

APPENDIX B
Planning the Future of Rural Villages in
Stockton-on-Tees Borough



Stockton-on-Tees
BOROUGH COUNCIL

Planning the Future of Rural Villages in Stockton-on-Tees Borough

2008

Local Development Framework

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1.0 Introduction

A study of the rural villages within Stockton-on-Tees Borough has been undertaken, to underpin and support policy development within the Local Development Framework (LDF).

1.1 National Policy Framework

Sustainable development and the creation of sustainable communities is one of the Government's key aims that should be reflected in Stockton Borough's Local Development Framework. The Government's vision for sustainable communities is set out in the document 'Sustainable Communities – building for the future' (2003) which also sets out some of the most important key requirements of such communities. The document sets out the programme of action to tackle problems within communities, such as access to affordable housing and reducing inequalities, crime and anti-social behaviour while increasing prosperity and access to public services.

1.2 Purpose of the Study

This background paper will help the Council in assessing the sustainability of small settlements within the District. It will be a useful tool when deciding where new developments, including residential, business and community, will be acceptable and the reasons for their acceptability. The greater level of knowledge of each settlement will also be useful when determining planning applications.

A detailed assessment of services and facilities was included in this village survey as well as a assessment of each village's sustainability, reflecting the objective set out in Planning Policy Statement 1: Delivering Sustainable Development (2005), that planning authorities should seek to "provide improved access for all to jobs, health, education, shops, leisure and community facilities, open space sport and recreation, by ensuring that new development is located where everyone can access services and facilities on foot, bicycle or public transport rather than having to rely on access by car, whilst recognising that this may be more difficult in rural areas".

Although Stockton Borough is largely urban, it is surrounded by rural villages where there is often a reliance on the private car to access services and facilities. Where development is required to support rural communities, targeting development to sustainable locations is a guiding principle of central Government policy. The information collected will help the Council to:

- Guide any rural development towards locations already benefiting from a basic range of services and facilities
- Support appropriate new provision of services and facilities, to fulfil needs.

2.0 Audit of Services and Facilities

A survey was carried out in 2007. Each of the villages was visited, and Parish and Town Councils were contacted to check the accuracy of the information collected. A data collection sheet was completed for each village, ensuring that the same level of information was recorded everywhere. The audit is attached in Appendix 1. Further services available to a number of villages is recorded in Appendix 2.

Information was collected under the following topic areas:

- Population within the development boundary of the settlement is taken from our own estimate, based on dwelling stock. A multiplier of 2.4 was used to calculate population. It is accepted that this may be on the high side in some rural villages where few children live.
- Dwelling stock within the development boundary was calculated from the Geographic Information System, using address points.
- Village Services available in each settlement, such as shops, pubs and post offices, were recorded.
- External Links looked at how close villages are to larger centres, and recorded distances by road to services not available in the settlement, such as secondary education, or to higher order centres.
- Public Transport is divided into two sections; public transport provision linking the villages to destinations entirely within the district, and also to destinations outside the Borough. The time taken to travel by public transport to some services and facilities was also recorded.
- Quality of Pedestrian and Cycling Links considered the provision of links to other villages, or more urban areas, such as pavements and cycleways.
- Flood Risk Zones have been taken from the Strategic Flood Risk Assessment. All of the villages except for Port Clarence are in Flood Zone 1, with little or no risk of fluvial flooding. Where villages are located near to areas classed as within Flood Zones 2 or 3, a note has been added to the information sheets.
- Additional notes were made where appropriate.

2.1 Methodology

The survey was carried out in 2007. Each village as defined in the Local Plan was visited. Wynyard, although not having defined limits to development in the Local Plan, and Port Clarence were also included in the analysis.

Standard data collection forms were produced to ensure the same level of information was collected in each village during site visits.

The information was collected under the following headings:

- Village Services, including shop or post office, schools and community facilities,
- Distances to other facilities,
- Public Transport Links,
- Quality of Pedestrian and Cycling Links.

Some data was collected or verified through desk-based research, such as bus timetables and flood zone locations.

The information has been recorded with separate sheets for each settlement, so that they can be compared if necessary and so the information is more user friendly. The completed sheets were either discussed with members of the Parish Councils, or sent to the Parish Council to be checked for inaccuracies or omissions.

The settlements covered by this background paper are:

- Aislaby
- Carlton
- Cowpen Bewley
- Elton
- Hilton
- Kirklevington
- Long Newton
- Maltby
- Port Clarence
- Redmarshall
- Stillington
- Thorpe Thewles
- Whitton
- Wolviston
- Wynyard.

The audit of village services and facilities has been updated to reflect the position at the date of this document and a summary of the information collected is set out overleaf.

Table 1: Services Available in Villages

Village	Shop	School	Post Office	Post Box	Phone box	Public House	Bus Service Internal	Bus Service External	Village Hall	Place of Worship	E C* Play Area	Footpath Links	Employment
Aislaby	x	x	x	✓	✓	x	x	x	x	x	x	x	x
Carlton	✓	x	✓	✓	✓	✓	✓	x	✓	✓	✓	✓	x
Cowpen Bewley	x	x	x	✓	✓	✓	✓	x	x	x	x	✓	x
Elton	x	x	x	✓	✓	x	✓	x	x	✓	x	✓	x
Hilton	x	x	x	✓	✓	✓	✓	✓	✓	✓	✓	x	x
Kirklevington	x	✓	x	✓	✓	✓	✓	✓	✓	✓	✓	✓	x
Long Newton	x	✓	x	✓	✓	✓	✓	x	✓	✓	✓	x	x
Maltby	✓	x	x	✓	✓	✓	✓	✓	✓	✓	x	x	x
Port Clarence	✓	✓	✓	✓	x	x	✓	✓	✓	x	✓	✓	✓
Redmarshall	x	x	x	✓	✓	✓	✓	✓	x	✓	x	✓	x
Stillington	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Thorpe Thewles	x	x	x	✓	✓	✓	✓	✓	✓	✓	x	x	x
Whitton	x	x	x	✓	✓	x	✓	✓	x	x	x	✓	x
Wolviston	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	x	✓	x
Wynyard	✓	x	x	✓	x	✓	x	x	x	x	x	x	x

Notes:

- E C refers to Equipped Children's Play Areas
- Footpath between Whitton and Stillington is very narrow over bridge – sub standard.
- Equipped play area at Wolviston removed. New site for replacement yet to be agreed.

2.2 Conclusions of the Services and Facilities Audit

The following broad conclusions were drawn from the study:

- No secondary education provision in rural areas.
- Five villages have primary school provision (Stillington, Wolviston, Kirklevington, Long Newton and Port Clarence).
- Of those with a primary school, three have a post office (Stillington, Port Clarence and Wolviston) and three have a small range of shops (Port Clarence, Stillington, Wolviston).
- The majority of villages have very limited services and facilities.
- There is an interdependence between Stillington and the surrounding villages of Whitton, Thorpe Thewles, Carlton and Redmarshall.
- Maltby and Hilton look towards Stokesley for some services and facilities.
- Long Newton looks towards Darlington for some services and facilities.

2.3 Bus services

The Council's public transport manager considers in an environment of rapidly escalating costs and diminishing patronage and margins it would be unwise to state anything beyond the fact that all bus services but the most heavily used are marginal in commercial terms. However, it is impossible to predict the plans of commercial operators whose passenger data is commercially sensitive and is not provided to local authorities. Therefore, there is no indicator available to the Council as to how 'marginal' any bus service is. Operators only tend to consult local authorities shortly before service changes are to be implemented and notices submitted to the Traffic Commissioners under the 1985 Transport Act. Therefore, whilst all bus services were correct at the time of writing (July 2008) they may be subject to change in the future.

The Council is currently subsidising the No 20 bus service which goes through Elton and Long Newton. The contract is up for renewal at the end of the year, and it is likely that the Council will continue to subsidise this service. However, the opening of the Long Newton Interchange is likely to be a factor in the continuation and routing of the service. Borough buses are also supported by the Council. These are service 507 (Kirklevington, Maltby, Whitton); 520 (Elton); 568 (Wolviston); 584 (Thorpe Thewles, Carlton, Redmarshall, Stillington, Whitton) and 588 (Cowpen Bewley, Wolviston).

Arriva is due to upgrade the service through the Northern villages in September. However, at the time of writing the proposed changes have not been lodged with the Traffic Commission and therefore, the intended number and timetable are not known at this stage.

3.0 Facilities Audit Consultation Responses

Sixty seven written responses were received in total to the facilities audit consultation in February 2008, which ran for a six week period. Thirty six of the responses came from residents of Maltby, supporting no further development in the village. The majority requested that development limits be retained. A further seven came from Thorpe Thewles residents, again requesting that no further development be permitted. Nine were from statutory consultees and similar organisations, making no comments. Three came from interested parties, recommending that more development should be allowed at Wynyard to increase the sustainability of the settlement.

Other comments included:

- No development between Elton and Hartburn area (1).
- Support for growth in Long Newton (1).
- Some growth in Aislaby should be allowed (1).
- No wind turbines should be permitted near villages (1).
- Plea for better bus services, with one specific to Wynyard (2).
- Gypsy and Traveller sites may be needed near villages (1).
- Minor corrections suggested (2).
- Ranking villages in order of number of services and facilities could be useful (1).
- Query as to why Preston was not included in the study (1).
- Village living becoming increasingly unsustainable – adequate public transport for rural areas is being debated through the Rural Community Council and the Bus forum (1).

It was evident from this feedback that there was not a fair representation from all the villages and that there was a need to clarify the role of planning policies covering the villages as there appeared to be a misunderstanding amongst residents who responded. Therefore, to progress the study and improve the evidence base, it was decided to undertake further analysis and consultation which will be discussed in the next section.

4.0 Sustainability Study

In order to provide more insightful information and further support policy development it was decided to further research the sustainability, role and status of the villages within the Borough.

4.1 Methodology

The Local Development Framework is being prepared under new Government guidance, which promotes sustainable development. Planning Policy Statement 1: Delivering Sustainable Development (2005) states that “planning authorities should seek to provide improved access for all to jobs, health, education, shops, leisure and facilities on foot, bicycle or public transport rather than having to rely on access by car, whilst recognising that this may be more difficult in rural areas”. In order to determine the sustainability of the Villages within the Borough a scoring system has been devised to assess how sustainable each village is under the following headings:

- Employment
- Health
- Education
- Shops
- Leisure
- Ancillary facilities
- Access

Through detailed discussion each topic area for each village received a score reflecting its sustainability relative to other villages within the Borough. The table below identifies the sustainability scoring criteria for each topic area:

Sustainability Criteria	Score
Access to Employment by sustainable means	
Notable Employment within village	7
Notable employment easily accessible	5
Employment potentially accessible	3
Difficult to access employment	1
Access to Health by sustainable means	
Health facilities within village	4
Health facilities easily accessible	3
Possible to access health	2
Difficult to access	1
Access to Education by sustainable means	
Primary education within village and secondary accessible	7
Primary and secondary education accessible	5
Either Primary or Secondary accessible	3
Neither accessible	1
Access to Shops by sustainable means	
Shop within Village and easy access to a wider variety of shops	7
No shop within village and easy access to a variety of shops	5
Possible to access shops	3
Difficult to access shopping facilities	1
Access to Leisure by sustainable means	

Number of leisure facilities within the village	4
Few leisure facilities within the village	3
One leisure facility within the village	2
No leisure facilities within the village or only public house	1
Ancillary Facilities within the village- which limit the need to travel unsustainably	
Numerous community facilities as well as general ancillary facilities (post box etc)	4
A few community facilities as well as general ancillary facilities	3
No community facilities but general ancillary facilities	2
No ancillary facilities	1
Access by bus	
Bus services to notable employment and other facilities	7
Bus services to a number of facilities	5
Infrequent bus service to a number of facilities	3
No bus service	1
Access by Pedestrian/Cycle	
Access available to main urban area	4
Access to other villages	3
Access to wider area	2
No links	1

This scoring system has been developed to weigh the relative importance of access to facilities. Employment, education, shops and access by bus have been given a higher potential score because these are services/ facilities which residents are more likely to be using on a daily basis. Whereas health, leisure, ancillary facilities and pedestrian/ cycle facilities have been given a lower potential score as they are less likely to be used on a day to day basis. The overall aim is to give a transparent, reasoned justification for the position of villages within the overall hierarchy.

4.2 Conclusions of the Sustainability Study

Following detailed discussion of the 'Sustainability Studies' results it was possible to rank the villages in terms of their sustainability as can be seen in the table below:

	Village	Sustainability Score
Tier 1 (40 points plus)	Port Clarence	43
	Stillington	41
Tier 2 (30 to 39 points)	Long Newton	36
	Carlton	33
	Maltby	33
	Kirklevington	32
	Wolviston	30
Tier 3 (25 to 29 points)	Redmarshall	29
	Hilton	28
	Elton	27
	Thorpe Thewles	25
Tier 4 (24 points and less)	Wynyard	22
	Whitton	21
	Cowpen Bewley	20
	Aislaby	12

The existence of four tiers indicates a clear hierarchy of sustainability amongst the villages within the borough. The individual results for each village and a reasoned justification for their tier position is attached in Appendix 3.

The sustainability tier boundaries have been set as follows:

- Tier 1- 40 points and above
- Tier 2 - 30 to 39 points
- The bottom two tiers were classified as having 29 points or lower. It was decided that as there were a number of villages falling into this category that it should be split evenly into two tiers.

5.0 Sustainability Study Consultation Responses

5.1 Consultation Methodology

Further consultation in each individual village was undertaken as part of the sustainability study in order to gain a greater understanding of resident views and opinions on the future planning context of the villages. This was undertaken through holding drop-in-sessions in all fifteen of the villages covered by the study in the first two weeks of July 2008 at either an appropriate venue within the village or using the Council's exhibition trailer.

An exhibition was set up detailing information about the facilities audit and sustainability study at each event. Attendees were invited to comment using a questionnaire the deadline for which was 29 July 2008. Responses were recorded into a database and the results of responses to each question for each village can be found in Appendix 6.

5.2 Consultation Results

This section will discuss questionnaire results, firstly by examining overall responses, then by analysing them by individual village within each tier.

Question 1- Does your village require additional development (this term is generally accepted to mean housing development) to support the services currently provided?

	No	Yes	No Answer	Grand Total
Grand Total	203	31	2	236

Question 2- Do you think there are any existing services that might be under threat due to lack of supporting development? What evidence is there of this?

Tier	Village	No	Yes	No Answer	Grand Total
Grand Total		203	28	5	236

Question 3- Is any of the following required within the Village to support services?

- 1) More employment and jobs?

Tier	Village	No	Yes	No Answer	Grand Total
Grand Total		178	30	28	236

2) More housing to meet general purpose needs of the village?

Tier	Village	No	Yes	No Answer	Grand Total
Grand Total		183	27	26	236

3) More housing to meet local needs?

Tier	Village	No	Yes	No Answer	Grand Total
Grand Total		187	21	28	236

4) More housing to meet affordable housing needs?

Tier	Village	No	Yes	No Answer	Grand Total
Grand Total		184	27	25	236

Responses for questions 1-3 from villages in:
Tier One
<p><u>Port Clarence</u> The respondent indicated additional development to support the services currently provided was not required in Port Clarence. Nor are there any services which are under threat due to lack of supporting development in their opinion. In response to question 3 the respondent from Port Clarence thought that there was a need for more employment and jobs to support services, however, disagreed with the rest of the statements.</p> <p><u>Stillington</u> Respondents indicated additional development to support the services currently provided was not required in Stillington. Four people in Stillington felt that some services were under threat because of a lack of supporting development, three did not. The only statement within question 3 which more people agreed with than disagreed was “more housing to meet affordable needs.” In response to the rest of the statements most people disagreed, particularly against the statement “more housing to meet the general needs of the village.”</p>
Tier Two
<p><u>Long Newton</u> The respondent from Long Newton felt that additional development to support the services currently provided was required, and existing services were under threat due to a lack of development. For question 3 the respondent thought that more employment/ jobs and more housing were required to support services and facilities. More housing to meet local and affordable needs was not required.</p> <p><u>Carlton</u> Most respondents did not agree that additional development to support the services was required in Carlton. Nor did respondents feel that existing services were under threat. In response to question 3 an overwhelming majority disagreed with each statement.</p>

Maltby

The overwhelming majority did not agree that additional development was required to support the existing services. Most villagers preferred to have fewer services in favour of a smaller village feel. The overwhelming majority also did not write that existing services were under threat due to lack of development. In response to the statements in question 3 the overwhelming majority (over 40 respondents) disagreed.

