with less than 10% boundary loss since 1850.'</i>	Within vicinity of the allocation <ul style="list-style-type: none"> 7536 - Grassy Nook Farmhouse, Norton listed Grade II - 18th century 	Within vicinity of the site <ul style="list-style-type: none"> 833 - Field System - medieval 	to archaeological deposits in these areas would be limited.	Historic Environment Records within the site and wider area the site can be considered to have archaeological potential. In 2016 the allocation was subject to geophysical survey which identified a possible ditched enclosure and a number of other soil-filled features. Owing to this the site should be considered to have archaeological potential. An irregular group of buildings around a courtyard, named as Hartburn Grange, is shown on the Ordnance Survey first edition map (c.1860) at the southern end of the site. This may indicate the site of a medieval grange.	site could lead to the destruction of archaeological deposits. However, it is considered reasonable to conclude that the allocation of the site for housing development will not be prevented by this potential, providing adequate consideration of this issue is given during any planning application process. There is the possibility of some physical preservation. Inspection of recent aerial photographs indicates that the ridge and furrow earthworks recorded on the HER as a field system are now ploughed out.	detailing the results submitted with any planning application to develop this site. The desk-based assessment should include an assessment of the potential impact of the proposed development upon Heritage Assets within and adjacent to the site. Further archaeological evaluative fieldwork may be necessary prior to the determination of the application to assess the archaeological potential of the site. The archaeological assessment will inform the development of a strategy, if appropriate, to mitigate the potential archaeological impact of the proposed development; this strategy may include designing the development to avoid impacting archaeological deposits worthy of conservation. Applications will be accompanied by a heritage impact assessment to fully consider the potential impact of development on the historic environment.	Lane as these sites combined form the West Stockton Strategic Urban Extension.
Wynyard	The allocation is split between three HLC units. The north western section of the site is identified as being enclosed land (HNY6712) and having fragmentary legibility within the HLC. The HLC summary identifies that <i>'This is an area of unknown planned enclosure consisting of a large and a small field. It is defined by regular external and straight internal fenced boundaries. It has fragmentary legibility with the boundaries reorganised since 1850'</i> . The north eastern section of the allocation is also identified as being enclosed land (HNY6658) and having fragmentary legibility within the HLC. The HLC summary identifies that <i>'This is an area of modern improved fields consisting</i>	There are no designated heritage assets within the site. Within the vicinity of the site <ul style="list-style-type: none"> 0606- The deserted medieval farmstead of High Burntoft - Scheduled 	Within site <ul style="list-style-type: none"> 560- Field System- Medieval 6661- Field System- Medieval 8014 – Pit of unknown date 5480- Woodside Farm, Farmstead- 19th century Within vicinity of the site <ul style="list-style-type: none"> 560- Field System- Medieval 6652- Whinny Moor Cottage- 19th century 5480- Woodside Farm, Farmstead- 19th century 6663- Field System- Medieval 1635 - Newton Hanzard Wood - 17th century 	The site is entirely greenfield being in agricultural use. It is likely that any previous damage to archaeological deposits in these areas would be limited. However, some disturbance may have occurred in the vicinity of the adjacent road, which was constructed to serve the business park.	The vast majority of the site has been the subject of previous archaeological work (which included extensive trial trenching and in some locations historic building recording and earthwork survey).	The site has already been the subject of archaeological work and there are no further archaeological requirements. No impacts on heritage assets have been identified. Whilst there is a scheduled monument within the vicinity of the site it is located some distance away and is separated from the allocation by a large expanse of woodland.	The site has already been the subject of archaeological work and there are no further archaeological requirements.	On the basis of this initial assessment it is not considered necessary to take this site forward for further consideration.

Site	Historic Landscape Characterisation Overview	Designated heritage assets	Historic Environment Records (other than designated heritage assets)	Past disturbance	Archaeological potential	Sensitivity to change	Application recommendations	Appropriate for further assessment
	<i>of one large field. It is defined by regular hedgerow boundaries, formed by woodland on the northern and eastern sides. It has fragmentary legibility with up to 90% boundary loss since 1850'. The southern element of the site is identified as being commercial (HNY6710) owing to the current office based developments at the site.</i>							
Employment Allocations								
North Shore	The site is located within an industrial area (HNY20595). This is an area of light to heavy industry with some direct retail. The area was industrialised by the mid-19th century with brickworks, shipyards, iron and steel works and railway infrastructure.	There are no designated assets within the allocation. Within the vicinity of the allocation <ul style="list-style-type: none"> Stockton Conservation Area. 892 – 70 and 72 Church Road listed Grade II* – 18th century 893 – 74 and 76 Church Road listed Grade II* – 18th century 894 – 78 Church Road listed Grade II* – 18th century 895 – 80 Church Road listed Grade II* – 18th century 5413 – 82 Church Road listed Grade II – 18th century 3511 – Church of St Thomas listed Grade I – 18th century 7620 – 16 Church Road listed Grade II – 18th century 7636 – Jackson Tomb listed Grade II – 20th century 907 – War Memorial listed Grade II* – 20th century 7637 – 16 High Street listed Grade II – 18th century 7635 – Metcalfe Tombstone listed Grade II – 18th century 7661 – The Sun Inn 	Within site <ul style="list-style-type: none"> 4265 – N.E.R. North Shore Branch Railway – 19th century 4179 – Stockton Malleable Works Ironworking Site – 19th century 4134 – Brickearth Pit – 19th century 4135 – Brickearth Pit – 19th century 764 – Pottery Works – 19th century 4251 – Shipyard – 19th century 4264 – Bleach Works – 19th century 4143 – Hubbaks Quay – 19th century Within vicinity of the site <ul style="list-style-type: none"> 4140 – Brickearth Pit – 19th century 4250 – Coal Depot – 19th century 2856 – Wharf – Post Medieval 5187 – Stockton Ironworks – 19th century 5184 – Blue House Point brick and tilemaking site – 20th century 770 – Common Bakehouse – Medieval 4142 – Ferry – 19th century 4422 – Ford – 19th century 3555 – Ainsworths Pottery Works – 19th century 4247 – Saw Mill – 	The majority of the site has been remediated and re-profiled. The remainder of the site consists of modern development and cleared land.	The site benefits from extant permission for a mixed use development. Whilst the majority of the site has a low archaeological potential there are several discrete areas where archaeological remains of early industries may exist. These include the former North Shore Pottery and various 18th century boat yards along the banks of the River Tees.	The site allocation has potential for unrecorded archaeological remains and development of the site could lead to the destruction of archaeological deposits. However, it is considered reasonable to conclude that the allocation of the site for housing development will not be prevented by this potential, providing adequate consideration of this issue is given during any planning application process. Any potential development adjacent to the conservation area has the potential to impact on the significance of this designated heritage asset and those heritage assets within.	There is an active planning condition for specific archaeological works on selected sites of interest. Applications will be accompanied by a heritage impact assessment to fully consider the potential impact of development on heritage assets.	Owing to the potential for impacts upon heritage assets it is considered appropriate to take the site forward for further consideration