Kirklevington

Most respondents from Kirklevington did not support additional development to support the existing services. Nor did respondents feel that existing services were under threat due to a lack of development in the village. Most respondents disagreed with the statements in question 3.

Wolviston

No respondents felt that additional development was needed to support the current service provision in the village. Whereas four people felt that existing services were under threat, compared with three who did not. The majority of people disagreed with each of the statements in question 3.

Tier Three

Redmarshall

The majority did not feel that additional development was needed to support the current service provision in the village. No respondents felt that existing services were under threat. Most respondents disagreed with every statement in question 3.

Hilton

The overwhelming majority of respondents did not feel that additional development was required to support existing services. Only two people felt that existing services were under threat, compared with twenty who did not. In response to the statements in question 3 most respondents disagreed with only one or two agreeing with each statement.

Elton

More people thought additional development was not required to support the current service provision. Only one respondent thought that existing services were under threat, the rest of the five respondents did not. Most respondents did not agree with the statements in question 3, with only one person responding "yes."

Thorpe Thewles

The overwhelming majority did not feel that the village required additional development to support the services currently provided, fifty four said this compared with six who said development was required. Although some people mentioned the bus service in response to question 2, most respondents seemed to think that services were at a minimum anyway and therefore could not possibly be affected further. In question 3 around five or six people agreed with the statements but there was still an overwhelming majority of respondents disagreeing with them. For example in response to "more housing to meet the general purpose needs of the village" fifty people said "no" compared with five people who said "yes."

Tier Four

Whitton

In response to question 1 more people agreed than disagreed. Opinion was

evenly split between respondents in question 2. In response to question 3 opinion was evenly split in response to the statements about employment and jobs; and affordable housing. More respondents agreed than disagreed in response the statement about housing to meet the general purposes of the village.

Wynyard

In Wynyard again most respondents did not feel that additional development was required to support existing services. No one thought that existing services were under threat as many felt they were at a minimum anyway. A comment indicated that it was a “driven village” where people were happy to drive to access services/ facilities. In response to question 3 the majority of respondents disagreed, with only one or two agreeing with any of the statements.

Cowpen Bewley

The majority of respondents did not feel that additional development was needed to support the current service provision in the village. No respondents felt that existing services were under threat. Most respondents disagreed with every statement in question 3.

Aislaby

The majority of respondents did not feel that additional development was needed to support the current service provision in the village. No respondents felt that existing services were under threat. Most respondents disagreed with every statement in question 3.

Questions 4 and 5

Questions 4 and 5 invited respondents to comment on the scores given to each category within each village; the highways assessment and the overall villages hierarchy. Using these comments and taking into account current information (correct at time of writing, July 2008) the 2007 audit of services and facilities was updated. For example in Long Newton the reference to the post office has been removed as this was shut down in a recent review and its sustainability score was altered accordingly.

Additionally the traffic light scoring system developed as a visual, accessible means to prompt discussion for the consultation events was replaced by a weighted, quantitative scoring system to ensure consistency between the villages. This scoring system is discussed in the previous section.

Questions 6 and 7

Question 6- Is infill development appropriate within the village?

Tier	Village	No	Yes	No Answer	Grand Total
Grand Total		172	60	4	236

Question 7- Is there a need to retain development limits?

	No	Revise Boundary	Yes	No Answer	Grand Total
Grand Total	38	18	166	14	236

Responses for questions 6 and 7 from villages in:

Tier One

Port Clarence

There was only one answer from Port Clarence overall and they supported further infill development within the village. As there are no development limits then question 7 is not relevant for this settlement.

Stillington

A third of respondents from Stillington said that infill development was appropriate within the village. With six out of the nine respondents contending that it was inappropriate (67%). In response to question 7 five out of nine people wanted to revise the development limit (56%), four wanted to keep the development limits (44%) and none wanted to remove them.

Tier Two

Overall the majority of respondents from tier two felt that infill development was inappropriate with seventy one people putting forward this viewpoint compared with thirty who thought infill development was appropriate. However, the proportions did vary between villages. Overall the majority of respondents from tier two felt there was a need to retain development limits. Seventy six felt the limits should be retained, seven felt the boundary should be revised, and eighteen felt that the boundary should be lifted.

Long Newton

The only village in this tier where there were more people for infill than against is Long Newton where the only respondent supported infill development. This respondent also felt there was a need to retain development limits.

Carlton

In Carlton the number of people agreeing to the principle of infill development was the same as against (six). In Carlton six people wanted to retain the development limits compared to five who wanted them to be lifted and one who was in favour of revising the boundary.

Maltby

In Maltby the proportions worked out as 81% against infill development and 19% for. The proportion of people in favour of retaining development limits compared to those who wanted to remove them was much higher.

Kirklevington

The number of people against infill development was greater than those for. The proportion of people in favour of retaining development limits compared to those who wanted to remove them was much higher.

Wolviston

The number of people against infill development was greater than those for. Wolviston was the only village where more respondents wanted to lift the boundary than retain it, five people compared to two respectively.

Tier Three

Overall the number of respondents against infill development in this tier was much higher than those for, seventy five respondents compared with eighteen respectively. Overall more respondents wanted to retain the development limits than lift them.

Redmarshall

The number of people for infill development was greater than those against. All six of the respondents said there was a need to retain the development limits.

Hilton

91% were against infill compared to 9% for. Twenty one respondents felt there was a need to retain developments, compared to one who did not.

Elton

An equal number of respondents from Elton supported infill as against (three). In Elton four people saw no need to retain the development limits, one person wanted the boundary to be revised and one other wanted the development limit to be retained.

Thorpe Thewles

The number of people against infill development was greater than those for. The overwhelming majority (forty nine responses) felt there was a need to retain the development limits. Compared to six who felt they should be removed.

Tier Four

Overall the number of respondents against infill development in this tier was again much higher than those for, twenty respondents compared with eight respectively. The difference between respondents wishing to retain the development limits as opposed to lifting them was less marked in tier four, with those wishing to lift the limits being slightly in the majority. Nine people saw no need to keep the development limits, two people wanted to revise the limits and eight people wanted to retain the development limits.

Whitton

Whitton is the only village within tier four with more people in favour of infill development than against; three people for, compared with no one against. Two people wanted to keep the limits compared with no one wanting to remove them.

Wynyard

More people were against infill development than for. Wynyard does not currently have development limits so this question was not relevant for this settlement.

Cowpen Bewley

More people were against infill development than for. More people wanted to remove the development limits (six) than retain them (five) by a small majority.

Aislaby

An equal number of respondents from Aislaby supported infill as against (two). More people wanted to remove the development limits than retain them by a small majority.

6.0 Information Gathered and Policy Considerations

6.1 What the studies have told us

The results of this 'Sustainability Study' combined with the earlier audit of services and facilities have helped us understand more about the villages, and their relationships to the surrounding area. Gaining a clearer understanding of the sustainability of the villages within Stockton and their dependence on the main urban areas for services and facilities is key to informing policy formulation.

6.2 Policy Considerations

The Council is currently developing its Core Strategy for the Local Development Framework, together with its Regeneration Development Plan Document, which will allocate sites for development. The Council's preferred option is to concentrate most of the Borough's development needs within the core area along the River Tees and central Stockton, supported by more limited development in the remaining urban area. This report should give clarity to the implementation of Core Strategy Policy 1 (CS1) point 5; 'In catering for rural housing needs, priority will be given to the provision of affordable housing in sustainable locations, to meet identified need. This will be provided through a rural exception site policy'.

The Local Housing Assessment 2006 identified an annual deficit in the provision of affordable housing for Stockton-on-Tees of 40 dwellings. The Tees Valley Strategic Housing Market Assessment 2008 (SHMA), which is currently under development identifies that there is an affordable housing need in rural areas. In order to establish the true need for rural affordable housing a more detailed assessment will be undertaken. Any provision of affordable housing will be met through rural exception sites. A rural exception site is a small site in a small rural community that meets a genuine and proven local need specifically for affordable housing. Such a site may be in a location that the Council would regard as inappropriate for general market housing and will always be within, or immediately adjacent and well-related to, an existing village.

National research (Housing Choices and Aspirations of Older People: Research from the New Horizons Programme – February 2008) has found that older people generally felt that bungalows were the type of housing that worked best for them and that a minimum of two bedrooms were seen as essential. Rural communities have an aging population with a prevalence of larger detached housing. The Stockton 2008-2011 Housing Strategy identifies addressing the shortage of bungalow accommodation across the Borough for all needs groups as a community priority.

7.0 Policy Recommendations

7.1 Village Sustainability Hierarchy

The Council has been successful in refusing applications for residential development in a number of villages (see appendix 4) owing to the location being unsuitable by the virtue of limited services requiring occupants to travel via private car for employment, schools, retail and recreation purposes (therefore contrary to Planning Policy Statement 1 'Delivering Sustainable Development', Planning Policy Statement 3 'Housing' and Planning Policy Statement 7 'Sustainable Development in Rural Areas'). However, there have been instances where the council has lost at appeal and the Inspector permitted development. One such instance was application 07/3206/FUL for the erection of a dwelling in Carlton and whilst the Council refused the application it was allowed on appeal with the inspector noting that no evidence had been provided with regards to the Council's strategy, in relation to sustainability, for either planned locations for new housing or a settlement hierarchy.

The Villages Study has provided a reasoned hierarchy of villages according to their sustainability (below). This hierarchy will aid policy formulation and assist in the determination of applications for residential development.

	Village	Sustainability Score
Tier 1 (40 points plus)	Port Clarence	43
	Stillington	41
Tier 2 (30 to 39 points)	Long Newton	36
	Carlton	33
	Maltby	33
	Kirklevington	32
	Wolviston	30
Tier 3 (25 to 29 points)	Redmarshall	29
	Hilton	28
	Elton	27
	Thorpe Thewles	25
Tier 4 (24 points and less)	Wynyard	22
	Whitton	21
	Cowpen Bewley	20
	Aislaby	12

7.2 Development Limits

Owing to the fact that the Council has successfully refused applications for residential development in some of the smaller villages with fewer facilities and poor access to other facilities by sustainable means it has called into question the need for 'limits of development' around them.

The overriding preference of respondents to the questionnaire was to retain the current development limits around villages. It is suggested that the limits of development around villages are maintained as part of the LDF in their entirety.

Need to retain development limits.	No	Revise Boundary	Yes	No Answer	Grand Total
Grand Total	38	18	166	14	236

7.3 Infill development and maintaining sustainability of villages

Planning Policy Statement 3: Housing states that:

“The need to provide housing in rural areas, not only in market towns and local centres but also in villages in order to enhance and maintain their sustainability. This should include, particularly in small rural settlements, considering the relationship between settlements so as to ensure that growth is distributed in a way that supports social networks, assist people to live near where they work and benefit from key services, minimise environmental impact and where possible encourage environmental benefits. “

A distinction needs to be made as to the villages where further housing infill development is appropriate in order to enhance and maintain their sustainability and those villages where further housing infill development would merely require occupants to travel via the private car for services and facilities. It is suggested that this distinction is made between:

- Tier 1 and 2 – appropriate housing infill development acceptable
- Tier 3 and 4 – housing infill development unacceptable due to limited services and a reliance on the private car to access services.

Planning Policy Statement 6 ‘Planning for Town Centres’ states that:

“The need for local shops and services is equally important within urban and rural areas. Local authorities should, where appropriate, seek to protect existing facilities which provide for people’s day-to-day needs and seek to remedy deficiencies in local shopping and other facilities to help address social exclusion.

Local planning authorities should be aware of the extent of the rural population which is dependent on a particular centre or facility, such as a village shop, and seek to protect existing facilities and promote new ones accordingly.”

Whilst it is suggested that tiers 3 and 4 are unsuitable for housing infill development, emerging policy should promote the development of shopping facilities and additional amenities to meet the needs of the village. If villages within tiers 3 and 4 attain sufficient services to be classified within tiers 1 or 2 then further housing infill development would be acceptable.

7.4 Affordable Housing

It is noted that the true nature of an affordable housing need within the Borough is unknown and detailed research into this matter is required. Any provision of affordable housing will be met through rural exception sites that meet a genuine and proven local need specifically for affordable housing. It will be essential that rural

exceptions are located in areas where facilities are present or can be accessed by sustainable means, this will allow occupants of affordable housing to be able to access the services and facilities they require to live and not become marginalised.

7.5 Wynyard Village

Wynyard Village is unlike other villages within the study, this is largely due to its relatively large population (double that of Stillington the next largest village) and the fact that it does not have any development limits. Wynyard was assessed to be within tier 4 of the sustainability hierarchy and being the fourth least sustainable village of the fifteen included in the study. Owing to this it is clear that further housing development would be unsustainable and increase the reliance on the use of the private car to access services.

It is suggested that a limits of development be placed around Wynyard in order to define the boundary of the village and create a policy stance in accordance with Hartlepool Borough Council (who have a limits of development in place around the section of Wynyard which lies within the Borough). As Wynyard lies within tier 4 further housing infill development would not be supported until services and facilities were in place to rate the village within tiers 1 or 2 and thus reducing reliance on the private car. It is not the purpose of this document to define the exact location of the proposed limits of development around Wynyard as this would be established through the LDF process if this recommendation was taken forward.

7.6 Updating the villages study

The dynamics of villages and services and facilities available to them is in a constant state of flux. Owing to this it will be necessary to update the facilities and services audit in conjunction with Parish Councils in order to reassess the hierarchy of villages and direct development away from the least sustainable locations. It is acknowledged that bus services play a key role in the ability for villagers to access facilities by sustainable means the village study should account for this.

Appendix 1
Village Appraisals and Facility Audits

AISLABY VILLAGE APPRAISAL

In the 1988 study, Aislaby was described as a relatively isolated rural hamlet, with 14 dwellings and a population of some 37 residents. It had few public or social facilities and lacked a bus service. The hamlet developed as a loose grouping of properties, characterised by open spaces, and dominated by Aislaby Manor, situated on high ground in a central location.

In the Stockton on Tees Local Plan 1997, Aislaby was ascribed development limits.

Since 1988, the village has more than doubled in size, to 35 dwellings and a population of about 85. However, it retains its character, that of a small settlement with large areas of open space separating the built development. Services and facilities remain at a minimum. In the 2007 audit of village services and facilities, Aislaby was the poorest in terms of provision. Only the most basic of facilities exist. There is no shop or bus service.

MAP TO BE ADDED

Village Services/ Facilities Audit

Village: Aislaby

Population: 85: Houses: 35.

Facilities

Facility	Present
Shop	No
School	No
Phone Box	Yes
Post Box	Yes
Pub	No
Bus Stop	No
Village Hall / Community Hall	No
Place of Worship	No
Open Space.	Amenity Open Space

External Links

Nearest Example		Distance	
		Km	Miles
Town Centre / District Centre	Yarm District Centre	2.16	1.34
Neighbourhood / Local Centre	Orchard Parade, Eaglescliffe	2.74	1.73
Shop (if not in village)	West Street, Yarm	1.30	0.81
Employment Area.	Eglescliffe	3.30	2.05
Supermarket	Sainsbury, Yarm or Tesco, Eaglescliffe	2.30	1.40
Hospital / Doctor's Surgery	Sunningdale Drive, Eaglescliffe	2.80	1.75
Primary School (if not present in village)	Eglescliffe Primary School	2.10	1.30
Secondary School.	Eglescliffe	1.54	0.96

Public Transport Services

Bus Services to Destinations outside the Borough					
Destination	Number	Frequency	First Service	Last Service	Sunday
N/A	N/A	N/A	N/A	N/A	N/A
Bus Services to Destinations within the Borough					
Destination	Number	Frequency	First Service	Last Service	Sunday
N/A	N/A	N/A	N/A	N/A	N/A

Other Links

Bus service to schools in urban area?	Primary	Yes	Secondary	No
Is there a rail link to the village?	No			
Pedestrian and Cycling Links				
To main urban area.	No footpath within village or to Yarm			
To other villages.	None			

Notes:

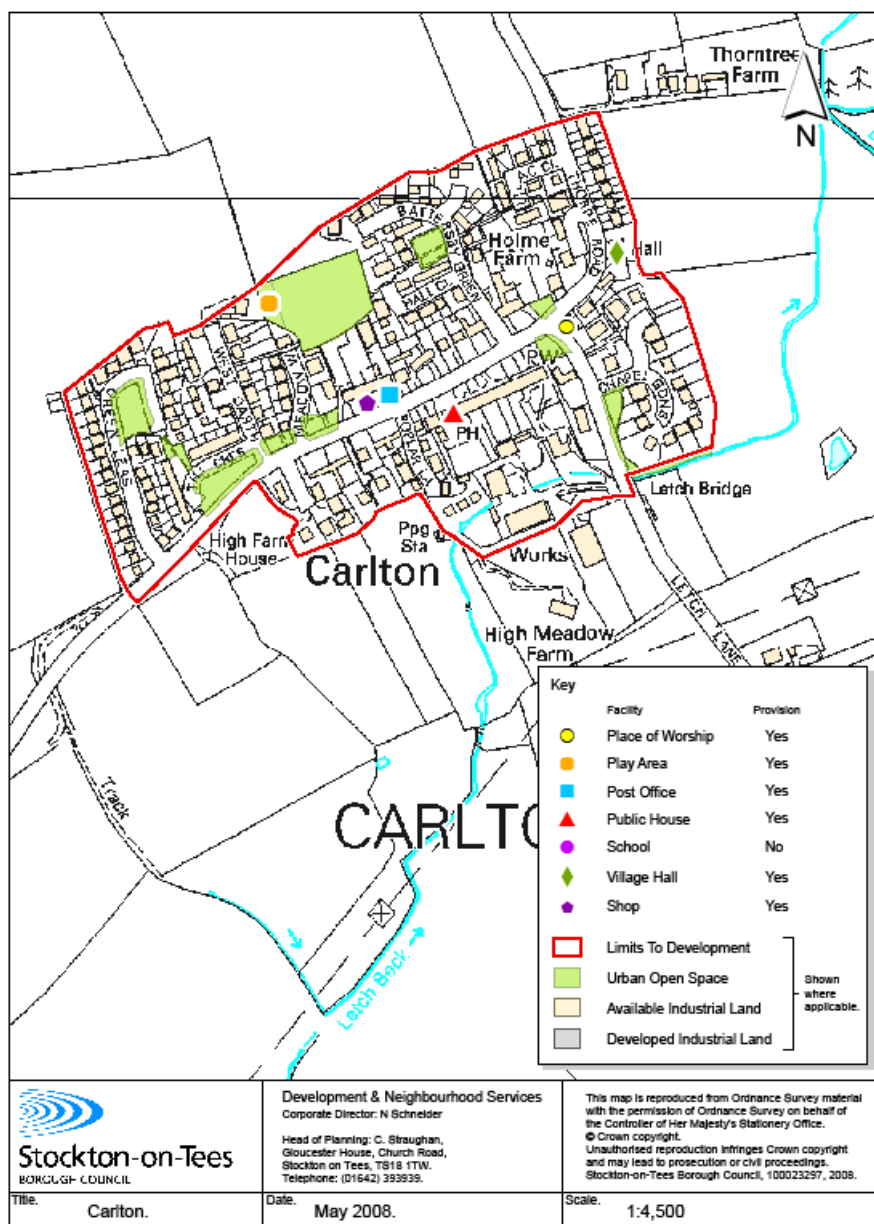
- Within Flood Zone 1 (low risk).

- There is a path along the river to Yarm, however, it is not tarmacked/well maintained and is of a poor standard.

CARLTON VILLAGE APPRAISAL

Carlton has a long history as a settlement having probably been part of an Anglo-Saxon estate centred on Redmarshall. The form of the village is a two-row arrangement with a dividing green which is typical of the medieval village of north-east England. A more detailed appraisal can be found in the 1989 study.

In 1989, the village comprised approximately 150 dwellings. Since then, the development of Chapel Close has been completed (pre-1997), and Battersby Green/Hall Close post 1997. The village has grown to around 235 houses, with a population of about 560. Services in 1989 comprised a post office/shop, a public house, a Methodist church and a Women's Institute Hall. The current audit shows that the level of facilities has not changed to date.



Village Services/ Facilities Audit

Village: Carlton

Population: 560; Houses: 235.

Facilities

Facility	Present
Shop	With Sub Post Office
School	No
Phone Box	Yes
Post Box	Yes
Pub	The Smiths Arms
Bus Stop	Yes
Village Hall / Community Hall	Yes - WI Building
Place of Worship	Wesleyan Chapel
Open Space.	Equipped play area

External Links

Nearest Example		Distance	
		Km	Miles
Town Centre / District Centre	Stockton Town Centre	6.41	3.98
Neighbourhood / Local Centre	High Newham Court, Stockton	3.30	2.05
Shop (if not in village)	Within Village	N/A	N/A
Employment Area.	Stillington	4.30	2.67
Supermarket	Tesco, Durham Road	3.40	2.10
Hospital / Doctors Surgery	Tithebarn Medical Centre, Hardwick	1.72	1.69
Primary School (if not present in village)	Hardwick Primary School	2.35	1.46
Secondary School.	Egglescliffe	2.32	1.44

Time by Public Transport

Destination	Time by public transport
Stockton town centre	29 minutes
North Tees Hospital	14 minutes
Yarm	49 minutes

Public Transport Services

Bus Services to Destinations outside the Borough					
Destination	Number	Frequency	First Service	Last Service	Sunday
Bus Services to Destinations within the Borough					
Destination	Number	Frequency	First Service	Last Service	Sunday
North Tees Hospital, Stockton, Yarm (7)	7	1 every 1hr	07:03	19:03	No
Stillington (7)	7	1 every 1hr	07:43	18:33	No
Stillington (584/585)	584/585	1 every 1hr	19:37	23:37	Yes
Stockton High Street and	584/585	1 every	19:56	23:56	Yes

North Tees Hospital (584/585)		1hr			
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Other Links

Bus service to schools in urban area?	Primary	Yes	Secondary	Yes
Is there a rail link to the village?	No			
Pedestrian and Cycling Links				
To main urban area.	Yes			
To other villages.	Yes			

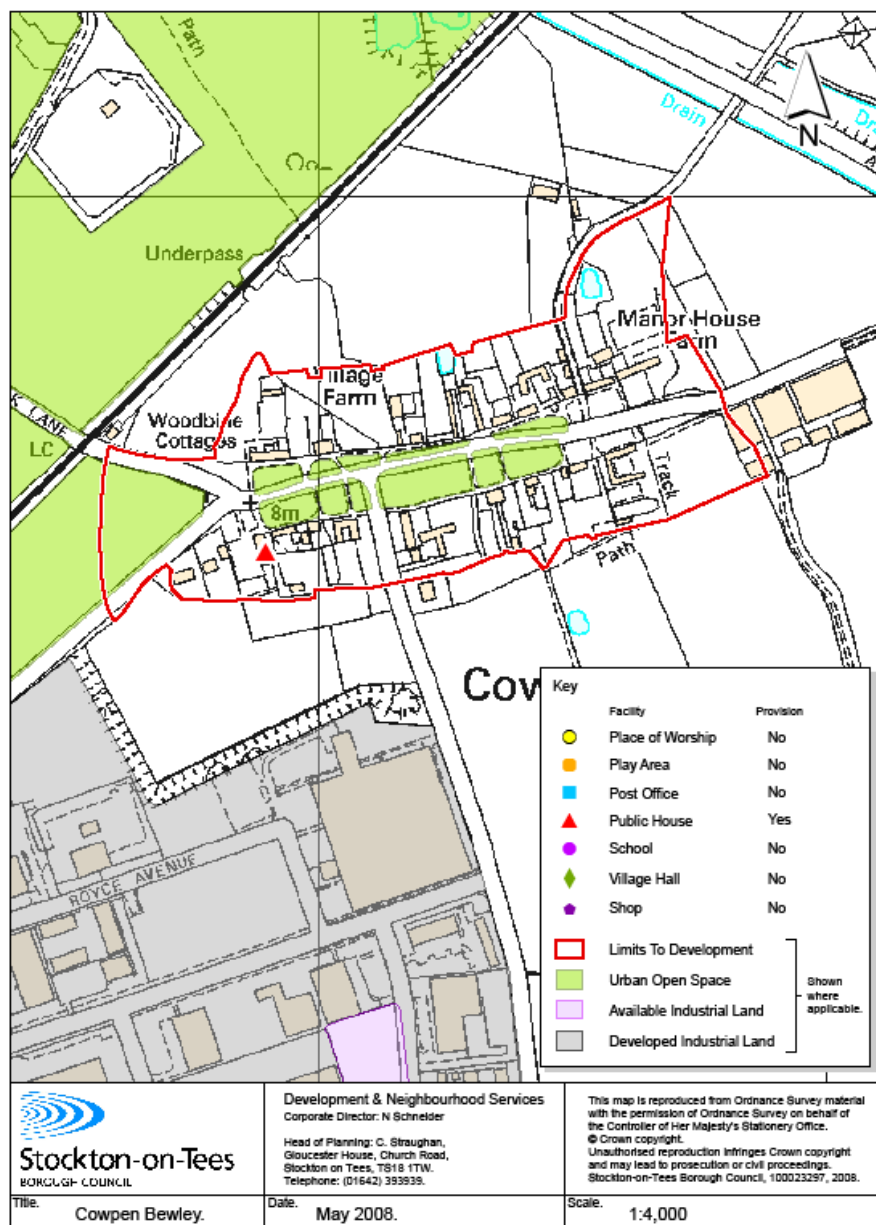
Notes:

- Within Flood Zone 1 (low risk) but areas of Flood Zone 3 (high risk) to south and east of village.
- Middle Farm Cattery is an additional ancillary facility.
- Claytons of Carlton is an agricultural services company operating within the village which is another potential source of employment for residents.

COWPEN BEWLEY VILLAGE APPRAISAL

The village of Cowpen Bewley lies entirely within a conservation area, designated in 1997 for its well-preserved medieval layout, historic significance and pleasant village character. The village is representative of a once-common Durham rural development type whose plan consists of two rows of farms and cottages flanking a village green, the layout dating from the 12th century. Although some of the buildings have gone from the frontage, as a result of the decline of the salt industry in the 17th century, and farming in the 19th century, the basic layout has been preserved.

There are no shops or other basic services in the village. The old village schoolhouse is now a residential property.



Stockton-on-Tees
BOROUGH COUNCIL

Development & Neighbourhood Services
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Stockton-on-Tees Borough Council, 100023297, 2008.

Title: Cowpen Bewley.

Date: May 2008.

Scale: 1:4,000

Village Services/ Facilities Audit

Village: Cowpen Bewley

Population: 95; Houses: 40.

Facilities

Facility	Present
Shop	No
School	No
Phone Box	Yes
Post Box	Yes
Pub	Three Horse Shoes
Bus Stop	Yes
Village Hall / Community Hall	No
Place of Worship	No
Open Space	No equipped play area

External Links

Nearest Example		Distance	
		Km	Miles
Town Centre / District Centre	Billingham District Centre	2.74	1.70
Neighbourhood / Local Centre	Low Grange, Billingham	1.54	0.96
Shop (if not in village)	Low Grange Avenue, Billingham	1.24	0.77
Employment Area.	Cowpen Lane Industrial Estate	0.8	0.5
Supermarket	Tesco, Lealholme Road, Billingham	2.41	1.5
Hospital / Doctors Surgery	Melrose Surgery, Melrose Avenue	2.58	1.6
Primary School (if not present in village)	Bewley Junior School	1.16	0.72
Secondary School.	Billingham Campus/St Michael's	1.93	1.2

Public Transport Services

Bus Services to Destinations outside the Borough					
Destination	Number	Frequency	First Service	Last Service	Sunday
N/A	N/A	N/A	N/A	N/A	N/A
Bus Services to Destinations within the Borough					
Destination	Number	Frequency	First Service	Last Service	Sunday
Belasis Technology Park, Port Clarence (588/589)	588/589	1 every 2 hrs	10:12	16:12	No
Billingham Town Centre, Wolviston, North Tees Hospital, Stockton (588/589)	588/589	1 every 2 hrs	09:30	15:30	No

Time by Public Transport

Destination	Time by public transport
Stockton town centre	56 minutes

North Tees Hospital	34 minutes
Billingham Town Centre	5 minutes

Other Links

Bus service to schools in urban area?	Primary	No	Secondary	No
Is there a rail link to the village?	No			
Pedestrian and Cycling Links				
To main urban area.	No (National cycle network 14 passes by north of village. Advisory cycle route through village)			
To other villages.	No			

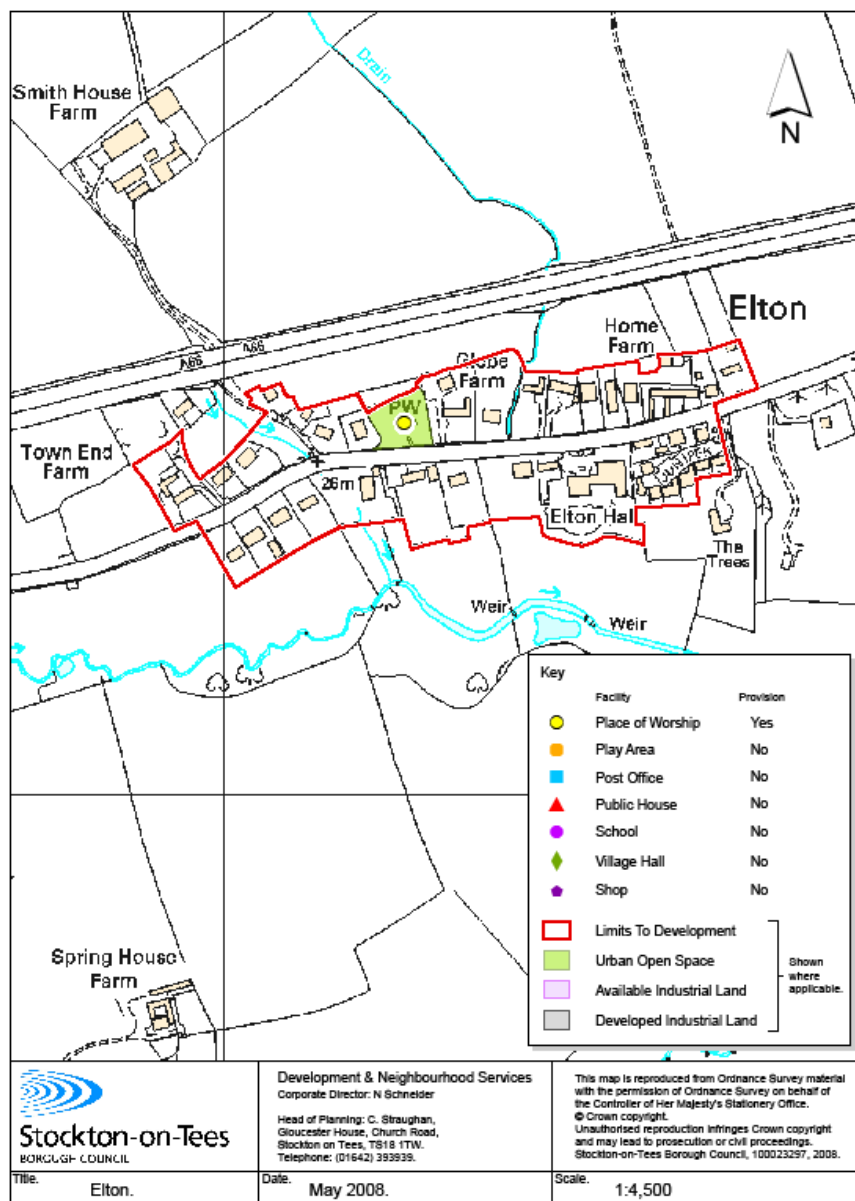
Notes:

- Within Flood Zone 1 (low risk). However residents have noted that there is flooding issues in the area.

ELTON VILLAGE APPRAISAL

Elton is a classic linear settlement located along the old A66 road. Although infill development has taken place over recent years, the village still maintains its rural "feel" and it is important that this character is protected. There are three distinct areas of archaeological interest associated with the village. One is the site of the medieval village in the centre. The others lie outside the village, one containing extensive earthworks of medieval properties, and the other containing extensive evidence of medieval farmsteads and properties.

The village currently has just over 50 dwellings and a population of about 130. The village has very limited facilities, having no shop or post office. There is a church, with a public house to the west of the village.



Village Services/ Facilities Audit

Village: Elton

Population: 130; Houses: 53.