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		<p>listed Grade II – 19th century</p> <ul style="list-style-type: none"> • 7634 – Gates of St Thomas listed Grade II – 18th century • 7676 – Workshop/School, Union Street East listed Grade II – 19th century 	<p>19th century</p> <ul style="list-style-type: none"> • 4248 – Steam Mill – 19th century • 4249 – Oil and Antifriction Grease Works – 19th century • 4141 – Staith – 19th century • 4133 – Brickearth Pit – 19th century 					
Teesdale	<p>Two of the areas allocated at Teesdale are located within an area identified as being commercial (HNY20367). This character area represents the commercial district at Teesdale. It consists of blocks of offices of three or four storeys with associated car parking and verges. The building style is principally brick built with polychrome details.</p> <p>The remaining two areas of the allocation are located within an institutional area (HNY20365). This area is characterised by University buildings of the early 1990s to early 2000s, forming the Stockton Campus of the University of Durham. The buildings are large with several storeys. The area between buildings is generally car parking.</p> <p>The two identified areas are separated by an area of settlement (HNY20366). This character area represents the residential portion of the Teesdale redevelopment. The buildings here are in use as apartments or nursing homes. The buildings are generally of three or four storeys with car parking and green verges surrounding.</p>	<p>There are no designated heritage assets within the allocation</p> <p>Within the vicinity of the allocation</p> <ul style="list-style-type: none"> • Stockton Conservation Area • 6365 – Warehouse 2, Quayside Road – 19th century, Grade II listed 	<p>Within the site:</p> <ul style="list-style-type: none"> • 4284 – Teesdale Ironworks – 19th century • 4286 – Union Foundry – 19th century <p>Within vicinity of the site</p> <ul style="list-style-type: none"> • 4284 – Teesdale Ironworks – 19th century • 4286 – Union Foundry – 19th century • 4285 – Teesdale Ironworks Wharf – 19th century • 4206 – Stockton South Shipyard – 19th century • 4866 – Animal Remains – Palaeolithic • 4287 – Thornaby Ironworks – 19th century • 6741 – Thornaby Marshalling Yards – 20th century • 6742 – Coal Cleaning Plant – 20th century • 3882 – Middlesbrough Branch Railway – 19th century • 4204 – Saw Mill – 19th century • 4288 – Thornaby Railway Station – 19th century • 4283 – Thornaby Shipyard – 19th century • 4205 – shipyard north of Victoria Bridge – 19th century • 4289 – Cleveland Flour Mills – 19th century 	<p>The allocation is located within an area that was formally used for heavy industry. Significant ground remediation works were carried out to remove any contaminated land prior to the development of the area. There has been significant ground disturbance within the allocated areas.</p>	<p>There are a number of HER records on and within the site allocations. These primarily relate to the industrial heritage of the area. However, due to the significant disturbance that has occurred in the past, there is limited potential for previously unidentified archaeological remains to be found.</p>	<p>Development of these sites is unlikely to have a significant archaeological impact.</p> <p>The Teesdale area is located within the vicinity of Stockton Conservation Area and a Grade II listed former warehouse on the opposite side of the River Tees. The allocations are small areas located within an existing development of similar character. It is, therefore, considered that the development of the allocation can proceed without impact upon the designated assets.</p>	<p>No recommendations are identified</p>	<p>On the basis of this initial assessment it is not considered necessary to take this site forward for further consideration</p>
Wynyard	<p>The majority of the allocation is identified as being commercial (HNY6654) and having</p>	<p>There are no designated Heritage Assets within the site</p>	<p>Within site</p> <ul style="list-style-type: none"> • 6391- Field System - Medieval • 6640- Harestones, 	<p>The allocation is greenfield with no past disturbance.</p>	<p>A number of HER records have been identified both within the site and in the vicinity. The majority of</p>	<p>Archaeological sites within the area limited to stray finds and demolished estate farms of the 19th</p>	<p>The development area has been subject to previous archaeological field evaluation suggesting a low</p>	<p>Owing to the potential for impacts upon heritage assets it is considered appropriate</p>

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	fragmentary legibility within the HLC. The HLC summary identifies that <i>'This is Wynyard Business Park which is active and has large buildings providing office space for commercial businesses and conference facilities. It has fragmentary legibility to the previous HLC of unknown planned enclosure'</i> . The remaining section of the allocation is identified as being enclosed land (HNY6655) and having significant legibility within the HLC. The HLC summary identifies that <i>'This is an area of unknown planned enclosure consisting of medium sized fields in a regular pattern. It is defined by regular external and internal hedgerow boundaries. It has significant legibility with approximately 20% boundary loss since 1850'</i> .	Within vicinity of the allocation <ul style="list-style-type: none"> 0606- The deserted medieval farmstead of High Burntoft - Scheduled 	Farmstead - 19th century Within vicinity of the site <ul style="list-style-type: none"> 6391- Field System - Medieval 6390- Annigate, Farmhouse - 18th century 6638- Annigate Cottage - 19th century 3437- Flint Artefact - Prehistoric 3279- Field System - Medieval 3433- Flint Artefact - Bronze Age 6392- Tofts Farm, Farmstead - Medieval 3434- Flint Artefact - Prehistoric 3435 – Flint scraper – Prehistoric 3441 – Quern stone – Bronze Age 8240 – Tofts Farm – 19th century 		these were noted in archaeological evaluation of the business park in the late 1990s. They represent a background scatter of prehistoric and later occupation but with no particular focus of activity identified. Overall the development area was found to have a low archaeological potential.	century. The development has the potential to have a impact on the setting of the Scheduled Monument at High Burntoft (within Hartlepool Borough Council's administrative area).	potential and no further archaeological works are required.	to take the site forward for further consideration
Preston Farm	The allocation identifies two specific parcels of land at the north and south of the industrial estate. The northern section is identified as industrial (HNY20548) with invisible legibility within the HLC. The HLC summary identifies this large character area as comprising of <i>'two industrial/retail estates plus various factories to the north of the A66. Yarm Road is the more commercial part of the area with a mixture of car dealerships, garden nurseries and a hotel'</i> . The southern part of the allocation directly adjacent to the industrial HLC but being undeveloped is identified alongside the wider open area as being enclosed land (HNY20545). The summary for the area identifies that <i>'these large fields lie to the north of Eaglescliffe and are rapidly being encroached upon by expansion of Bowesfield</i>	There are no designated heritage assets within the allocation Within the vicinity of the allocation <ul style="list-style-type: none"> 7617- Mount Pleasant Grange (Grade II Listed Building)- 19th century 	There are no other HER records within the site Within vicinity of the site <ul style="list-style-type: none"> 5517- Pottery Scatter- Romano-British 5518- Lithic Scatter- Pre historic 5516 – Pottery Scatter – Medieval 767 – Preston-on-Tees Village – Medieval 4329 – Tees Bridge Ironworks – 19th century 4330 – Richmond Ironworks – 19th century 4273 – Bowesfield Ironworks – 19th century 	The northern part of the allocation is a brownfield site and has previously had potentially significant ground disturbance. Possible clay extraction is shown on the western part on the Ordnance Survey 5 th edition (1950s) map. The southern part of the allocation is a greenfield site.	No HER records occur within the development site. Due its greenfield nature, it is considered that there is some potential for previously unidentified archaeological remains to be found on the southern allocation but it is not likely that remains will be found on the northern allocation, due to previous disturbance.	Development of the southern site has the potential to have an impact upon archaeological remains. The northern allocation is located within the vicinity of Mount Pleasant Grange, which is a Grade II Listed building. This property is currently located within the centre of a Council owned Gypsy and Traveller site and is also adjacent to a dual carriage way and existing industrial development. Due to its existing surroundings, it is not considered that the development of the Preston Farm allocations will result in substantial harm to the significance of this designated asset. Due to the location of the allocation within an existing industrial area and in close proximity to the A66, no implications have been identified for	The southern site which lies adjacent to the core of the medieval settlement at Preston-on-Tees has an untested archaeological potential. An archaeological desk-based assessment and walkover survey should be undertaken and a report detailing the results submitted with any planning application to develop this site (NPPF para 128). The desk-based assessment should include an assessment of the potential impact of the proposed development upon Heritage Assets within and adjacent to the site. Further archaeological evaluative fieldwork may be necessary prior to the determination of the application to assess the archaeological potential of the site. The archaeological assessment will inform the development of a strategy, if appropriate, to mitigate the potential archaeological impact of the proposed development;	On the basis of this initial assessment it is not considered necessary to take this site forward for further consideration