Facilities

Facility	Present
Shop	No
School	No
Phone Box	Yes
Post Box	Yes
Pub	Yes (half mile outside village)
Bus Stop	Yes
Village Hall / Community Hall	No
Place of Worship	Church
Open Space.	No

External Links

Nearest Example		Distance	
		Km	Miles
Town Centre / District Centre	Stockton Town Centre	5.31	3.30
Neighbourhood / Local Centre	Harper Parade, Stockton	2.53	1.57
Shop (if not in village)	Birkdale Road, Stockton	1.53	0.95
Employment Area.	Eaglescliffe	2.20	1.37
Supermarket	Somerfield, Harper Parade	2.37	1.47
Hospital / Doctors Surgery	Elm Tree Medical Centre and Eaglescliffe Medical Practice	3.14	1.95
Primary School (if not present in village)	St Mary's CoE, Long Newton	2.70	1.70
Secondary School.	Egglecliffe Comprehensive	2.06	1.28

Public Transport Services

Bus Services to Destinations outside the Borough					
Destination	Number	Frequency	First Service	Last Service	Sunday
Stockton, Teesdale, Teesside Park, Middlesbrough	520	1 every 1 hr	19:25	22:25	Yes
Stockton High Street, Middlesbrough Bus Station (20)	20	1 every 1hr	07:21	18:21	No
Bus Services to Destinations within the Borough					
Destination	Number	Frequency	First Service	Last Service	Sunday

Time by Public Transport

Destination	Time by public transport
Stockton town centre	17 minutes
Middlesbrough	36 minutes
Teesside Park (evenings only)	21 minutes

Other Links

Bus service to schools in urban area?	Primary	No	Secondary	Yes
Is there a rail link to the village?	No			
Pedestrian and Cycling Links				
To main urban area.	Pavements throughout village and extend beyond to Hartburn			
To other villages.	From the end of June 2008 the Elton Link Road will mean that there is road linking Elton and Long Newton. As part of this development there will be a segregated footway/ cycle way. This forms part of the National Cycling Route 14 which connects Darlington to Hartlepool via Stockton. This route also skirts Tees Forest.			

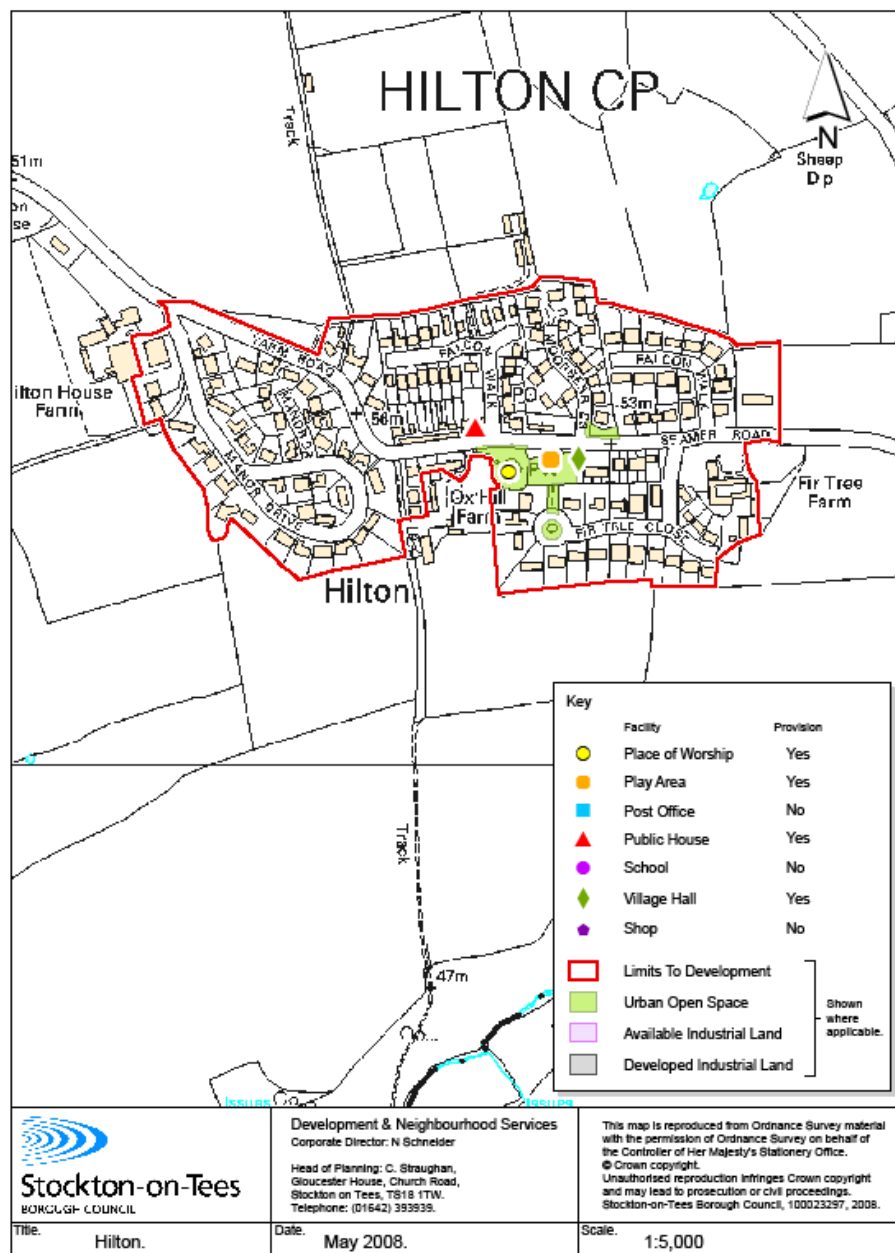
Notes:

- Within Flood Zone 1 (low risk)
- New link road with footpath from Elton to Long Newton is currently being built.

HILTON VILLAGE APPRAISAL

Hilton is an attractive village some three miles south of Thornaby. It is a linear settlement, based along Yarm Road and Seamer Road which links the A1044 to Stokesley. The centre of the village is particularly attractive, with a variety of building types, open spaces and mature planting.

Village facilities are limited to a church, village hall and a public house. The post office which served the village in 1989 has since closed. Because of its location, the village has strong links with Stokesley, across the Borough boundary in North Yorkshire.



Village Services/ Facilities Audit

Village: Hilton

Population: 370; Houses: 160.

Facilities

Facility	Present
Shop	No
School	No
Phone Box	Yes
Post Box	Yes
Pub	Falcon
Bus Stop	Yes
Village Hall / Community Hall	Yes
Place of Worship	Church
Open Space.	Equipped playing space adj. to Village Hall; Football field on road to Seamer.

External Links

Nearest Example		Distance	
		Km	Miles
Town Centre / District Centre	Stokesley.	6.70	4.16
Neighbourhood / Local Centre	Myton Way, Ingleby Barwick	4.40	2.73
Shop (if not in village)	Maltby	3.00	1.86
Employment Area.	Teesside Industrial Estate or Stokesley	5.10	3.17
Supermarket	Tesco, Ingleby Barwick	4.40	2.73
Hospital / Doctors Surgery	Woodbridge, Ingleby Barwick	4.40	2.73
Primary School (if not present in village)	St Therese of Lisieux School	2.60	1.62
Secondary School.	Conyers School	5.10	3.17

Public Transport Services

Bus Services to Destinations outside the Borough					
Destination	Number	Frequency	First Service	Last Service	Sunday
Yarm - Middlesbrough via Hilton	507	1 every 2 hrs	08:14	18:19	No
Bus Services to Destinations within the Borough					
Destination	Number	Frequency	First Service	Last Service	Sunday
Kirklevington, Yarm	507	1 every 2 hrs	07:47	17:41	No

Time by Public Transport

Destination	Time by public transport
Yarm	19 minutes
Middlesbrough	29 minutes

Other Links

Bus service to schools in urban area?	Primary	No	Secondary	Yes
Is there a rail link to the village?	No			
Pedestrian and Cycling Links				
To main urban area.	No footpaths beyond village			
To other villages.	No footpaths beyond village, on national cycle route 65			

Notes:

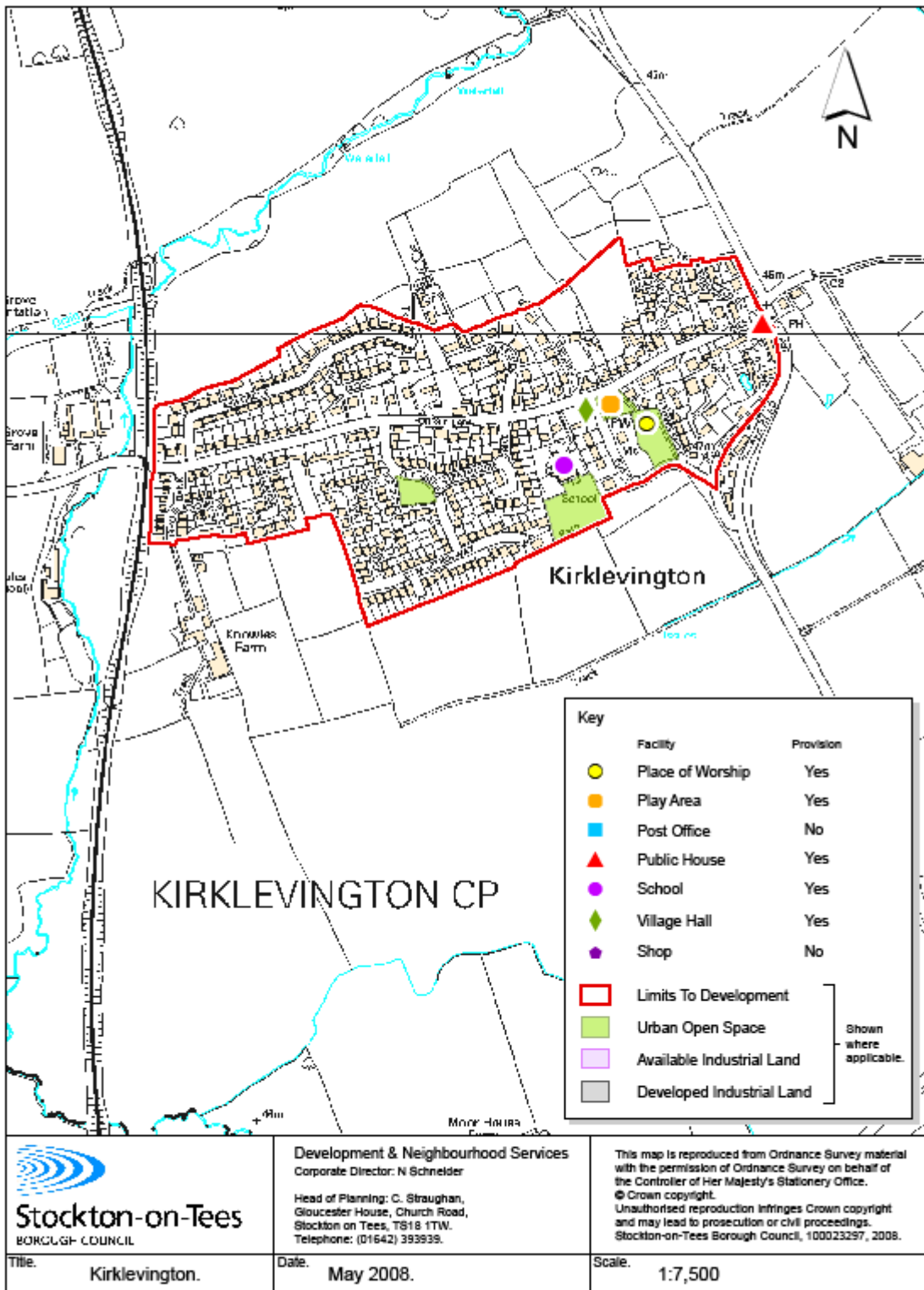
- Within Flood Zone 1 (low risk).
- Hilton associates strongly with North Yorkshire. Facilities in Stokesley and Hutton Rudby are used by residents
- Village Hall has numerous events through the week and is a focal point of village life
- There is a Spa supermarket associated with the petrol filling station on Low Lane.
- Few buses run through the village. Plenty of services run along the main road past the Fox Covert pub. No footpath to walk to main road.
- Hilton Roundabout - a newsletter delivered to the residents of the village once a month.

KIRKLEVINGTON VILLAGE APPRAISAL

Kirklevington was originally the centre of a large Anglo-Saxon estate. The older part of the village stretched along the Forest Lane from the main Road to Pender's Lane, and comprised a traditional pattern of development with two rows of property with a green between. Development has now spread along Forest Lane to the railway line, and the green was incorporated into the gardens of surrounding properties during the 19th century.

By the end of 1988, the village had grown to some 330 dwellings. Modern development has taken the form of small, private housing estates on both sides of the main street. The village has continued to grow in the last 17 years, with development of land to the north of the village, at Jasmine Road, and the redevelopment of the land associated with the Kirklevington Country Club to form Levington Court and Levington Mews. There are now about 400 homes in the village, and a population of about 970 persons.

In 1989, the village was supported by a range of services, including a shop, public house, repair garage, village hall, and a primary school, together with the restaurant and night club facilities provided by the Kirklevington Country Club. Facilities have declined in the last 18 years, with the loss of the village shop, and the closure of the Country Club.




Stockton-on-Tees
 BOROUGH COUNCIL

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 Stockton-on-Tees Borough Council, 100023297, 2008.

Title: **Kirklevington.**

Date: **May 2008.**

Scale: **1:7,500**

Village Services/ Facilities Audit

Village: Kirklevington

Population: 970; Houses: 405.

Facilities

Facility	Present
Shop	No
School	Yes
Phone Box	Yes
Post Box	Yes
Pub	Crown Hotel
Bus Stop	On main road only
Village Hall / Community Hall	Yes
Place of Worship	Church
Open Space.	Equipped play area (adjacent to Village Hall)

External Links

Nearest Example		Distance	
		Km	Miles
Town Centre / District Centre	Yarm District Centre	3.30	2.05
Neighbourhood / Local Centre	Healaugh Park, Yarm	2.40	1.49
Shop (if not in village)	Healaugh Park, Yarm	2.40	1.49
Employment Area.	Eaglescliffe/Durham Road	6.10	3.79
Supermarket	Somerfield, Healaugh Park	2.40	1.49
Hospital / Doctors Surgery	Yarm Medical Centre, Worsall Road, Yarm	3.70	2.30
Primary School (if not present in village)	Within Village	N/A	n/a
Secondary School.	Conyers School	2.50	1.55

Public Transport Services

Bus Services to Destinations outside the Borough					
Destination	Number	Frequency	First Service	Last Service	Sunday
Thornaby, Middlesbrough	507	1 every 2 hrs	08:13	18:09	No
Stokesley (82)	82	1 every 1 hr (AM), 1 every 2 hrs (PM)	09:41	16:51	No
Bus Services to Destinations within the Borough					
Destination	Number	Frequency	First Service	Last Service	Sunday
Yarm	507	1 every 2 hrs	09:39	17:51	No
Yarm	82	1 every 1 hr (AM), 1 every 2 hrs (PM)	09:09	16:14	No

Time by Public Transport

Destination	Time by public transport
Thornaby	23 minutes
Stokesley	29 minutes
Yarm	9 minutes
Middlesbrough	39 minutes

Other Links

Bus service to schools in urban area?	Primary	No	Secondary	Yes
Is there a rail link to the village?	No			
Pedestrian and Cycling Links				
To main urban area.	Footpath to Yarm			
To other villages.	No			

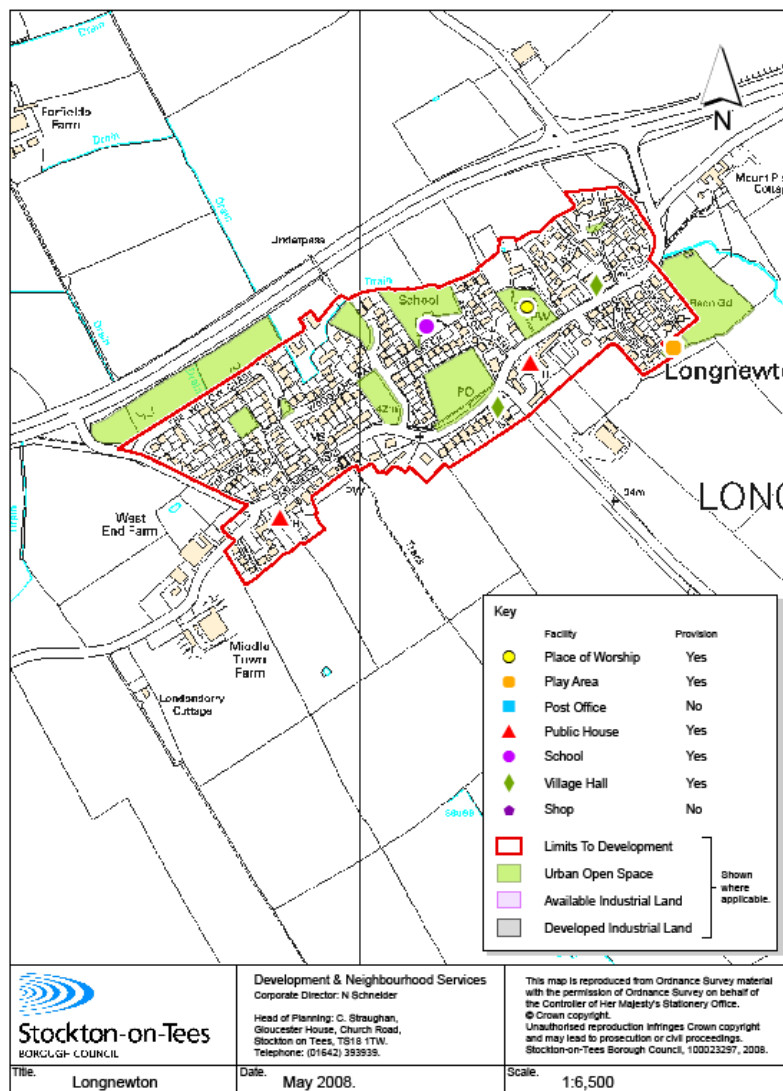
Notes.

- Within Flood Zone 1 (low risk).
- Village Hall has numerous events through the week and is a focal point of village life

LONG NEWTON VILLAGE APPRAISAL

Long Newton is essentially a linear village based on the former line of the main road, the A67. Although modern development in the latter half of the 20th century has obscured much of the medieval fabric, the village still retains many of its 18th and 19th century buildings. The character of the village is centred around the older area of the settlement (St. Mary's church, the Rectory and the Manor House), and a large central area of open space associated with newer development. Access to and from the village via the A66 is currently being improved through the creation of a grade separated junction. A more detailed appraisal can be found in the Long Newton Discussion Paper of February 1989.

In February 1989, the village was recorded as having a primary school, a post office/shop, two public houses, a church, a community centre, a church hall and a recreation field. Most of these facilities have been retained with the exception of the post office/ shop. Bus services to and from Darlington had been suspended and discussions are underway with Arriva at the moment to reinstate it.



Village Services/ Facilities Audit

Village: Long Newton

Population: 730; Houses: 305.

Facilities

Facility	Present
Shop	No
School	Yes
Phone Box	Yes
Post Box	Yes x 2
Pub	Vane Arms and Londonderry Arms
Bus Stop	Yes x 2
Village Hall / Community Hall	Yes
Place of Worship	Church
Open Space.	Amenity open space; Equipped play area; Football pitch

External Links

Nearest Example		Distance	
		Km	Miles
Town Centre / District Centre	Yarm District Centre (or Darlington)	5.80	3.60
Neighbourhood / Local Centre	Orchard Parade, Eaglescliffe	4.90	3.04
Shop (if not in village)	Tesco, Eaglescliffe	4.80	2.98
Employment Area.	Uray Nook/Eglescliffe/Durham Road Industrial Estate	3.00	1.86
Supermarket	Tesco, Eaglescliffe	4.80	2.98
Hospital / Doctors Surgery	Sunningdale Surgery, Eaglescliffe or M.St. G.	6.50	4.04
Primary School (if not present in village)	Within Village	N/A	n/a
Secondary School.	Eglescliffe Comprehensive	5.10	3.17

Public Transport Services

Bus Services to Destinations outside the Borough					
Destination	Number	Frequency	First Service	Last Service	Sunday
None at the moment - see note.					
Bus Services to Destinations within the Borough					
Destination	Number	Frequency	First Service	Last Service	Sunday
Yarm (20) (Airport - Long Newton - Eaglescliffe - Yarm - Stockton)	20	1 every 1hr	07:58	18:08	No

Time by Public Transport

Destination	Time by public transport
Stockton town centre	42 minutes
Yarm	14 minutes
Middlesbrough	61 minutes

Other Links

Bus service to schools in urban area?	Primary	No	Secondary	Yes
Is there a rail link to the village?	No			
Pedestrian and Cycling Links				
To main urban area.	No footpaths outside village - not good.			
To other villages.	From the end of June 2008 the Elton Link Road will mean that there is road linking Elton and Long Newton. As part of this development there will be a segregated footway/ cycle way. This forms part of the National Cycling Route 14 which connects Darlington to Hartlepool via Stockton. This route also skirts Tees Forest.			

Notes:

- Within Flood Zone 1 (low risk).
- Bus services by Arriva were suspended until the completion of the A66 Long Newton Interchange. Parish Council is in discussion with Arriva to encourage reinstatement of direct links to Darlington and Stockton. (currently an express bus into Stockton: however is presently only a trail)
- Church-aided school caters for children from Middleton St George and Sadberge. Associated nursery and before and after school clubs.
- Seeking Village Green status for amenity open space in centre of village. Also seeking lottery funding to install modern equipped play facilities in the primary school field, to replace old equipped play area on edge of village.
- Many residents look to Darlington to meet their needs - Long Newton is half way between Stockton and Darlington.
- The village has two community facilities - the Wilson Centre (Institute) and provides meeting facilities for groups, outreach Adult Education, coffee mornings etc. The Community Centre (Old School at Eastern end of village) is shared with Elton, and is where a Youth Club and Senior Citizens meet, in addition to a craft club.
- Doctors surgery visits on a Thursday
- Parish plan indicates an ageing population within the Village.
- Farm Shop on the north side of A66

MALTBY VILLAGE APPRAISAL

Maltby is one of the settlements named in the Domesday Book (1085 – 1086). However, little remains of its origins and earlier history. It is now a small linear village, of some 115 dwellings including two modern estate developments of Willows Avenue/Beech Terrace and Dunsmore Close. There are a handful of older properties in the village, and the presence of farm buildings on the western fringe contributes to its rural character.

The village has retained a newsagent/general store, and also has a public house, a church and a village hall.

MAP TO BE ADDED

Village Services/ Facilities Audit

Village: Maltby

Population: 275; Houses: 115.

Facilities

Facility	Present
Shop	Newsagent/General Store
School	No
Phone Box	Yes
Post Box	Yes
Pub	The Pathfinders
Bus Stop	Yes
Village Hall / Community Hall	Yes
Place of Worship	Yes (Methodist Chapel)
Open Space.	No equipped play area

Note: there are recycling facilities in the pub car park.

External Links

Nearest Example		Distance	
		Km	Miles
Town Centre / District Centre	Thornaby	4.30	2.70
Neighbourhood / Local Centre	Beckfields Centre	3.20	1.99
Shop (if not in village)	Within Village	N/A	N/A
Employment Area.	Teesside Industrial Estate	1.32	0.82
Supermarket	Asda, Thornaby Town Centre or Tesco, Ingleby Barwick	2.67	1.66
Hospital / Doctors Surgery	S Ashford, Lowfields Avenue	2.00	1.24
Primary School (if not present in village)	Whinstone Primary School/ Ingleby Mill Primary School	2.00	1.24
Secondary School.	Conyers	3.12	1.94

Public Transport Services

Bus Services to Destinations outside the Borough					
Destination	Number	Frequency	First Service	Last Service	Sunday
Thornaby Town Centre, Middlesbrough	507	1 every 2 hours	08:19	18:24	No
Nunthorpe, Coulby Newham and Thornton Village	615	3 Services a day	09:54	13:54	No
Bus Services to Destinations within the Borough					
Destination	Number	Frequency	First Service	Last Service	Sunday
Kirklevington, Yarm	507	1 every 2 hours	07:42	17:36	No

Time by Public Transport

Destination	Time by public transport
Thornaby	8 minutes
Coulby Newham	9 Minutes
Middlesbrough	24 minutes

Yarm	24 minutes
------	------------

Other Links

Bus service to schools in urban area?	Primary	Yes	Secondary	Yes
Is there a rail link to the village?	No			
Pedestrian and Cycling Links				
To main urban area.	No footpaths beyond village			
To other villages.	No footpaths. On national cycle route 65 (from Coulby Newham to Hilton- classed as a signed cycle route)			

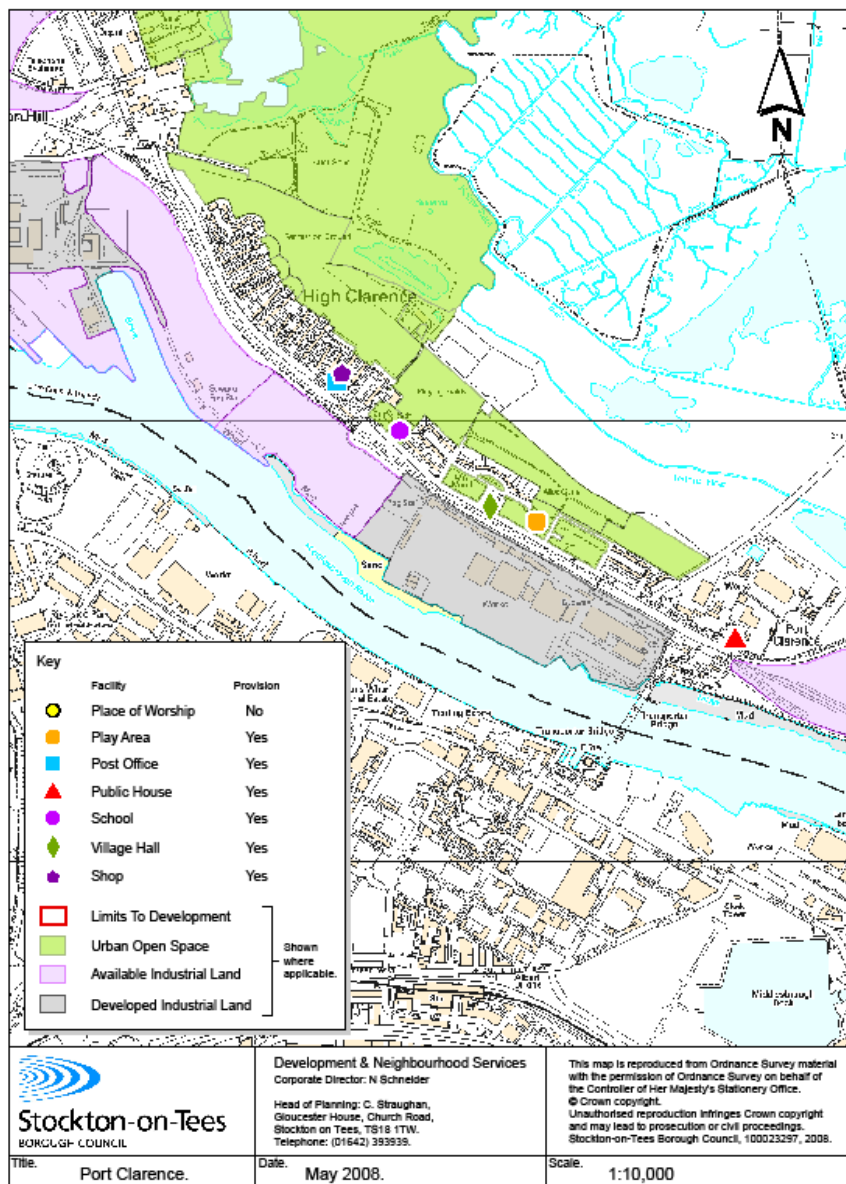
Notes:

- Flood Zone 1 (low risk)
- Francis Park, home to Maltby's cricket club
- Farm Shop on Roger Lane
- Facilities available at Little Maltby
- RMB Auto Parc, Manheim Car Auctions and Yorkshire Dragoon Public House/Restaurant (currently under refurbishment) on Low/High Lane are sources of employment (also Oaklands Veterinary Practice).

PORT CLARENCE VILLAGE APPRAISAL

Port Clarence is situated on the north bank of the River Tees, at the northern end of the Transporter Bridge. Port Clarence developed as industry located along the Tees. The settlement has a strong history of immigration from Ireland with many travellers settling in the village during the early 1900s, to work in the steel and chemical industries, as well as the local shipyards. The village is split into two areas – the older “Terraces” to the east, and High Clarence which developed between the two World wars, stretching west up to Haverton Hill.

There are about 350 houses in the area, with a population of about 840. Development is arranged in short rows running at right angles to the main road. The village is reasonably well served with local facilities, which include a primary school, a shop and post office.



Village Services/ Facilities Audit

Port Clarence

Population: 840; Houses: 350.

Facilities

Facility	Present
Shop	Newsagents, Post Office, Fish and Chip shop
School	Primary school
Phone Box	No
Post Box	Yes
Pub	Haverton Hill, just outside Port Clarence
Bus Stop	Yes
Village Hall / Community Hall	Yes
Place of Worship	No
Open Space	Yes - football pitch, allotments. Nature reserve and community farm.

External Links

Nearest Example		Distance	
		Km	Miles
Town Centre / District Centre	Billingham	4.10	2.55
Neighbourhood / Local Centre	Within village	N/A	N/A
Shop (if not in village)	Within village	N/A	N/A
Employment Area.	Adjacent	1.00	0.62
Supermarket	Tesco, Leeholme Road Industrial Estate	3.20	1.99
Hospital / Doctors Surgery	Health Centre within village	N/A	N/A
Primary School (if not present in village)	Within village	N/A	n/a
Secondary School.	Billingham Campus	5.00	3.11

Public Transport Services

Bus Services to Destinations outside the Borough					
Destination	Number	Frequency	First Service	Last Service	Sunday
Middlesbrough - Hartlepool via Port Clarence	1	2/hour	06:40	21:46	Yes
Bus Services to Destinations within the Borough					
Destination	Number	Frequency	First Service	Last Service	Sunday
Hospital and Stockton High Street	588	1/hour	08:23	17:23	
Stockton High Street	555	1/hour	07:53	16:53	Yes
Stockton High Street	556	1/hour	18:20	23:20	Yes

Time by Public Transport

Destination	Time by public transport
Stockton town centre	27 minutes
North Tees Hospital	41 minutes
Billingham	12 minutes

Other Links

Bus service to schools in urban area?	Primary	Yes	Secondary	Yes
Is there a rail link to the village?	No			
Pedestrian and Cycling Links				
To main urban area.	Yes. Cycle links towards the A19 as part of the Nature Reserve Works.			
To other villages.	No			

Notes:

- Within Flood Zone 3 (high risk).

REDMARSHALL VILLAGE APPRAISAL

Redmarshall village is a small, hilltop settlement, located adjacent to the crossroads leading to Bishopton, Whitton/Stillington, Carlton and Stockton. Originally the head of an Anglo-Saxon estate, the village form comprised a green bounded by the church to the north, 1/11 Ferguson Way, Mainside to the south and Rose House Farm to the east. A more detailed history can be found in the Redmarshall Village Study Discussion Paper of February 1989.

Modern development has infilled the land between the old green and the crossroads. The village has grown, to about 95 dwellings in 1989, and then to about 120 houses by the end of 2007, with a population of approximately 290 people. The village facilities have not increased from the original church and a public house.

MAP TO BE ADDED

Village Services/ Facilities Audit

Village: Redmarshall

Population: 290; Houses: 120.

Facilities

Facility	Present
Shop	No
School	No
Phone Box	Yes
Post Box	Yes
Pub	Yes
Bus Stop	Adjacent to the village
Village Hall / Community Hall	No
Place of Worship	Yes
Open Space.	Yes

External Links

Nearest Example		Distance	
		Km	Miles
Town Centre / District Centre	Stockton Town Centre	6.30	3.91
Neighbourhood / Local Centre	Marske Parade	3.60	2.24
Shop (if not in village)	Carlton Village	0.73	0.45
Employment Area.	Stillington	3.00	1.86
Supermarket	Tesco, Durham Road	4.00	2.49
Hospital / Doctors Surgery	Park Lane Surgery, Stillington	2.70	1.68
Primary School (if not present in village)	Stillington	2.80	1.74
Secondary School.	Egglescliffe	3.70	2.30

Public Transport Services

Bus Services to Destinations outside the Borough					
Destination	Number	Frequency	First Service	Last Service	Sunday
Darlington	97	1 every 2 hrs	08:20	18:25	No
Bus Services to Destinations within the Borough					
Destination	Number	Frequency	First Service	Last Service	Sunday
Stockton High Street	584/ 585	1 every 1hr	19:38	23:38	No
Stockton High Street Sunday and Bank Holiday Service	584/ 585	1 every 1hr	09:51	23:51	Yes
North Tees Hospital, Stockton, Yarm	7	1 every 1hr	07:01	19:01	No

Time by Public Transport

Destination	Time by public transport
Stockton town centre	29 minutes
Darlington	32 minutes
North Tees Hospital	14 minutes
Stillington (evenings only)	4 minutes

Other Links

Bus service to schools in urban area?	Primary	Yes	Secondary	Yes
Is there a rail link to the village?	No			
Pedestrian and Cycling Links				
To main urban area.	Unsegregated unlit route.			
To other villages.	Carlton - Segregated footpath, unlit.			
	Stillington and Whitton - Unsegregated unlit route.			