Site	Historic Landscape Characterisation Overview	Designated heritage assets	Historic Environment Records (other than designated heritage assets)	Past disturbance	Archaeological potential	Sensitivity to change	Application recommendations	Appropriate for further assessment
	<i>Industrial Estates and housing. There has been extensive internal boundary loss since the 1950s'.</i>					the historic environment.	this strategy may include designing the development to avoid impacting archaeological deposits worthy of conservation.	
Belasis	The allocation is within a commercial area (HNY6609). This is Belasis Technology Park which is an active business park with medium sized buildings. It has fragmentary legibility with the northern boundary being made up of surviving original field boundaries.	There are no designated heritage assets within the site or the surrounding area	There are no HER records within the site. Within vicinity of the site <ul style="list-style-type: none"> • 613 – Belasis Hall Manor House – Medieval • 5156 – Moat – Medieval • 5267 - Nelson Avenue Air Raid Shelter – World War II 	While the site is largely greenfield, the main elements of the required road infrastructure have been provided. There will have been some past disturbance through the site.	There are HER records within the vicinity of the site and disturbance has occurred in some areas. Nevertheless, the HER shows that a medieval property was located in close proximity to the site and there are areas of undisturbed greenfield land remaining. It is considered that there is some potential for previously unidentified archaeological remains to be present on the site.	Due to the presence of previously undisturbed areas, there is some potential for the development of the site to damage archaeological remains. Due to the character of the surrounding area, the lack of designated heritage assets and the limited number of HER records in the vicinity of the site, it is not considered that there are any implications from the development on the historic environment.	Greenfield elements of the site have an untested archaeological potential. An archaeological desk-based assessment and walkover survey should be undertaken and a report detailing the results submitted with any planning application to develop this site (NPPF para 128). The desk-based assessment should include an assessment of the potential impact of the proposed development upon Heritage Assets within and adjacent to the site. Further archaeological evaluative fieldwork may be necessary prior to the determination of the application to assess the archaeological potential of the site. The archaeological assessment will inform the development of a strategy, if appropriate, to mitigate the potential archaeological impact of the proposed development; this strategy may include designing the development to avoid impacting archaeological deposits worthy of conservation.	On the basis of this initial assessment it is not considered necessary to take this site forward for further consideration
Portrack Lane	The allocation is identified as commercial (HNY20598) with invisible legibility within the HLC. The HLC summary identifies the area as <i>'an area of large retail warehouses, transportation depots and light manufacturing. The area was established as an industrial estate by the 1950s and has expanded considerably since that time'.</i>	There are no designated heritage assets within the site. <ul style="list-style-type: none"> • 7666- Outbuildings of Holme House Farm (DEMOLISHED Listed Building)- 19th century Designated heritage assets within the vicinity of the allocation: <ul style="list-style-type: none"> • 7665- Holme House Farm (DEMOLISHED Listed Building)- 18th century 	Within site <ul style="list-style-type: none"> • 6970- Lithic Scatter- Prehistoric There are no other HER records within the vicinity of the site	The site is largely greenfield with little ground disturbance. However, there may be past disturbance associated with the construction of the adjacent A19, the former Portrack Back Lane and, more recently, the access points from the existing Cheltenham Road.	The allocation contains the part of site of a former 18 th century farm house that is listed on the HER. However, construction work has occurred in this location and other HER records on and within the vicinity of the site are limited. Parts of the site have suffered from past disturbance but there are areas of greenfield remaining and there is some potential for archaeological remains in these areas.	There is some potential for previously unidentified remains to be present on parts of the site. However, it should be noted that there are extant planning permissions for the southern area of the site. Due to the location of the allocation within an existing industrial area, it is not considered that there will be any significant impact upon heritage assets in the wider area.	No recommendations are identified.	On the basis of this initial assessment it is not considered necessary to take this site forward for further consideration
Durham Lane	The HLC identifies that the majority of the site is enclosed land of piecemeal enclosure (HNY6433 and HNY 6434). The area of the	There are no designated heritage assets within the site. Designated heritage	Within the allocation: <ul style="list-style-type: none"> • 4988 – Witham Hall – 17th century building. Within the vicinity of the	The site is a greenfield site and it is unlikely that there has been significant disturbance.	Due to the limited past disturbance on the site and the presence of a HER record of a 17 th century hall within the site allocation, it	Development of the allocation has the potential to impact upon previously unidentified archaeological remains.	The site has an untested archaeological potential. An archaeological desk-based assessment and walkover survey should be	On the basis of this initial assessment it is not considered necessary to take this site forward for further

Site	Historic Landscape Characterisation Overview	Designated heritage assets	Historic Environment Records (other than designated heritage assets)	Past disturbance	Archaeological potential	Sensitivity to change	Application recommendations	Appropriate for further assessment
	<p>allocation to the north west is located in an area classified as industrial with Ceramic Building Materials (HNY6421).</p> <p>The largest area of the allocation is an area consisting of medium sized fields in a semi-irregular pattern. It is defined by regular external and internal hedgerow boundaries. It has partial legibility with up to 60% boundary loss since 1850. In the north east is an area (HNY6434) that consists of medium sized fields in a regular pattern. It is defined by regular external fences and internal hedgerow boundaries. It has significant legibility with less than 10% boundary loss since 1850.</p> <p>The north western area is an industrial area of Marshall's Concrete Works. It is active and has large buildings. The previous HLC of piecemeal enclosure is no longer visible in the area although it occupies several complete previous fields.</p>	<p>assets within the vicinity of the allocation:</p> <ul style="list-style-type: none"> 5292 – Carter Moor Farmhouse – 18th century, Grade II Listed. 	<p>allocation:</p> <ul style="list-style-type: none"> 6775 – Barn to north of Carter Moor – 19th century 6776 – Barn to north west of Carter Moor – 19th century 1521 – Field System north of Carter Moor – Post Medieval 1522 – Field System at Red Roofs – Post Medieval. 8054 – decoy pond south of Carter Moor – 19th century 4188 – Eaglescliffe railway station – 19th century 		<p>is considered that there is potential for the development to disturb previously unidentified archaeological features. A reservoir (now shown as a pond), tennis ground and tramway are shown on the Ordnance Survey 3rd edition map (1920s) within the allocation, although later quarrying may have removed the tramway.</p>	<p>The site is located within the vicinity of Carter Moor, a Grade II listed, 18th century farmhouse and the development of the allocation has the potential to impact upon the designated assets. However, the allocation will be an expansion of an existing industrial estate which is located immediately opposite the listed building. It is, therefore, considered that development could proceed on site without impacting upon the significance of the assets.</p>	<p>undertaken and a report detailing the results submitted with any planning application to develop this site (NPPF para 128). The desk-based assessment should include an assessment of the potential impact of the proposed development upon Heritage Assets within and adjacent to the site. Further archaeological evaluative fieldwork may be necessary prior to the determination of the application to assess the archaeological potential of the site. The archaeological assessment will inform the development of a strategy, if appropriate, to mitigate the potential archaeological impact of the proposed development; this strategy may include designing the development to avoid impacting archaeological deposits worthy of conservation.</p>	<p>consideration</p>
Teesside	<p>The allocation is identified as being industrial (HNY20429) and having fragmentary legibility within the HLC. The HLC summary identifies that <i>'this large character area comprises an industrial estate on the southern edge of Thornaby. Aerial photographs suggest that the infrastructure for the estate was established by the early 1970s with several units established in the north of the area'</i>.</p>	<p>There are no designated heritage assets within the site or within the vicinity of the site.</p>	<p>Within site</p> <ul style="list-style-type: none"> 5317- Farmstead- 18th century Part of Thornaby Aerodrome (1930s) <p>Within vicinity of the site</p> <ul style="list-style-type: none"> 5318- Fig Tree Farm- 18th century 851- Flint Artefact- Prehistoric 8346 – Stainsby Beck human bone - of unknown date 	<p>The site allocations are greenfield land. However, they are dispersed throughout the industrial estate where road construction has occurred. It is likely that ground disturbance has occurred on some of the smaller parcels of the allocation due to the construction of the surrounding roads. Part of Thornaby aerodrome is shown on the Ordnance survey 6th edition map (1960s) in the northern part of the site. This includes dispersal areas and stores.</p>	<p>There are a limited number of HER records within and in the vicinity of the site. Nevertheless, there are substantial areas of greenfield land and there is potential for previously unidentified archaeological remains to be disturbed by the development of the allocations.</p>	<p>There is potential for the development of the allocation to result in disturbance to archaeological remains due to the proportion of previously undisturbed land.</p> <p>Due to the limited number of heritage assets in the vicinity and the existing character of the area, no implications for the wider area have been identified.</p>	<p>The north-east undeveloped quadrant of the Industrial Estate has archaeological potential in the form of the remains of the former Thornaby Aerodrome. An archaeological desk-based assessment and walkover survey should be undertaken and a report detailing the results submitted with any planning application to develop this site (NPPF para 128). The desk-based assessment should include an assessment of the potential impact of the proposed development upon Heritage Assets within and adjacent to the site. Further archaeological evaluative fieldwork may be necessary prior to the determination of the application to assess</p>	<p>On the basis of this initial assessment it is not considered necessary to take this site forward for further consideration</p>

Site	Historic Landscape Characterisation Overview	Designated heritage assets	Historic Environment Records (other than designated heritage assets)	Past disturbance	Archaeological potential	Sensitivity to change	Application recommendations	Appropriate for further assessment
							the archaeological potential of the site. The archaeological assessment will inform the development of a strategy, if appropriate, to mitigate the potential archaeological impact of the proposed development; this strategy may include designing the development to avoid impacting archaeological deposits worthy of conservation.	
Cowpen	The allocation is identified as being industrial (HNY6615) and having fragmentary legibility within the HLC. The HLC summary identifies that <i>'This is an active mixed commercial/ industrial estate at Cowpen Bewley with large buildings. It has fragmentary legibility with the external boundary being made up of previous field boundaries. The estate has been established since the 4th edition of 1950'</i> .	There are no designated heritage assets within the site or within the vicinity of the site.	There are no HER records within the site. Within vicinity of the site <ul style="list-style-type: none"> • 1519 - Field System- Medieval • 5266 - Pill Box- World War II • 8091 – Anti aircraft battery – World War II 	The sites are undeveloped land within an existing industrial estate. Previous damage to archaeological deposits in these areas could have occurred during development within the estate including road infrastructure. Parts of the allocation have previously been developed and there are existing areas of hardstanding.	Given the relatively limited number of Historic Environment Records in the vicinity of the site and the scale of the previous disturbance in the wider estate, it is considered that there is unlikely to be any significant archaeological impact from the future development of the site for employment purposes.	Development of this site is unlikely to have a significant archaeological impact The allocation is close to Cowpen Bewley conservation area. However, given the location of the allocations within the existing development at Cowpen Lane Industrial Estate there are no implications identified for the wider area.	Given the low archaeological potential of the site no recommendations are identified.	On the basis of this initial assessment it is not considered necessary to take this site forward for further consideration
Durham Tees Valley Airport	The allocation is identified as communications (HNY6390) with invisible legibility within the HLC. The HLC summary identifies the area as <i>'Durham Tees Valley International Airport which is an active airport for domestic and commercial flights. The previous HLC of piecemeal enclosure is no longer visible in this area.'</i>	There are no designated heritage assets within the site or within the vicinity of the site.	Within site <ul style="list-style-type: none"> • 5169- Bomb Store- 20th century • 3530- Air Field- 20th century • 5172- Gun Emplacement- World War II • 5173- Gun Emplacement- World War II • 5171- Pill Box- World War II • 5174- Newsham Grange Farm - 19th century • 5170- Barracks- 20th century There are no HER records within the vicinity of the site	The site is largely grassland but is crossed with hard surfacing and some areas of construction associated with the operation of the airport. It is likely that this will have resulted in some areas of ground disturbance through the site.	There are significant areas of the site that have not been disturbed by construction and hard standing and there are a number of HER records within the site, primarily relating to its use as a wartime airfield, RAF Goosepool. There is potential for unidentified archaeological remains.	There is potential for the development of the allocation to result in damage to previously unidentified archaeological remains. Due to the location of the allocation within Durham Tees Valley Airport, it is not considered that the allocation will result in any impacts upon heritage assets.	Elements of the military airfield have been subject to previous archaeological recording in connection with earlier planning applications. There is some potential for earlier remains, particularly around the site of Newsham Grange Farm. Planning renewals in the area are likely to require a conditioned programme of archaeological work.	On the basis of this initial assessment it is not considered necessary to take this site forward for further consideration
Billingham Chemical Complex	The allocation is identified as industrial (HNY20677) with invisible legibility within the HLC. The HLC summary identifies the area as <i>'an extensive industrial complex on the north side of the River Tees. The predominant industry is chemical established by</i>	There are no designated heritage assets within the site or within the vicinity of the site.	Within site <ul style="list-style-type: none"> • 6099- Billingham Anhydrite Mine - 20th century Within vicinity of the site <ul style="list-style-type: none"> • 6099 - Billingham Anhydrite Mine - 20th century • 617 – Billingham 	The allocation is the site of former heavy industrial development . However it is not known what impact this has had on pre-industrial ground services as many buildings may have been modular or built on rafts.	The site has an unknown archaeological potential and the impact of the 20 th century industry on ground levels is unclear. The industrial remains themselves are of some archaeological interest, particularly where buildings and apparatus from the	Development of this site may impact on archaeological assets. Due to the nature of the surrounding developments, no implications have been identified for heritage assets in the area.	An archaeological desk-based assessment and walkover survey should be undertaken and a report detailing the results submitted with any planning application to develop this site (NPPF para 128). The desk-based assessment should include an	On the basis of this initial assessment it is not considered necessary to take this site forward for further consideration

Site	Historic Landscape Characterisation Overview	Designated heritage assets	Historic Environment Records (other than designated heritage assets)	Past disturbance	Archaeological potential	Sensitivity to change	Application recommendations	Appropriate for further assessment
	<i>I.C.I in the 1920s/30s. The area is dominated by large silos, cooling towers and overground pipework.</i>		<p>Grange - medieval</p> <ul style="list-style-type: none"> 6864 – Billingham Grange dovecote – medieval 6865 – Billingham Grange fishpond - medieval 		1920s or 1930s may survive.		assessment of the potential impact of the proposed development upon Heritage Assets within and adjacent to the site. Further archaeological evaluative fieldwork may be necessary prior to the determination of the application to assess the archaeological potential of the site. The archaeological assessment will inform the development of a strategy, if appropriate, to mitigate the potential archaeological impact of the proposed development; this strategy may include designing the development to avoid impacting archaeological deposits worthy of conservation	
Billingham Riverside	The allocation is identified as industrial (HNY20677) with invisible legibility within the HLC. The HLC summary identifies the area as <i>'an extensive industrial complex on the north side of the River Tees. The predominant industry is chemical established by I.C.I in the 1920s/30s. The area is dominated by large silos, cooling towers and overground pipework.'</i>	<p>There are no designated Heritage Assets within the site</p> <p>Designated Heritage Assets within vicinity of the allocation</p> <ul style="list-style-type: none"> 6808 - Phosphate Rock Silo listed Grade II* - 20th century 	<p>Within site</p> <ul style="list-style-type: none"> 612 - Human Burial - Prehistoric 5379 - Stone Axehead - Prehistoric 5380 - Animal Remains - Prehistoric 4911 - Air Raid Shelter - World War II 4909 - Air Raid Shelter - World War II 4910 - Air Raid Shelter - World War II 4421 - Allhusen Saltworks - 19th century 4834 – Furness Shipyard - 20th century <p>Within vicinity</p> <ul style="list-style-type: none"> 4307 - Brick and Tilemaking Site - 19th century 4306 – Tees Salt Works – 19th century 4908 - Blacksmiths Workshop - 20th century 6545 – Haverton Hill and Port Clarence War Memorial - 20th century 4296 – Haverton Hill Railway Station - 19th century 7354 – 1a Hope St, terraced house – 19th century 7397 – 15-17 	The site is land reclaimed from the banks of the River Tees from the mid 19 th century onwards. It is likely that 3-4m of foundry waste overlie the original tidal mud flat.	There are a number of HER records both within and in the vicinity of the site, mostly relating to the industrial and wartime past of the area. These have a high archaeological potential, particularly the Allhusen Saltworks in the eastern part of the site which appear to survive as earthworks.	<p>The development of the allocation is unlikely to result in damage to pre-industrial archaeological remains.</p> <p>Due to the nature of the surrounding development and the past use of the site, no implications have been identified.</p>	Previous planning applications for the Furness Shipyard site have resulted in a full photographic record of existing structures and buildings being placed on public record. No further archaeological work is recommended for this part of the area. The site of the Allhusen Saltworks appears to be a rare example of a saltworking complex from the 1880s and has significant archaeological potential. An archaeological desk-based assessment and walkover survey should be undertaken and a report detailing the results submitted with any planning application to develop this site (NPPF para 128). The desk-based assessment should include an assessment of the potential impact of the proposed development upon Heritage Assets within and adjacent to the site. Further archaeological evaluative fieldwork may be necessary prior to the determination of the application to assess the archaeological potential of the site. The archaeological assessment will inform the development of a strategy, if appropriate, to mitigate the potential	On the basis of this initial assessment it is not considered necessary to take this site forward for further consideration