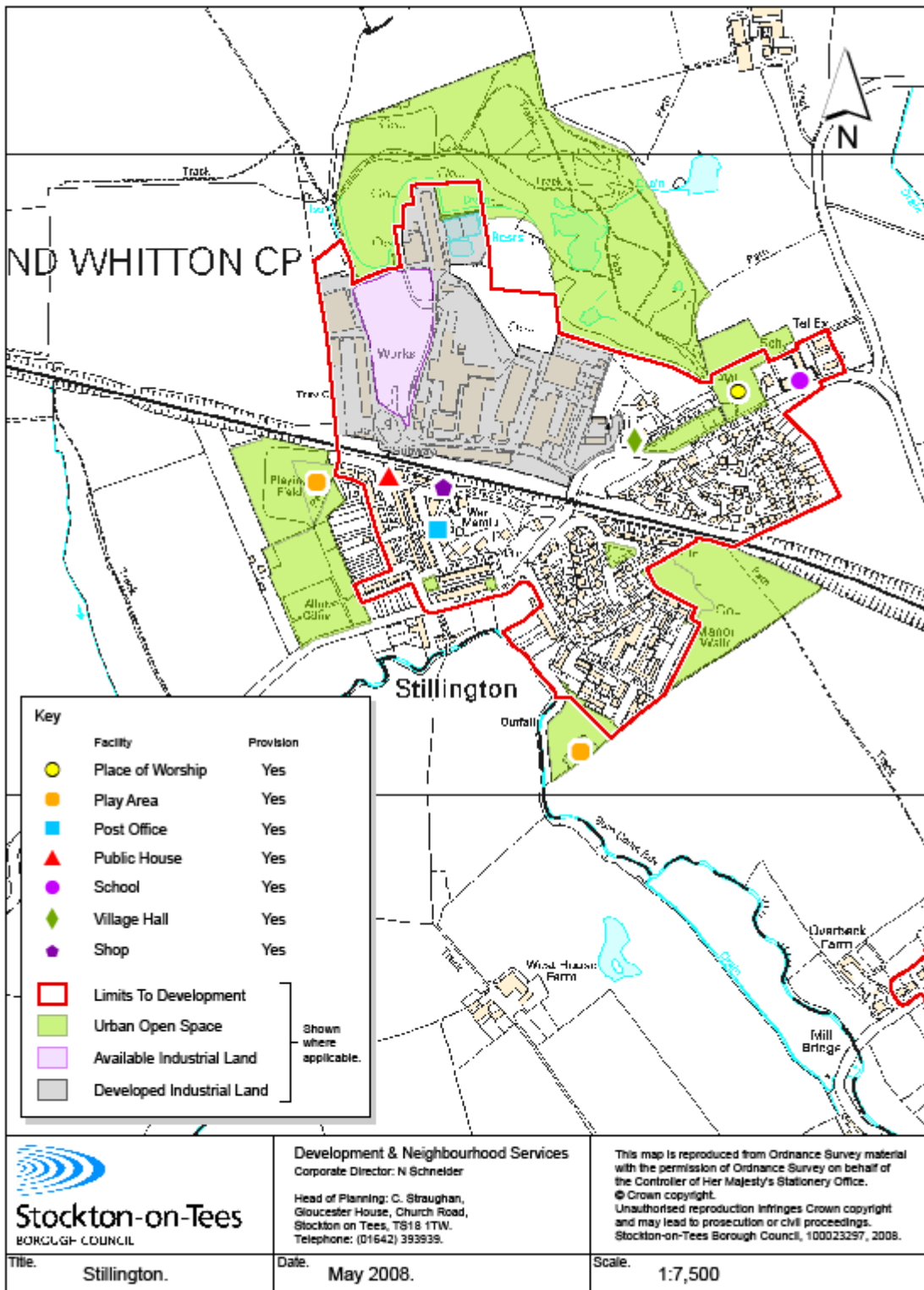
Notes:

- Flood Zone 1 (low risk)

STILLINGTON VILLAGE APPRAISAL

Stillington developed in the 19th century, as an industrial settlement, built to house the workers in the Carlton iron works. The works were located to the north of the Stockton to Ferryhill railway line. The residential area grew up to the south of the railway line, which, until more recent times, formed a barrier between industrial and residential development. This remained the position until the early 1980s, when the village had a population of about 1000 people. Although somewhat dispersed, the village had a good level of facilities with village shops and public houses to the south of the railway line, and a village hall, school and church to the north of the line.

Since the early 1980s, the village has grown, with residential development taking place between Morrison Street and the railway line. It is estimated that there are now just over 400 houses in the village, although the population has probably remained constant. 56 new homes are currently being built, off Lawson Street between the village hall and St John's Church. The village has managed to retain a large number of local facilities, as detailed overleaf, and has continued to provide opportunities for employment on the industrial estate. Firms currently based in the village are Darchem Engineering Ltd., the North Eastern Iron Refinery and Clarks of Stillington.



Village Services/ Facilities Audit

Village: Stillington

Population: 975: Houses: 405

Facilities

Facility	Present
Shop	Post Office/General Store/Newsagents. Also hair dressers, take-away, and vehicle repair garage.
School	Yes (Primary)
Phone Box	Yes
Post Box	Yes
Pub	The Royal and Working Mens Club
Bus Stop	Yes
Village Hall / Community Hall	Yes
Place of Worship	Church
Open Space.	Amenity Open Space. Also older childrens play area (some equipment and kickabout area) and new play area with equipment, full football pitch and changing facilities.

External Links

Nearest Example		Distance	
		Km	Miles
Town Centre / District Centre	Stockton Town Centre (or Darlington)	11.90	7.36
Neighbourhood / Local Centre	Village facilities	8.67	5.39
Shop (if not in village)	Within Village	N/A	N/A
Employment Area.	Within Village	N/A	N/A
Supermarket	Tesco Extra	4.94	3.07
Hospital / Doctors Surgery	Within Village (Park Lane Surgery)	N/A	N/A
Primary School (if not present in village)	Within Village	N/A	N/A
Secondary School.	Within catchment for Blakeston School	4.68	2.92

Public Transport Services

Bus Services to Destinations outside the Borough					
Destination	Number	Frequency	First Service	Last Service	Sunday
Darlington	97	1 every 2 hours	08:16	18:21	No
Bus Services to Destinations within the Borough					
Destination	Number	Frequency	First Service	Last Service	Sunday
Stockton	586	1 a day	06:59	06:59	No
Durham Road, Stockton, Yarm	7	1 every 1hr	06:46	18:46	No
Stockton	584/585	1 every 1hr	19:42	23:42	Yes

Time by Public Transport

Destination	Time by public transport
Stockton town centre	44 minutes
North Tees Hospital	29 minutes
Darlington	36 minutes

Other Links

Bus service to schools in urban area?	Primary	N/A	Secondary	Yes
Is there a rail link to the village?	No			
Pedestrian and Cycling Links				
To main urban area.	No			
To other villages.	Footpath to Whitton (narrow over bridge)			

Notes:

- Flood Zone 1 (low risk) but with areas in Flood Zone 3 to the south side of Bishopton Beck.
- Members of the PC wished that the shopping facilities in Stillington could be regarded as a neighbourhood/local centre.
- Buses take children to secondary schools at Eggescliffe and Ian Ramsay Schools. Very few go to Blakeston. Children travel in to Stillington Primary School from Whitton, Carlton, Redmarshall, Wynyard and Thorpe Thewles. Primary School capacity is about 210 with a current roll of about 140.
- Use of the Community Centre include a Youth Club, Parent and Toddler Group, music groups for toddlers and dancing for children, a Luncheon Club for the elderly, and an Art Group. A new outdoor surfaced ballcourt is to be provided as a contribution from development. Surestart are to set up here.
- Buses no longer call in at North Tees Hospital, but travel along Durham Road.
- Other nearby recreational facilities includes five angling sites, Forest Park Local Nature Reserve, allotments, community garden.
- Doctor's surgery includes a dispensary/pharmacy.

THORPE THEWLES VILLAGE APPRAISAL

Thorpe Thewles lies adjacent to the A177, about 3 miles north of Stockton. The settlement comprises about 150 dwellings, with a population of about 150 people. The whole of the centre of the village is of archaeological interest, having been the site of a medieval manor, with traces of the medieval fabric remaining. The church with its mature trees forms a very attractive focal point for the village.

The village has two pubs, a community hall and an informal play area.

MAP TO BE ADDED

Village Services/ Facilities Audit

Village: Thorpe Thewles

Population: 360; Houses: 150.

Facilities

Facility	Present
Shop	No
School	No
Phone Box	Yes
Post Box	Yes
Pub	Hamilton Russell and the Vane Arms
Bus Stop	Yes
Village Hall / Community Hall	Yes
Place of Worship	Church
Open Space.	No equipped play space.

External Links

Nearest Example		Distance	
		Km	Miles
Town Centre / District Centre	Stockton High Street	6.20	3.85
Neighbourhood / Local Centre	Redhill Road, Stockton	3.40	2.11
Shop (if not in village)	Carlton	2.20	1.36
Employment Area.	Stillington	5.20	3.23
Supermarket	Tesco, Durham Road	2.60	1.62
Hospital / Doctors Surgery	Stillington	5.10	3.17
Primary School (if not present in village)	Stillington	4.80	2.98
Secondary School.	Blakeston or Ian Ramsay	3.00	1.86

Public Transport Services

Bus Services to Destinations outside the Borough					
Destination	Number	Frequency	First Service	Last Service	Sunday
Bishop Auckland Bus Station	69	1 every 1 hours	08:42	18:42	No
Bus Services to Destinations within the Borough					
Destination	Number	Frequency	First Service	Last Service	Sunday
Stockton (584/585)	584/585 Sunday and Bank Holiday service	1 every 1hr			Yes
Stockton (69)	69	1 every 1hr	08:00	18:10	No
Stockton High Street (584/585)	584/585	1 every 1hr	19:56	23:56	No

Time by Public Transport

Destination	Time by public transport
Stockton town centre	16 minutes
Tesco Extra	3 minutes
Sedgefield	6 minutes
North Tees Hospital	6 minutes

Other Links

Bus service to schools in urban area?	Primary	Yes	Secondary	Yes
Is there a rail link to the village?	No			
Pedestrian and Cycling Links				
To main urban area.	Areas of village without footpaths			
To other villages.	No			

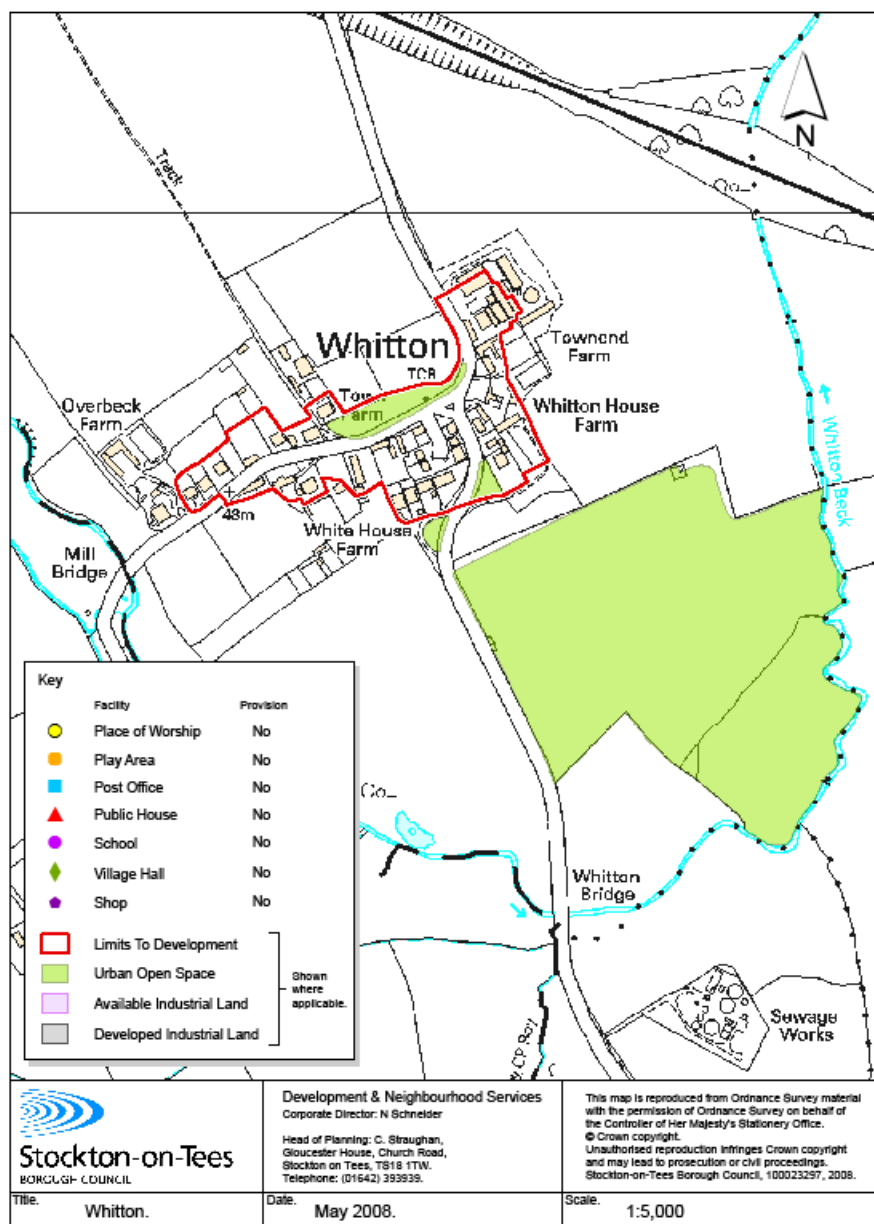
Notes:

- Flood Zone 1 but with areas of Flood Zone 3 close to the south and south western edge of village.
- There is no direct bus service to Stillington that stops in the village, have to go via Tesco.
- Bus services 584/585 stop on main road A177.
- Leven Valley Bus service operates at weekends and Sundays.
- Encouraging more frequent use of community hall. No toddler group or events for older people, other than Friday coffee morning and Art and Craft Groups.
- Wynyard Woodland Park very accessible from Thorpe Thewles. There are leisure facilities such as woodland walks, a tea room, observatory and a planetarium associated with this scheme.

WHITTON VILLAGE APPRAISAL

Whitton is a small settlement, which has grown out of a collection of farms into a hamlet containing some infilling. The hamlet has retained its open character, with a large amount of open land classified as village green on the north side of the main street.

It is estimated that the settlement has a population of 85 people, with about 35 dwellings. Some modern development has taken place around Manor Farm and to the rear of Town Farm, to the south of the main street. A limited amount of development has taken place on the north side of the street, on the western side of the hamlet. Only the most basic of services and facilities exist, as set out overleaf. Stillington, about a mile away, provides Whitton with its basic needs.



Village Services/ Facilities Audit

Village: Whitton

Population: 85; Houses: 35.

Facilities

Facility	Present
Shop	No
School	No
Phone Box	Yes
Post Box	Yes
Pub	No
Bus Stop	Yes
Village Hall / Community Hall	No
Place of Worship	No
Open Space.	Village Green. No equipped play space.