Site	Historic Landscape Characterisation Overview	Designated heritage assets	Historic Environment Records (other than designated heritage assets)	Past disturbance	Archaeological potential	Sensitivity to change	Application recommendations	Appropriate for further assessment
			<p>Clarence St, terraced house – 19th century</p> <ul style="list-style-type: none"> 7474 - The Queen's Head Public House - 19th century 4181 – Haverton Hill Glass Works – 19th century 				archaeological impact of the proposed development; this strategy may include designing the development to avoid impacting archaeological deposits worthy of conservation.	
North Tees	The allocation is identified as being industrial (HNY6156) within the HLC. The HLC summary identifies that <i>'this is a large active chemical industry at Tees Mouth, it has large buildings and fragmentary legibility after undergoing reclamation and new development since 1962 when ICI purchased the Seal Sands area'</i> .	There are no designated heritage assets within the site or within the vicinity of the site.	<p>There are no Historic Environment Records within the site.</p> <p>Within vicinity of the site</p> <ul style="list-style-type: none"> 4424 – Port Clarence rifle butts 	See 'archaeological potential' response	During the late 19 th century regular dredging was undertaken to deepen the River Tees. This material was used to reclaim thousands of acres of land on both sides of the estuary by building miles of reclamation embankments proving an economical way of obtaining new land. The site has been within industrial use since this time and there is not considered to be any archaeological potential within the eastern part of the site. The western part of the site impinges upon the 19 th century eastern limit of reclaimed land and borders the area of the Port Clarence Rifle Ranges shown on the Ordnance Survey second edition map of 1894-95.	<p>Given the historic development of the area development does not have the potential to affect archaeology.</p> <p>No impacts on heritage assets are identified</p>	No recommendations are made.	On the basis of this initial assessment it is not considered necessary to take this site forward for further consideration
Seal Sands	The allocation is identified as being industrial (HNY6156) within the HLC. The HLC summary identifies that <i>'this is a large active chemical industry at Tees Mouth, it has large buildings and fragmentary legibility after undergoing reclamation and new development since 1962 when ICI purchased the Seal Sands area'</i> .	There are no designated heritage assets within the site or within the vicinity of the site.	There are no Historic Environment Records within the site or within the vicinity of the site.	See 'archaeological potential' response	During the late 19 th century regular dredging was undertaken to deepen the River Tees. This material was used to reclaim thousands of acres of land on both sides of the estuary by building miles of reclamation embankments proving an economical way of obtaining new land. Much of the land consists of 3-4m deposits of foundry waste, dumped behind the reclamation embankments. The site has been within industrial use since this time and there is not considered to be any archaeological potential at the site.	<p>Given the historic development of the area development does not have the potential to affect archaeology.</p> <p>No impacts on heritage assets are identified</p>	No recommendations are made.	On the basis of this initial assessment it is not considered necessary to take this site forward for further consideration
Land to the rear of 90 to 101a High Street	The site is located within a settlement area (HNY20587). This area comprises the main shopping streets of Stockton Town Centre. The general character	<p>Within the site:</p> <ul style="list-style-type: none"> The allocation is located within Stockton Conservation Area <p>Within the vicinity of the</p>	<p>Within site</p> <ul style="list-style-type: none"> 4975 – Exchange Hall – 19th century 4977 – Air Raid Shelter – WWII 4976 – Well – 19th century 	The site has had previous built development associated with long burgage plots to this side of the High Street.	Archaeological evaluation of the northern part of the site has been previously undertaken. This demonstrated substantial truncation by infilled basements and an air raid	Given the location of the site in the heart of the medieval town further field evaluation would be necessary in the southern part of the site to properly assess the archaeological	Given the location of the site in the heart of the medieval town further field evaluation would be necessary in the southern part of the site to properly assess the archaeological	Owing to the potential for impacts upon heritage assets it is considered appropriate to take the site forward for further consideration

Site	Historic Landscape Characterisation Overview	Designated heritage assets	Historic Environment Records (other than designated heritage assets)	Past disturbance	Archaeological potential	Sensitivity to change	Application recommendations	Appropriate for further assessment
	centres around the wide central High Street that was laid out in the 12th or 13th century with long burgage plots to either side.	<p>site:</p> <ul style="list-style-type: none"> 7679 – 50 West Row listed Grade II – 19th century 6366 - The County Court listed Grade II – 19th century 7643 – 96 High Street listed Grade II – 18th century 7677 – 26 West Row listed Grade II – 19th century 7678 – 28 West Row listed Grade II – 19th century 7680 – 29 West Row listed Grade II - 19th century 7633 – The Shambles market listed Grade II – 18th century 7644 – 104 and 105 High Street listed Grade II – 18th century 7667 – 16 Ramsgate listed Grade II – 19th century 	<p>Within vicinity of the site</p> <ul style="list-style-type: none"> 3518 – Stockton Castle Moat – Medieval 4280 – Timber Yard – 19th century 4170 – Gas Works – 19th century 759 – Coin – Roman 756 – Stockton Castle – Medieval 4278 – Castle Brewery – 19th century 795 – Manor House – Post Medieval 4281 – Stockton Iron Foundry – 19th century 5284 – 16 West Row – 19th century 8033 – 23 West Row – 19th century 3510 – Blue Posts Building – Medieval 766 – The Black Lion Coin Hoard – Post Medieval 3520 – The Borough Water Pump – 17th century 8345 – Well – 18th century 		<p>shelter. No further archaeological work would be required in this part of the development area. The southern part of the site is within the historic core of the town and has an untested archaeological potential.</p>	<p>significance of medieval and later deposits.</p> <p>Any potential development within the conservation area has the potential to impact on the significance of this designated heritage asset and those heritage assets within.</p>	<p>significance of medieval and later deposits.</p> <p>Applications will be accompanied by a heritage impact assessment to fully consider the potential impact of development on the significance of the conservation area and heritage assets within.</p>	
Southern Gateway	<p>The majority of the site is located within an area of settlement (HNY20587). This area comprises the main shopping streets of Stockton Town Centre. The general character centres around the wide central High Street that was laid out in the 12th or 13th century with long burgage plots to either side.</p> <p>The southern corner of the allocation is located within a commercial area (HNY20567). This character area comprises large retail units and transport infrastructure. To the south of Bridge Road are the retail outlets of Halfords (car supplies and cycles) and Matalan (clothing and homewares) housed in a warehouse style building.</p>	<p>Within the site:</p> <ul style="list-style-type: none"> Part of the allocation is located within Stockton Conservation Area <p>Within the vicinity of the site:</p> <ul style="list-style-type: none"> 6366 - The County Court listed Grade II – 19th century 908 – Holy Trinity Church listed Grade II* – 19th century 7679 – 50 West Row listed Grade II – 19th century 6365 – Warehouse 2, Quayside Road listed Grade II – 19th century 6149 – 52 and 54 Bridge Road listed Grade II – 19th century 1278 – Stockton and Darlington Railway 	<p>Within the site</p> <ul style="list-style-type: none"> 3518 – Stockton Castle Moat – Medieval 3516 – Stockton Castle building – Medieval 3517 – Stockton Castle Well – Medieval <p>Within vicinity of the site</p> <ul style="list-style-type: none"> 759 – Coin – Roman 756 – Stockton Castle – Medieval 4278 – Castle Brewery – 19th Century 253 – Stockton Castle Excavation – Medieval 3518 – Stockton Castle Moat – Medieval 4280 – Timber Yard – 19th century 4170 – Gas Works – 19th century 795 – Manor House – 	It is likely that there has been significant ground disturbance on the site.	The site overlies the medieval castle moat and its interior. The castle at Stockton was a high status residence of the Bishops of Durham. Urbanisation of the site from the 19 th century has offered limited opportunities for archaeological assessment of the castle site.	<p>The castle site is archaeologically sensitive but the integrity of deposits is likely to have been compromised by urbanisation. This said any discrete areas of survival are likely to be extremely significant.</p> <p>Any potential development within or adjacent to the conservation area has the potential to impact on the significance of this designated heritage asset and those heritage assets within.</p>	<p>Planning permission (now lapsed) included a conditioned scheme of archaeological works to assess the archaeological deposits following demolition of existing buildings and to devise a mitigation strategy for physical preservation or preservation by record. Any future applications will need to include a similar scheme of archaeological works.</p> <p>Applications will be accompanied by a heritage impact assessment to fully consider the potential impact of development on the significance of the conservation area and heritage assets within.</p>	Owing to the potential for impacts upon heritage assets it is considered appropriate to take the site forward for further consideration

Site	Historic Landscape Characterisation Overview	Designated heritage assets	Historic Environment Records (other than designated heritage assets)	Past disturbance	Archaeological potential	Sensitivity to change	Application recommendations	Appropriate for further assessment
	<p>In addition, a small part of the site, which primarily comprises of Riverside Road, is located within an area identified as being recreational (HNY20590). This linear area represents the river side at Stockton on Tees. The main built feature is the A1046 (Riverside Road) with a green belt to its east following the hard edges of the Tees. The area includes the Princess Diana Bridge of the mid 1990s.</p>	<p>Booking Office listed Grade II*– 19th century</p> <ul style="list-style-type: none"> • 6148 – 50 Bridge Road listed Grade II – 19th century • 6150 – 56 Bridge Road listed Grade II – 19th century 	<p>Post Medieval</p> <ul style="list-style-type: none"> • 3556 – Stockton and Darlington Railway – 19th century • 4282 – Wharf – 19th century • 758 – Coin – Roman • 768 – Coin – Medieval • 4146 – Windmill – 19th century • 3519 – Stockton Castle Wall – Medieval • 4147 – Staith – 19th century • 4160 – Stockton and Darlington Railway – 19th century • 3509 – Artefact – 17th century • 3505 – Coin – Medieval • 1181 – St John’s Well – 18th century • 6180 – Archaeological Feature – 19th century • 4150 – Saw Mill – 19th century • 4277 – Shipyard – 19th century • 4149 – Slipway – 19th century • 4148 – Timber Yard – 19th century 					

Stage 2- Detailed assessment

The initial assessment has identified that the following sites should be considered in more detail to consider what impact development might have on the significance of heritage assets.