External Links

Nearest Example		Distance	
		Km	Miles
Town Centre / District Centre	Stockton Town Centre or Darlington	8.90	5.53
Neighbourhood / Local Centre	Stillington	1.70	1.06
Shop (if not in village)	Stillington	1.70	1.06
Employment Area.	Stillington	1.80	1.12
Supermarket	Tesco, Durham Road	5.30	3.29
Hospital / Doctors Surgery	Park Lane Surgery, Stillington	1.80	1.12
Primary School (if not present in village)	William Cassidi CofE Primary School, Stillington	1.00	0.62
Secondary School.	Egglescliffe School	10.20	6.34

Public Transport Services

Bus Services to Destinations outside the Borough					
Destination	Number	Frequency	First Service	Last Service	Sunday
Darlington (97) (Leven Valley service)	97	1 every 2 hrs	08:18	18:23	No
Bus Services to Destinations within the Borough					
Destination	Number	Frequency	First Service	Last Service	Sunday
Stillington (584/585)	584/585	1 every 2 hours	19:42	20:41	Yes
Durham Road, Stockton High Street (584/585)	584/585	1 every 2 hours	20:49	22:49	No

Time by Public Transport

Destination	Time by public transport
Stockton town centre	25 minutes
Darlington	34 minutes
Stillington	2 minutes

Other Links

Bus service to schools in urban area?	Primary	Yes	Secondary	Yes
Is there a rail link to the village?	No			
Pedestrian and Cycling Links				
To main urban area.	Footpath to Stillington (narrow over bridge).			
To other villages.	No			

Notes:

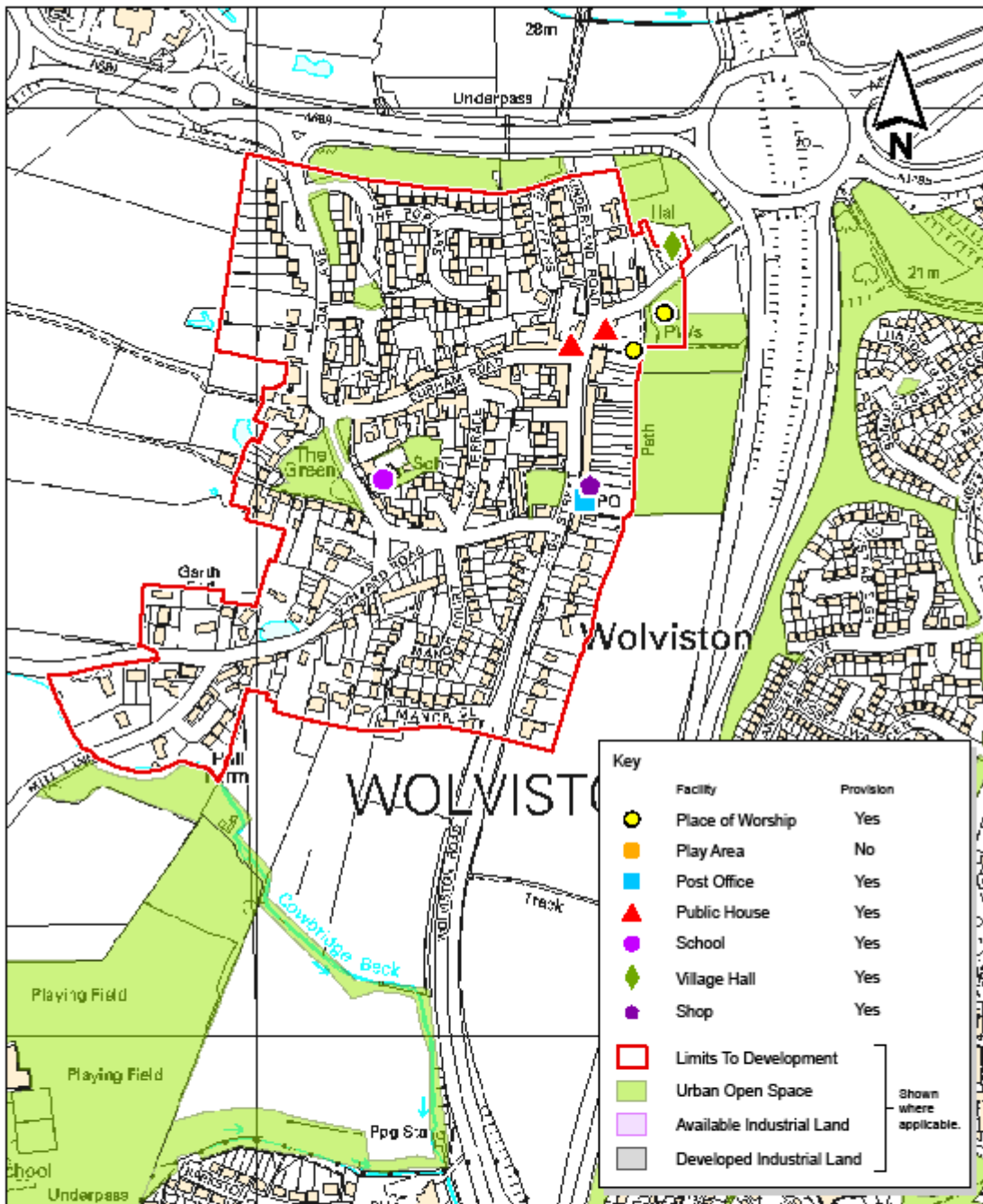
- Flood Zone 1 (low risk)
- The Parish Council are looking at ways to obtain funding in order to improve the footpath to Stillington.

WOLVISTON VILLAGE APPRAISAL

Although having a history dating back to Anglo-Saxon times, the existing village dates mainly from the 19th Century, influenced by its location at the intersection of the Stockton / Sunderland Road and the Hartlepool / Durham Road. The stock of older buildings from the 17th, 18th, and 19th Centuries, many of which are listed, are closely knit along narrow streets which form a rectangular pattern. The village green is situated to the west of the village. New development has taken place both to the north and south of the centre, around Manor Court, Manor Close, Moreland Close, The Poplars and the Pippins.

The village has retained local services, including a post office, hairdresser, beauty salon, florist and saddlery, with two public houses, and a primary school. The village has grown slightly since the 1989 appraisal, with small amounts of development along Coal Lane, Wolviston Road, and Hall Farm Close.

The village is situated on the edge of the conurbation, close to Billingham, but separated by the 'old' A19.




Stockton-on-Tees
 BOROUGH COUNCIL

Development & Neighbourhood Services
 Corporate Director: N Schneider
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 Stockton-on-Tees Borough Council, 100023297, 2008.

Title. **Wolviston.**

Date. **May 2008.**

Scale. **1:5,500**

Village Services/ Facilities Audit

Village: Wolviston

Population: 900; Houses: 380.

Facilities

Facility	Present
Shop	Several: Hairdresser, Beauty Salon, Florist, Saddlery, Post Office
School	Yes (Primary)
Phone Box	Yes
Post Box	Yes
Pub	Wellington Inn/ Ship inn
Bus Stop	Yes
Village Hall / Community Hall	Yes
Place of Worship	Church
Open Space.	Village Green and Duckpond, Allotments

External Links

Nearest Example		Distance	
		Km	Miles
Town Centre / District Centre	Billingham District Centre	1.70	1.06
Neighbourhood / Local Centre	High Street, Wolviston	N/A	N/A
Shop (if not in village)	Within Village	N/A	N/A
Employment Area.	Wynyard	1.79	1.11
Supermarket	Asda, The Causeway	1.51	0.94
Hospital / Doctors Surgery	Melrose Ave/Marsh Avenue.	1.43	0.89
Primary School (if not present in village)	Within Village	N/A	N/A
Secondary School.	Northfield School, Billingham	1.08	0.67

Public Transport Services

Bus Services to Destinations outside the Borough					
Destination	Number	Frequency	First Service	Last Service	Sunday
Billingham and Middlesbrough	211	Approx 1 every 1 hr	07:30	15:45	No
Wingate and Peterlee Bus Station	211	Approx 1 every 1 hr	08:20	18:25	No
Bus Services to Destinations within the Borough					
Destination	Number	Frequency	First Service	Last Service	Sunday
Billingham, Norton, North Tees Hospital	568	1 every 1hr	18:58	23:08	Hourly: 09:58 - 22:58
Stockton High Street	588/589	1 every hr	8:43	16:43	No

Time by Public Transport

Destination	Time by public transport
Stockton town centre	43 minutes
North Tees Hospital	30 minutes
Billingham	10 minutes

Middlesbrough	22 minutes
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Other Links

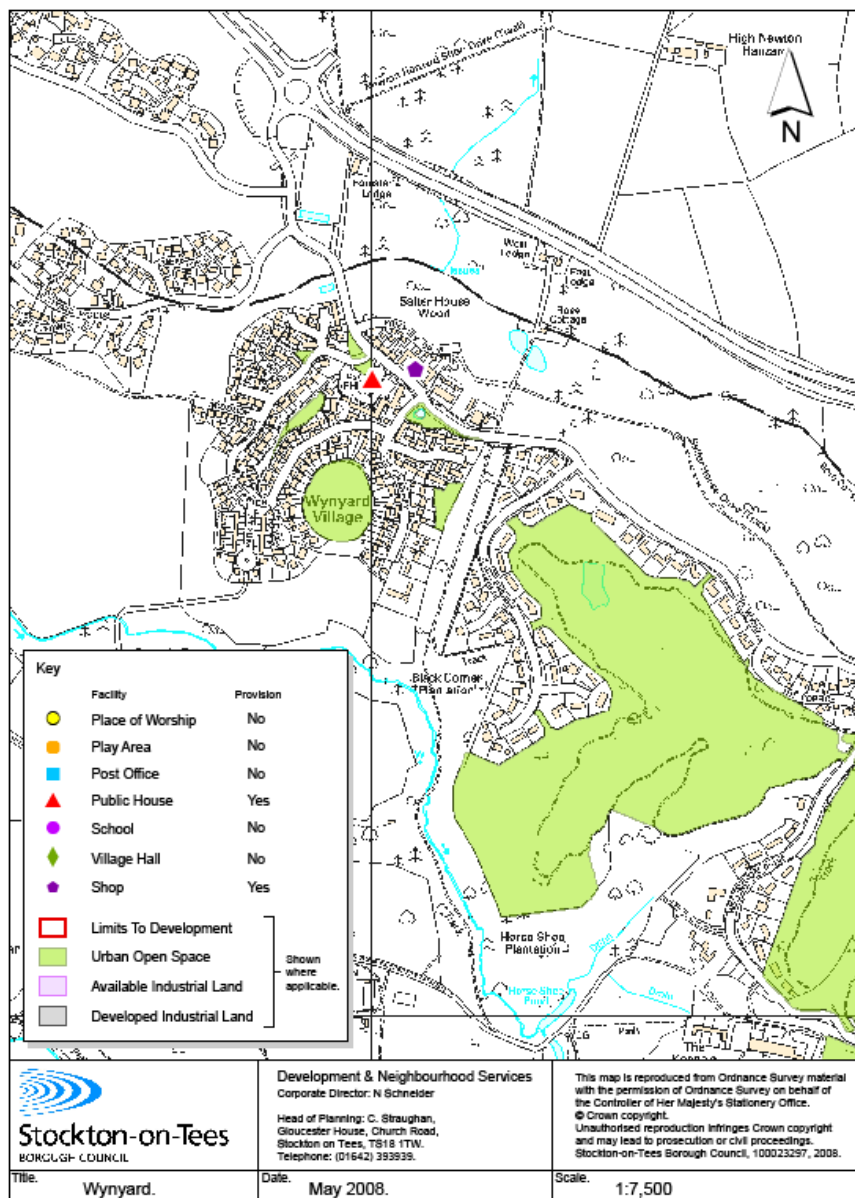
Bus service to schools in urban area?	Primary	No	Secondary	No
Is there a rail link to the village?	No			
Pedestrian and Cycling Links				
To main urban area.	Yes. Poor cycling links.			
To other villages.	No			

Notes:

- Within Flood Zone 1 (low risk).

WYNYARD VILLAGE APPRAISAL

Wynyard could be described as a “new” settlement, which has developed over the last 15 or so years. Currently comprising about 750 houses (a population of approximately 1800 people), the settlement is widely dispersed, amongst woodland, across an area to the south of the A689. The area is dominated by large, executive houses. There is a small centre in the village, with a public house, a Co-op store, a hairdresser and a dentist. The area is not served by a primary school and there are no public bus services. The nearest employment area is on the north side of the A689, not far from the A19.



Stockton-on-Tees
BOROUGH COUNCIL

Development & Neighbourhood Services
Corporate Director: N Schneider
Head of Planning: C. Straghan,
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Stockton-on-Tees Borough Council, 100023297, 2008.

Title: Wynyard.

Date: May 2008.

Scale: 1:7,500

Village Services/ Facilities Audit

Village: Wynyard

Population : 1800; Houses: 750.

Facilities

Facility	Present
Shop	Yes – Co-op and Hairdressers
School	No
Phone Box	No
Post Box	Yes
Pub	The Stables
Bus Stop	No
Village Hall / Community Hall	No
Place of Worship	No
Open Space.	No equipped play space

External Links

Nearest Example		Distance	
		Km	Miles
Town Centre / District Centre	Billingham District Centre	6.89	4.28
Neighbourhood / Local Centre	High Street, Wolviston	4.35	2.70
Shop (if not in village)	N/A	N/A	N/A
Employment Area.	Wynyard	1.93	1.20
Supermarket	Asda/Tesco, Billingham	7.70	4.80
Hospital / Doctors Surgery	Marsh Ave/Melrose Ave, Billingham	7.80	4.80
Primary School (if not present in village)	Wolviston	3.80	2.40
Secondary School.	Northfield School, Billingham	6.70	4.10

Public Transport Services

Bus Services to Destinations outside the Borough					
Destination	Number	Frequency	First Service	Last Service	Sunday
N/A					
Bus Services to Destinations within the Borough					
Destination	Number	Frequency	First Service	Last Service	Sunday
N/A					

Other Links

Bus service to schools in urban area?	Primary	Yes	Secondary	Yes
Is there a rail link to the village?	No			
Pedestrian and Cycling Links				
To main urban area.	No			
To other villages.	No			

Notes:

- Within Flood Zone 1.

Appendix 2
Additional Service Available to Villages

The audit of facilities and services within villages has provided a clear understanding of the provision available to each village and indeed how this service provision varies across the Borough. Whilst services to villages vary greatly there are a number of services to villages that are available to all villages or at least the majority, these include:

- 1) Dial a ride
- 2) Mobile Library Service
- 3) Free Tesco Bus (Eaglescliffe)

1) Dial a Ride

Dial a Ride is a door-to-door accessible transport service for people who have some form of physical, mental or sensory problem, which makes it difficult or impossible for them to independently use public transport. High standards of reliability and safety are constantly maintained. This service is also available to wheelchair users. Drivers will help carrying shopping. Bulky items are not transport using this service.

The service will can take people anywhere within the boundaries of Stockton-on-Tees Borough and also Teesside Retail Park. You can travel any day of the week. The first pick up time is 08.30am each day and the latest is 09.00pm. The service operates every day except Christmas Day, Boxing Day and New Year's Day.

2) Mobile Library

The Mobile Library takes the service to parts of the Borough, both rural and urban, where there is no static community library within easy reach.

The stocks and services available are the same as those found in a community library but on a smaller scale. The vehicle carries adult fiction and non fiction in hard and paperback format, large print books and spoken word for the visually impaired. The books provided for children and young people range from picture books to teenage novels with a selection of non fiction to help with homework, hobbies and so on. Story tapes and a small selection of junior videos for children are also available.

Open learning and language courses can be ordered and hired via the vehicle in the same way as they can through any Library. A small selection of music cassettes and compact discs is carried on board, particular titles may be requested for hire.

The Mobile Library has an Information service covering such topics as blood donor sessions, bus and train timetables, leisure courses, council services and facilities and so on.

The Mobile calls on a fortnightly basis on a set day and time and at a designated place.