- Victoria Estate
- Boathouse Lane
- West Stockton Strategic Urban Extension
- Wynyard (employment allocation)
- North Shore
- Land to the rear of 90 to 101a High Street
- Southern Gateway

Where impacts on the significance of heritage assets are identified policy recommendations will be made to avoid harm and wherever possible maximise enhancements.

Victoria Estate

What are the heritage assets?

The area formed part of the Victorian expansion of the town of Stockton-on-Tees in the later 19th century and consisted largely of terraced streets. It was cleared in the second half of the 20th century and social housing was constructed. As a result there are no surviving heritage assets within the site.

The allocation is bounded by several historic streets, which include a concentration of listed buildings that are included within the Stockton Town Conservation Area.

What is the significance of the heritage assets?

The historic buildings form several groups. Those along Norton Road are largely commercial and residential properties of the mid-19th century. They represent the expansion of the town in a period of tremendous growth. Those along Church Road are larger genteel townhouses of the 18th century. These represent very early urban housing stock and are a unique survivor of such a terrace within the town centre. They precede the industrialisation of the area and represent the early gentrification of the town.

The listed buildings all back onto the development area and face away from it. The principal significance of their setting is their formal lining of two of the main approaches into the town.

Will the allocation make a positive contribution to the significance of the heritage assets?

The existing later 20th century, three storey apartments do not make a positive contribution to the town centre and its conservation area and are largely derelict. A high quality design that takes proper account of the neighbouring character could provide significant enhancements to the individual heritage assets and Conservation Area as a whole.

What impact will the allocation have on the significance of the heritage assets?

The development may have an impact on the setting of the heritage assets. The magnitude of the impact is set out in the table below:-

1 Heritage Asset	2 Significance of asset	3 Magnitude of Impact	4 Significance of impact
Stockton Town Centre Conservation Area	Medium	Negligible	Neutral/Slight
Church of St Mary (HER 7658)	Medium	Negligible	Neutral/Slight
60-82 Norton Road (HER 7622)	Medium	Negligible	Neutral/Slight
41 Garbutt Street (HER 7630)	Medium	Negligible	Neutral/Slight
29 Norton Road (HER 7659)	Medium	Negligible	Neutral/Slight
31 Norton Road (HER 6533)	Medium	Negligible	Neutral/Slight
33-35 Norton Road (HER 6534)	Medium	Negligible	Neutral/Slight
37 Norton Road (HER 6535)	Medium	Negligible	Neutral/Slight
39 Norton Road (HER 6536)	Medium	Negligible	Neutral/Slight
41 Norton Road	Medium	Negligible	Neutral/Slight

(HER 7660)			
2-8 Norton Road & 1 King Street (HER 6532)	Medium	Negligible	Neutral/Slight
16 Church Road (HER 7620)	Medium	Negligible	Neutral/Slight
70 & 72 Church Road (HER 892)	High	Negligible	Slight
74 & 76 Church Road (HER 893)	High	Negligible	Slight
78 Church Road (HER 894)	High	Negligible	Slight
80 Church Road (HER 895)	High	Negligible	Slight
82 Church Road (HER 5413)	Medium	Negligible	Neutral/Slight

For columns 2-4 the criteria for determining significance of the asset, magnitude of impact and significance of the impact are taken from the Design Manual for Roads and Bridges 'Cultural Heritage', Volume II, Section 3, Part 2 (2007)

What opportunities are there to minimise the impact on the significance and maximising enhancement?

The development should be designed to ensure that the significance of the heritage assets is not affected. There are opportunities to provide a high quality design that complements or enhances the Conservation Area and its individual assets.

Is the allocation appropriate?

The allocation is appropriate providing that it is sensitively designed and maximises enhancements.

Boathouse Lane

What are the heritage assets?

The area was developed in the mid to late 19th century for industry and commerce. The remnants of this have already been subject to archaeological recording or destroyed by remediation in the early 1990s.

The allocation is within close proximity to the Grade II* Listed Booking Office (HER 1278) of the Stockton & Darlington Railway as well as the Grade II Listed Buildings of 50-56 Bridge Road (HERs 6148-6150) and Victoria Bridge (HER 1820).

What is the significance of the heritage assets?

The Stockton & Darlington Railway is of international importance as it was the World's first steam locomotive, passenger carrying railway. The Booking Office is a unique survival and its importance is reflected in its Grade II* listing. The adjacent terrace of three houses are of similar period and have group value, forming an important aspect of the streetscape.

The Victoria Bridge is one of the principal crossings of the River Tees at Stockton. It was built in 1887 as a wider replacement for an earlier bridge. It is an excellent local example of high Victorian engineering, design and decorative art.

The current setting of the heritage assets is within an area of late 20th century, large retail, entertainment and apartment premises. Much of the character is dominated by the transport interchange of the Bridge Road/1825 Way. Recent environmental improvements include an illuminated art installation and interpretation panel celebrating the Stockton & Darlington Railway.

In essence the heritage assets are divorced from their original setting and are largely separated from the historic cores of the towns of Thornaby and Stockton. The Booking Office and associated terrace have their backs to the development with their principal elevations facing the public highway.

Will the allocation make a positive contribution to the significance of the heritage assets?

The proposal could provide a beneficial impact by improving access to the riverside and hence appreciation of the Victoria Bridge from the riverside. Redevelopment from light industry and other bad neighbour uses will generally improve the environment of the area and have a beneficial impact on all of the listed buildings. The re-introduction of a 'community' to this discrete area may increase awareness and stewardship of all of the designated assets.

What impact will the allocation have on the significance of the heritage assets?

The development may have an impact on the setting of the heritage assets. The magnitude of the impact is set out in the table below:-

1 Heritage Asset	2 Significance of asset	3 Magnitude of Impact	4 Significance of impact
S& DR Booking Office (HER 1278)	Very high	Negligible	Slight
50-56 Bridge Road (HERs 6148-6150)	Medium	Negligible	Neutral/Slight

Victoria Bridge (HER 1820)	Medium	Negligible	Neutral/Slight
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For columns 2-4 the criteria for determining significance of the asset, magnitude of impact and significance of the impact are taken from the Design Manual for Roads and Bridges 'Cultural Heritage', Volume II, Section 3, Part 2 (2007)

What opportunities are there to minimise the impact on the significance and maximising enhancement?

The development should be designed to ensure that the significance of the heritage assets is not affected. There are opportunities to open access to the riverside and the enjoyment of the Victoria Bridge.

Is the allocation appropriate?

The allocation is appropriate providing that it is sensitively designed and maximises enhancements.

West Stockton Strategic Urban Extension

What are the heritage assets?

The development area is adjacent to Grassy Nook Farmhouse (HER 7536), a Grade II listed 18th century farmhouse with associated farm buildings. It is one of only 37 surviving farmhouses of this age in the borough, of which 31 are designated heritage assets.

Castle Eden Branch Railway (HER 4216) was opened in 1877 and passes through the development area. The line ran north-south from Castle Eden, Co. Durham, passing to the east of Thorpe Thewles and Carlton, before cutting south east through the modern housing estates of Hardwick, Fairfield and Hartburn and terminating at the Hartburn Curve (HER 4266) at Stockton. The railway is now disused and is used for most of its length as a walkway and cycle route.

Two Mile House Farm is a farmstead dating to at least the 19th century located within the development area. Although it has been altered it retains some of its original fabric.

The World War II Pillbox (HER 6895) is located in a hedge on the north-western edge of the development area. It is associated with another pillbox 200m to the northwest (HER 6894). Together they defended the bridge where Letch Lane crosses the railway, along with an electricity substation a little to the east.

What is the significance of the heritage assets?

Grassy Nook Farmhouse is a nationally important Designated Heritage Asset. The 18th century was a period of agricultural revolution in Britain as new methods and machinery were introduced and farming became more intensive. This monument adds to our understanding of the use and development of the post-medieval agricultural landscape in Northern England.

Castle Eden Branch Railway is a locally important heritage asset. It is part of the surviving fabric of the industrialisation of the region during the 19th century, when coal mining, iron production and ship building transformed the landscape and led to the expansion of towns such as Stockton, Middlesbrough and Hartlepool.

Two Mile House Farm is a locally important heritage asset. It is typical of the 19th century farmsteads which survive in the borough.

The World War II Pillbox is a locally important heritage asset. It is part of the network of defence structures which were built during World War II and are now a diminishing resource in the borough. Pillboxes are vulnerable to demolition during development as they are often not recognised as heritage assets.

Will the allocation make a positive contribution to the significance of the heritage assets?

The development of this area for housing may increase awareness and stewardship of both the designated and undesignated heritage assets.

What impact will the allocation have on the significance of the heritage assets?

The development may have an impact on the setting of the heritage assets. The heritage assets are currently located on the margin of a predominantly rural agricultural landscape

with housing developments to the immediate east. The magnitude of the impact is set out in the table below:-

1 Heritage Asset	2 Significance of asset	3 Magnitude of Impact	4 Significance of impact
Grassy Nook Farmhouse (HER 7536)	High	Minor	Moderate/slight
Castle Eden Branch Railway (HER 4216)	Medium	Minor	Slight
Two Mile House Farm	Low	Minor	Neutral/slight
World War II Pillbox (HER 6895)	Medium	Minor	Slight

For columns 2-4 the criteria for determining significance of the asset, magnitude of impact and significance of the impact are taken from the Design Manual for Roads and Bridges 'Cultural Heritage', Volume II, Section 3, Part 2 (2007)

What opportunities are there to minimise the impact on the significance and maximising enhancement?

The development should be designed to ensure that the significance of the heritage assets is not affected. There may be opportunities to interpret Castle Eden Branch Railway (HER 4216) and the World War II Pillbox (HER 6895) as part of the development.

Is the allocation appropriate?

The allocation is appropriate providing that it is sensitively designed and maximises potential enhancements to the setting of the heritage assets.

Wynyard One

What are the heritage assets?

The development area is approximately 350m to the south of the Scheduled Monument of High Burntoft medieval farmstead and field system (HER 0606). This consists of the low earthwork remains of a square enclosure, boundary banks, hollow ways, ponds and ridge and furrow ploughing.

What is the significance of the heritage assets?

High Burntoft is a nationally important Designated Heritage Asset. It is characteristic of the medieval rural landscape. Farmsteads are a long lived monument type and many medieval farmsteads are still in use (other local examples being Close Farm and High Stotfold). This longevity means that the medieval aspect of many farms is no longer legible and is usually destroyed by intensification of buildings and agriculture.

The remains represent a complete farmstead and its immediate landscape. They can provide important information on regional and national settlement patterns, farming economies and on changes to these through time.

Well preserved medieval farmsteads of this type are unusual in the region where the characteristic settlement type is the nucleated village. This monument adds to our understanding of the use and development of the medieval agricultural landscape in Northern England.

Will the allocation make a positive contribution to the significance of the heritage assets?

The re-introduction of a 'community' to this discrete area may increase awareness and stewardship of the designated asset.

What impact will the allocation have on the significance of the heritage assets?

The development may have an impact on the setting of the remains. It will industrialise the adjacent area which may divorce the monument from its agricultural landscape. The magnitude of the impact is set out in the table below:-

1 Heritage Asset	2 Significance of asset	3 Magnitude of Impact	4 Significance of impact
High Burntoft Medieval Farmstead (HER 0606)	High	Minor	Moderate/Slight

For columns 2-4 the criteria for determining significance of the asset, magnitude of impact and significance of the impact are taken from the Design Manual for Roads and Bridges 'Cultural Heritage', Volume II, Section 3, Part 2 (2007)

What opportunities are there to minimise the impact on the significance and maximising enhancement?

The development should be designed to ensure that the significance of the heritage assets is not affected.

Is the allocation appropriate?

The allocation is appropriate providing that it is sensitively designed and maximises enhancements.

North Shore

What are the heritage assets?

The area formed part of the Victorian expansion of the town of Stockton-on-Tees in the later 19th century and consisted of heavy industry including shipyards, railway infrastructure and brick and tile making. It was cleared in the second half of the 20th century and considerable remediation has since taken place. The site of the North Shore Pottery is known to survive archaeologically.

The allocation is bounded by several historic streets, which include a concentration of listed buildings that are included within the Stockton Conservation Area.

What is the significance of the heritage assets?

The North Shore Pottery was established in around 1840 by Mr. James Smith. It is an important industry that pre-dates the real boom brought to the area by Iron Working in the 1850s. The factory produced white and cream table wares that were exported around Europe. It was relatively short-lived, closing in 1882. Several examples of the products of the factory are held in Preston Hall Museum and help to tell the story of the town.

In 2015 the site was subject to archaeological trial trenching. This recorded well preserved working surfaces and structures beneath c.1.5m of sterile material and demolition rubble. The archaeological remains can help us to understand the industrial processes involved at the factory that are otherwise poorly documented.

The historic buildings form several groups. Those along Church Road are larger genteel townhouses of the 18th century. These represent very early urban housing stock and are a unique survivor of such a terrace within the town centre. They precede the industrialisation of the area and represent the early gentrification of the town.

The second group of listed buildings are centred on the Parish Church of St. Thomas and include many of its churchyard memorials. The church is one of the centrepieces of the High Street and forms one of the main gateways into the town centre. It has significance for its architectural, historical and townscape value. Although medieval in origin it was rebuilt in the early 18th century to reflect the aspirations of the town.

Will the allocation make a positive contribution to the significance of the heritage assets?

The development site is currently waste ground and has a negative impact on the approach to the Conservation Area. A high quality development will enhance the general amenity of the area and promote the enjoyment of the town centre heritage assets.

A properly engineered development can preserve the archaeological remains of the pottery industry beneath it. Our understanding of the industry can be increased when mitigation may be necessary for those areas of the development that cannot be physically preserved. Interpretation of the industry can be achieved within the new development.

What impact will the allocation have on the significance of the heritage assets?

The development may have an impact on the setting of the heritage assets. The magnitude of the impact is set out in the table below:-

1 Heritage Asset	2 Significance of asset	3 Magnitude of Impact	4 Significance of impact
Stockton Town Centre Conservation Area	Medium	Negligible	Neutral/Slight
Church of St Thomas (HER 3511)	High	Negligible	Slight
16 Church Road (HER 7620)	Medium	Negligible	Neutral/Slight
Jackson Tomb (HER 7636)	Medium	Negligible	Neutral/Slight
War Memorial (HER 0907)	High	Negligible	Slight
16 High Street (HER 7637)	Medium	Negligible	Neutral/Slight
Metcalfe Tombstone (HER 7635)	Medium	Negligible	Neutral/Slight
The Sun Inn (HER 7661)	Medium	Negligible	Neutral/Slight
Gates of St Thomas (HER 7634)	Medium	Negligible	Neutral/Slight
Workshop/School, Union Street East (HER 7676)	Medium	Negligible	Neutral/Slight
16 Church Road (HER 7620)	Medium	Negligible	Neutral/Slight
70 & 72 Church Road (HER 892)	High	Negligible	Slight
74 & 76 Church Road (HER 893)	High	Negligible	Slight
78 Church Road (HER 894)	High	Negligible	Slight
80 Church Road (HER 895)	High	Negligible	Slight
82 Church Road (HER 5413)	Medium	Negligible	Neutral/Slight
North Shore Pottery	Medium	Moderate	Moderate

For columns 2-4 the criteria for determining significance of the asset, magnitude of impact and significance of the impact are taken from the Design Manual for Roads and Bridges 'Cultural Heritage', Volume II, Section 3, Part 2 (2007)

What opportunities are there to minimise the impact on the significance and maximising enhancement?

The development should be designed to ensure that the significance of the heritage assets is not affected. There are opportunities to provide a high quality design that complements or enhances the Conservation Area and its individual assets.

Is the allocation appropriate?

The allocation is appropriate providing that it is sensitively designed and maximises enhancements.

Land to the rear of 90-101A High Street

What are the heritage assets?

The area formed part of the heart of the medieval town of Stockton-on-Tees and consisted largely of commercial premises directly fronting the High Street with long and narrow rear plots extending to West Row. The town was gentrified in the 18th century with properties replaced in brick and stone. This part of the High Street was cleared in the second half of the 20th century and modern buildings erected, some of which have subsequently been cleared. As a result there are no surviving upstanding heritage assets within the site and no legibility to the medieval grain of the town.

The allocation is bounded by High Street and West Row, which include a number of listed buildings that are included within the Stockton Conservation Area.

What is the significance of the heritage assets?

The historic buildings form two groups. Those along the High Street are largely commercial and residential properties of the later 18th and 19th century and include 96 High Street (Listed II). They represent the growth of the town fortunes during the industrial revolution and the gentrification of the High Street. They form the principle streetscape in the town.

Those along West Row are smaller commercial premises and warehouses. These represent small-scale light industrial uses during the 19th century. These properties are significant as they have survived clearance and represent a legible group within the town centre.

Will the allocation make a positive contribution to the significance of the heritage assets?

The existing later 20th century nightclub and vacant post office do not make a positive contribution to the High Street and are largely derelict. A high quality design that takes proper account of the neighbouring character could provide significant enhancements to the individual heritage assets and Conservation Area.

What impact will the allocation have on the significance of the heritage assets?

The development may have an impact on the setting of the heritage assets. The magnitude of the impact is set out in the table below:-

1 Heritage Asset	2 Significance of asset	3 Magnitude of Impact	4 Significance of impact
Stockton Town Centre Conservation Area	Medium	Moderate	Moderate
50 West Row (HER 7659)	Medium	Moderate	Moderate
The County Court (HER 6366)	Medium	Negligible	Neutral/Slight
96 High Street (HER 7643)	Medium	Moderate	Moderate
26 West Row (HER 7677)	Medium	Negligible	Neutral/Slight
28 West Row (HER 7678)	Medium	Negligible	Neutral/Slight
29 West Row (HER 7680)	Medium	Negligible	Neutral/Slight
The Shambles Market (HER 7633)	Medium	Negligible	Neutral/Slight
104 and 105 High Street	Medium	Negligible	Neutral/Slight

(HER 7644)			
16 Ramsgate (HER 7667)	Medium	Negligible	Neutral/Slight

For columns 2-4 the criteria for determining significance of the asset, magnitude of impact and significance of the impact are taken from the Design Manual for Roads and Bridges 'Cultural Heritage', Volume II, Section 3, Part 2 (2007)

What opportunities are there to minimise the impact on the significance and maximising enhancement?

The development should be designed to ensure that the significance of the heritage assets is not affected. There are opportunities to provide a high quality design that complements or enhances the Conservation Area and its individual assets.

Is the allocation appropriate?

The allocation is appropriate providing that it is sensitively designed and maximises enhancements.

Southern Gateway

What are the heritage assets?

The area overlies the site of the former Stockton Castle and its moat. This was one of the manor houses of the Bishops of Durham, occupied from the 12th to 17th centuries. The castle played a part in our national story. The Bishops often entertained Royalty and it is known that King John visited in 1214. The castle was occupied by a garrison of Henry VIII in the aftermath of the Pilgrimage of Grace. It was again garrisoned by the King's forces during the English Civil War. The site of the castle and its moat were built over from the mid-19th century onwards and there is currently no legibility to it.

The allocation area includes part of the Stockton Town Conservation Area. Bridge Road continues from the main High Street with a number of good quality, later 19th and early 20th century commercial buildings. These include the former County Court (Grade II Listed).

The allocation is within close proximity to the Grade II* Listed Booking Office (HER 1278) of the Stockton & Darlington Railway as well as the Grade II Listed Buildings of 50-56 Bridge Road (HERs 6148-6150). The ruin of Holy Trinity Church (HER 0908) and a Georgian Warehouse (HER 6365) are also both in proximity and are also listed.

What is the significance of the heritage assets?

Stockton Castle is well researched and a rapid rescue excavation was carried out on a small part of the site in the 1960s. It is significant as a 'lost' castle site in a prominent urban area. Although there are no above ground remains the story of the castle is embodied within the area and gives its name to the adjacent 'Castlegate Shopping Centre'. Archaeological remains would be of particular significance to the town given the lack of upstanding fabric. These remains are likely to be fragmentary given two centuries of redevelopment, including remediation and damage from basements.

Bridge Road has a mixture of later 19th to later 20th century buildings. It forms a continuation of the core of the Conservation Area along one of its main approaches.

To the south of the development area are a group of listed buildings connected to the Stockton & Darlington Railway. The Stockton & Darlington Railway is of international importance as it was the World's first steam locomotive, passenger carrying railway. The Booking Office is a unique survival and its importance is reflected in its Grade II* listing. The adjacent terrace of three houses are of similar period and have group value, forming an important aspect of the streetscape.

Holy Trinity Church is a managed ruin and public open space to the west of the development. Its significance is largely in its architectural, historical and townscape value. It forms a gateway feature to the town.

Warehouse 2 on Quayside Road is a unique survivor within the town of a large industrial riverside building. It is largely divorced from the historic core of the town by Riverside Road and the Castlegate Shopping Centre.

Will the allocation make a positive contribution to the significance of the heritage assets?

There are several buildings within the development area including 19-23 Bridge Road that do not make a positive contribution to the Victorian character of the area. A high quality

design that takes proper account of the neighbouring character could provide significant enhancements to the individual heritage assets and Conservation Area.

Improvements to this gateway site will have a positive contribution to the experience of Stockton Town Conservation Area and the group of listed buildings on Bridge Road, Holy Trinity Church and Warehouse 2.

What impact will the allocation have on the significance of the heritage assets?

The development may have an impact on the setting of the built heritage assets and a direct physical impact on any archaeological remains associated with the castle. The magnitude of the impact is set out in the table below:-

1 Heritage Asset	2 Significance of asset	3 Magnitude of Impact	4 Significance of impact
Stockton Town Centre Conservation Area	Medium	Moderate	Moderate
The County Court (HER 63660)	Medium	Moderate	Moderate
Holy Trinity Church (HER 908)	High	Negligible	Neutral/Slight
50 West Row (HER 7679)	Medium	Negligible	Neutral/Slight
Warehouse 2, Quayside Road (HER 6365)	Medium	Negligible	Neutral/Slight
52 and 54 Bridge Road (HER 6149)	Medium	Negligible	Neutral/Slight
Stockton and Darlington Railway Booking Office (HER 1278)	Very High	Negligible	Slight
50 Bridge Road (HER 6148)	Medium	Negligible	Neutral/Slight
56 Bridge Road (HER 6150)	Medium	Negligible	Neutral/Slight
Stockton Castle (HER 0756)	Medium	Moderate	Moderate

For columns 2-4 the criteria for determining significance of the asset, magnitude of impact and significance of the impact are taken from the Design Manual for Roads and Bridges 'Cultural Heritage', Volume II, Section 3, Part 2 (2007)

What opportunities are there to minimise the impact on the significance and maximising enhancement?

The development should be designed to ensure that the significance of the heritage assets is not affected. There are opportunities to provide a high quality design that complements or enhances the Conservation Area and its individual assets.

A scheme of mitigation on well preserved archaeological deposits can advance our understanding of the enigmatic nature of Stockton Castle and its moat.

Is the allocation appropriate?

The allocation is appropriate providing that it is sensitively designed and maximises enhancements.

Conclusions/Recommendations

All proposed allocations have been considered as part of an initial scoping with 7 sites being taken forward for more detailed assessment where potential impacts upon the significance of heritage assets has been identified. This detailed assessment has identified that all sites are appropriate for allocation but to ensure a positive strategy for the historic environment it will be appropriate for emerging policy/supporting text to be supplemented with the additional text to ensure this is highlighted; albeit it is noted that the Local Plan must be read as a whole all applications would be considered against the strategic policies contained within the Local Plan concerning the historic environment.

Site	Potential policy/supporting text additions
Victoria Estate, Boathouse Lane*	A sensitively designed scheme which avoids harm to and maximises enhancements to the significance of the Conservation Area and its individual heritage assets is supported.
West Stockton Strategic Urban Extension	Development will enhance Castle Eden Walkway and avoid harm to and maximise enhancements to the significance of heritage assets.
Wynyard (employment allocation)	Development will be designed to ensure that the significance of High Burntoft Farm Scheduled Monument and other heritage assets is not harmed and where possible enhanced.
North Shore	A sensitively designed scheme which avoids harm to and maximise enhancements to the significance of the Conservation Area and its individual heritage assets is supported.
Land to the rear of 90 to 101a High Street	A sensitively designed scheme which avoids harm to and maximise enhancements to the significance of the Conservation Area and its individual heritage assets is supported.
Southern Gateway	

*Noted that draft Local Plan seeks to open access to the riverside and the enjoyment of the Victoria Bridge. Also noted that Boathouse Lane has the potential to impact upon heritage assets out with the Conservation Area and wording needs to be appropriately worded to acknowledge this.

ENDS

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