Week 1 Route calls at:

- Stillington
- Thorpe Thewles
- Carlton
- Port Clarence

Week 2 Route calls at:

- Long Newton

- Hilton
- Maltby
- Wynyard
- Wolviston
- Kirklevington

3) Free Tesco Bus (Eaglescliffe)

A free bus service to Eaglescliffe Tesco is provided by Compass Royston. This service stops at the following villages:

Monday

- Kirklevington, The Green

Wednesday

- Carlton, Smiths Arms
- Whitton, Bus Stop
- Stillington, The Bridge
- Redmarshall, Windermere Avenue
- Elton, Elton Hall
- Long Newton, Community Centre
- Long Newton, Vane Arms
- Maltby, The Pathfinders

Thursday

- Maltby, The Pathfinders
- Carlton, Smiths Arms
- Whitton, Bus Stop
- Stillington, The Bridge
- Redmarshall, Windermere Avenue
- Elton, Elton Hall
- Long Newton, Community Centre
- Long Newton, Vane Arms

Friday

- Kirklevington, The Green

Appendix 3

Sustainability Study Scoring

Tier 1

Village: Port Clarence

	Discussion	Score
Employment	<p>Village services are a source of small scale employment. The area has a history of employment within the steel and chemical industries, as well as the shipyards. As the village is still boarded by land in industrial uses employment is easily accessible. The Tees Alliance Group has recently been awarded a contract which will re-open the ship yard at Haverton Hill and create new jobs.</p> <p>It is also possible to commute to Stockton and Billingham by the 555/ 556/ 558 bus services. The number 1 goes to Hartlepool which could potentially be another source of employment.</p>	7
Health	<p>Health Centre part of the Clarences Community Centre within the village.</p> <p>North Tees Hospital is accessible by the number 588 bus which runs from 08:23 until 17:23 and takes around 40 minutes.</p>	4
Education	<p>Primary school within the village.</p> <p>Buses take children to secondary school at Billingham Campus.</p>	7
Shops	<p>Newsagents, Post Office, Fish and Chip shop. Larger shopping areas accessible by bus.</p>	7
Leisure	<p>Public House, football pitch, allotments. Clarences Community Farm and Nature Reserve Works.</p>	4
Ancillary facilities	<p>Community Centre, post box.</p>	3
Access	<p>Bus Links Port Clarence is reasonably well connected to Stockton by bus. There are two hourly services to the High Street, one of which goes via North Tees Hospital, and this journey takes around 25 minutes. The buses go through Billingham on the way to Stockton, taking about 12 minutes. An hourly service to Stockton goes on until 23:20 at night, and one runs on a Sunday.</p> <p>Residents can access Hartlepool or Middlesbrough by the Number 1 bus. The service is quite frequent at two buses an hour, meaning it would be possible to commute using the service. It also runs until 21:46, and on a Sunday.</p>	7
	<p>Pedestrian and Cycling Links There is a footpath to the main urban area. Good traffic free cycle paths towards A19 as part of the Nature Reserve Works.</p>	4

	Total	43
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Port Clarence is considered the most sustainable village in the hierarchy, and therefore top of tier one. The village is bordered by industrial land and therefore employment is easily accessible meaning it has been given a high score for this category. Additionally it is possible to commute to other potential sources of employment by sustainable means as there are buses to places such as Stockton, Billingham and Hartlepool. The presence of both a primary school and a health centre, in addition to some shopping facilities has led to high scores in the education, health and shopping categories. Port Clarence scored high on leisure facilities and has cycle and footpaths to surrounding areas again increasing its overall score. However, potential further development is constrained by the river (including flood zones) and the international nature reserve outside the development limit.

Village: Stillington

	Discussion	Score
Employment	<p>Firms currently based within the village are Darchem Engineering Ltd; The North Eastern Iron Refinery and Clarks of Stillington. These companies are all based in the industrial estate to the North of the village, which has vacant sites suited for additional industrial uses.</p> <p>Additionally it is possible for residents not working in the village to commute to Darlington, Yarm and Stockton using the bus service.</p> <p>Village services are a source of small scale employment.</p>	7
Health	<p>Doctor's surgery (including pharmacy) located within the village.</p> <p>North Tees Hospital is accessible by public transport in 30 minutes.</p>	4
Education	<p>Primary school located within the village.</p> <p>Buses take children to Secondary schools in Egglecliffe and Ian Ramsey Schools.</p>	7
Shops	<p>Post office, general store, newsagents, hairdressers and takeaway, all located within village.</p> <p>Supermarket is located approximately 5km away, and can be reached on the hourly number 7 bus.</p> <p>There is also a Tesco bus to Egglecliffe once a day on Mondays and Wednesdays.</p>	7
Leisure	<p>Public House and Working Men's Club. Amenity open space, play area, football pitch, allotments, REC6 park, five angling sites, forest park LNR, community garden and Honey Pot Wood.</p>	4
Ancillary facilities	<p>Church, village hall, vehicle repair garage, post box and phone box.</p>	4

Access	<p>Bus Links Bus access to Darlington takes around half an hour, with the service running every two hours. The timing of the service means that it would be possible to commute there (first service is 08:16, last service 18:21). North Tees Hospital is also accessible by an hourly bus and takes around half an hour to reach, again the timings would coincide with business hours. This bus goes on to Stockton and Yarm, meaning it takes around 44 minutes to get to the main conurbation. There is another hourly bus service going directly to Stockton and this is the only evening and Sunday bus service.</p> <p>Arriva is due to upgrade the service through Stillington in September. However, at the time of writing (July 2008) the proposed changes have not been lodged with the Traffic Commission and therefore, the intended number and timetable are not known at this stage.</p>	6
	<p>Pedestrian and Cycling Links No footlinks to main urban area.</p> <p>Stillington is quite detached from the main urban area, around 8.5km away from Stockton Town Centre.</p>	2
	Total	41

Stillington is considered the next most sustainable village, and the other village making up the “tier one” band. It has the most services located within the village itself, thereby reducing the need for residents to travel to other areas of the Borough. It acts as a neighbourhood/ local centre for Whitton, and other surrounding villages such as Redmarshall use the primary school and doctor’s surgery located within the village. Other settlements are accessible by public transport, and both the village services and the industrial estate are sources of employment for residents. However, the bus and cycle links were considered to be slightly worse than Port Clarence, pushing it into second. Nevertheless, limited infill development within Stillington could enhance and maintain its sustainability, as well as maintaining the interdependency within the surrounding villages of Whitton, Thorpe Thewles, Carlton and Redmarshall.

Tier 2

Village: Long Newton

	Discussion	Score
Employment	Village services are a source of small scale employment. It is possible to commute to Yarm and Stockton by bus.	4
Health	Two surgeries located near the village (Sunningdale Surgery in Yarm and M.St. G- 6.5km). Doctors Surgery visits on a Thursday	3
Education	Primary school within the village. Secondary school is Eggescliffe Comprehensive (accessible by bus).	7
Shops	Shops in Yarm are easily accessible. There is also Tesco at Eaglescliffe which can be accessed by the Tesco bus once a day on Wednesdays and Thursdays. Farm shop accessible on the north side of A66. However, many residents look to Darlington to meet their needs.	6
Leisure	Two Public Houses, equipped play area and football pitch.	4
Ancillary facilities	Village Hall, Church, two post boxes and phone box.	3
Access	Bus Links Bus services are limited from Long Newton to one every hour from the Airport to Stockton/ Middlesbrough. It takes one hour to reach Middlesbrough and forty minutes to get to Stockton. Yarm is more accessible, as it takes 15 minutes. There is no Sunday service. Additionally this 20 service is currently under review. Although the residents are keen that the direct bus links to Stockton and Darlington are reinstated this is still under discussion.	5
	Pedestrian and Cycling Links The Elton Link Road means that there is now a road linking Elton and Long Newton. As part of this development there will be a segregated footway/ cycle way. This forms part of the National Cycling Route 14 which connects Darlington to Hartlepool via Stockton. This route also skirts Tees Forest.	4
	Total	36

Long Newton has good in-village access to leisure facilities such as public houses and sporting facilities. It has its own primary school justifying its high position within tier two. However, it does not have a village shop, although other potential shopping centres are easily accessible including through a twice weekly bus to Tesco and a farm shop in close proximity to the village. Although there are reasonable bus links to Yarm and Stockton there is no bus service to Darlington meaning that the access score is lower than villages further up the hierarchy. Additionally National Cycling Route 14 connects Long Newton with other settlements in the area meaning it has scored highly on cycle links.

Village: Carlton

	Discussion	Score
Employment	<p>The nearest employment area is in Stillington (4.3 km), there is an hourly bus service to Stillington (Number 7).</p> <p>Clayton's of Carlton in the village employ around 20 people and there is some other agricultural employment in the surrounding area.</p> <p>There are bus links to Stockton town centre and Yarm which are other possible sources of employment.</p>	6
Health	<p>The nearest medical centre is at Hardwick (1.7 km). The number 7 bus goes down Durham Road, so accessing this surgery would involve some walking. Residents also use the surgery at Stillington which can be accessed by the number 7 bus.</p> <p>There is a bus service to North Tees Hospital which takes around 14 minutes on the hourly Number 7 bus.</p>	3
Education	<p>There is no school within village. The nearest primary school is at Hardwick. Children can also go to Stillington.</p> <p>The nearest secondary school is Egglecliffe (2.3km).</p> <p>School buses are available to transport children to education facilities.</p>	5
Shops	<p>Shop within Sub Post Office.</p> <p>The nearest supermarket on Durham Road (3.4 km). The Tesco bus to Egglecliffe runs once a day on a Wednesday and Thursday.</p>	6
Leisure	<p>Public House.</p> <p>Equipped play area.</p>	2
Ancillary facilities	<p>Village Hall, Chapel, phone box and post box.</p> <p>Middle Farm Cattery.</p>	3
Access	<p>Bus Links</p> <p>Stillington can be accessed by bus hourly, starting from 7:43 going on until 23:37. Stockton (29 minutes), North Tees Hospital (14 minutes) and Yarm (49 minutes) can all be accessed by the same Number 7 bus service.</p> <p>The number 584/ 585 runs on evening and a Sunday which enables residents to access Stockton, North Tees Hospital and other villages.</p> <p>Arriva is due to upgrade the service through Carlton in September. However, at the time of writing (July 2008) the proposed changes have not been lodged with the Traffic Commission and therefore, the intended number and timetable are not known at this stage.</p>	5

	<p>Pedestrian and Cycling Links There are numerous footpaths in and around the village connecting Carlton to other villages and the main urban area.</p> <p>Stockton-on-Tees cycling map shows that there is an advisory cycle route to other villages such as Redmarshall from Carlton and also the main urban area via National Route Number One.</p>	3
	Total	33

Carlton has been ranked the next most sustainable village within tier two, its score of 33 is the same as the score given to Maltby. Facilities including a public house, village hall, shop and equipped play area are available within the village increasing its score. Residents do have to travel to access education and medical facilities, however, this is possible by sustainable means due to the bus service to Stillington and Stockton. There is some agricultural employment within the village increasing its score, and it would be possible to commute by sustainable means to other possible sources of employment.

Village: Maltby

	Discussion	Score
Employment	Potential employment services within Maltby include the Farm Shop, Maltby Grange Cattery and a number of liveries. Teesside Industrial Estate is accessible by bus and also additional employment at junction of Low/High Lane. Residents could also commute to Middlesbrough, Thornaby or Yarm by bus.	5
Health	The nearest doctor's surgery is at Lowfields Avenue but it is not accessible by sustainable means. Access to health facilities in Yarm, Coulby Newham and Thornaby by bus.	3
Education	No schools within village. Buses to primary schools and Conyers Secondary School, Yarm. (Bus goes to Levendale Primary School. Could also attend Kings' Academy in Coulby Newham, but not accessible by sustainable means)	5
Shops	There is a newsagent/ general store within the village. Whilst Tesco in Ingleby Barwick is the nearest supermarket (2km) it is not accessible by sustainable means. There is a Tesco bus to Eaglescliffe which runs once a day on a Wednesday and Thursday. Yarm, Middlesbrough, Coulby Newham (Tesco) and Thornaby Shopping areas are accessible by bus. Maltby has a Farm Shop on Roger Lane,	7
Leisure	Public House, Francis Park (home to Maltby Cricket Club).	2
Ancillary facilities	Village hall, Chapel, recycling facilities, post box, and phone box	3
Access	Bus Links It takes 8 minutes to access Thornaby by bus, it would be possible to commute there, as the service starts at	6

	08:19 and finishes at 18:24. Middlesbrough is on this route, taking longer at 24 minutes, again allowing people to reach employment by 9am and get home again. Yarm is accessible on a bi-hourly service. Bus to Coulby Newham is infrequent and it would not be possible to get to employment via this means of transport	
	Pedestrian and Cycling Links No pedestrian links. On national cycle route 65 (from Coulby Newham to Hilton being classed as a signed cycle route)	2
	Total	33

Maltby is ranked the same as Carlton within tier 2. It has been ranked highly for employment facilities as although there are no notable employment facilities within the village, the village is in close proximity to Teesside Industrial Estate and other potential employment facilities are accessible by bus. Other facilities within the village include a village hall, Chapel and both a general store and farm shop. There are no education facilities accessible within the village, but buses are available to take children to primary and secondary schools. Whilst there are no pedestrian links, Maltby is linked to Coulby Newham and Hilton by national cycle route 65. Meaning that overall its scores have pushed it up the hierarchy.

Village: Kirklevington

	Discussion	Score
Employment	Services within the village are a source of small scale employment. Possible to commute to Thornaby by bus, however bus times make it difficult to commute to Yarm (walking is possible 3.7 km). Other employment potentially available in the Kirklevington Parish such as Tall Trees Hotel, Judges Hotel and the prison.	3
Health	Doctor's surgery located in Yarm and Hutton Rudby. Both are accessible by bus.	3
Education	Primary School within village. Secondary School is Conyers and is accessible by bus.	7
Shops	No shops present. Numerous shops in Yarm are accessible (closest Healaugh Park). Thornaby and Stokesley also accessible. The Tesco bus runs once a day on a Monday and Friday to Eaglescliffe.	5
Leisure	Public House, equipped play area and numerous events held in the Village Hall on a weekly basis.	4
Ancillary facilities	Village Hall, Church, post box and phone box.	3
Access	Bus Links Accessing Yarm by bus only takes 9 minutes. However, the first service is after 9am and there is only one an hour or less and no Sunday service. Thornaby and Middlesbrough can also be accessed by bus taking 23 and 39 minutes and the service timing makes it feasible to commute. However, again the frequency is low (one every two hours) and there is no Sunday service. Stokesley can be accessed, but	4

	the service is infrequent, and it takes 29 minutes.	
	Pedestrian and Cycling Links Footpath to Yarm.	3
	Total	32

Kirklevington is considered the next most sustainable village within tier two, one point below Carlton and Maltby. Like most of the other villages within this tier it has a primary school, and other facilities such as a public house, village hall and Church. However, basic shops/ other facilities are missing and residents are dependent on Yarm to meet their needs. Yarm is accessible by bus, on foot and by bike, and there are also other bus services to the possible employment centres of Thornaby and Stockton, meaning that the village is still reasonably sustainable.

Village: Wolviston

	Discussion	Score
Employment	The village services are a source of small scale employment. Due to bus times it will be difficult to commute to Billingham or Stockton via public transport. However, there are pedestrian links to the main urban area of Billingham. The village is in close proximity to employment at Wynyard. However, this is not accessible by sustainable means.	2
Health	Doctors surgeries located in Billingham (1.4km).	3
Education	Primary school within the village. Secondary school is Northfield School, Billingham (1km) but there is not a school bus.	5
Shops	Post office, hairdresser, beauty salon, florist, saddlery.	6
Leisure	Two public houses, village green and duckpond, allotments.	3
Ancillary facilities	Community hall and WI hall, Church, post box and phone box.	4
Access	Bus Links The 211 bus service goes to various locations including Middlesbrough and takes 22 minutes. The service operates at around one bus every two hours until early evening meaning that although it would be inconvenient it would be possible to commute there and other stops on the route such as Billingham. The bus service goes on to Peterlee which takes 32 minutes, again at a similar frequency. The only bus service to operate on a Sunday is the 568 going to Billingham/ Norton/ North Tees Hospital on an hourly basis. Additionally this bus service is the only service to operate into the evening on a week night on an hourly basis.	3

	Pedestrian and Cycling Links Pedestrian and poor cycle links to the main urban area.	4
	Total	30

Wolviston is considered to be the least sustainable village within tier 2. It has retained a good range of local services including a primary school and ancillary facilities such as hairdressers and two village halls. It is close to Billingham for access to employment; a secondary school; and a better range of shops, hence its high position within the hierarchy. Billingham can be accessed by bus and pedestrian or cycling links. However, bus services are infrequent and would make it difficult to commute by this mode of transport, meaning that it has been given a low score for employment and for access by bus bringing down its overall score.

Tier 3

Village: Redmarshall

	Discussion	Score
Employment	<p>Nearest employment area is at Stillington, 3km away. This is accessible by bus; the frequency and times would be suitable for commuting purposes.</p> <p>Residents could also commute by bus to Billingham, Darlington and Stockton using the number 7 and number 67 buses.</p>	5
Health	The nearest doctor's surgery is in Stillington, which is accessible on a bi-hourly bus. North Tees Hospital and Stockton can be accessed on an hourly service	3
Education	No school in village. The nearest primary school is Stillington (2.8km) and secondary is Egglecliffe (3.7km). School buses operate to transport children.	5
Shops	<p>No shop within village. The nearest is at Carlton Village 0.73km away which can be accessed by an unlit segregated footpath. The number 7 bus takes 2 minutes to get between the villages.</p> <p>The nearest supermarket is Tesco on Durham Road 4km away which is accessible on an hourly bus service. The bus to Tesco at Egglecliffe runs once a day on Wednesdays and Thursdays.</p>	5
Leisure	Public House.	1
Ancillary facilities	Church, phone box and post box.	2
Access	<p>Bus Links North Tees Hospital and Stockton can be accessed on an hourly service, taking 14 and 29 minutes respectively, they start at an appropriate/ finish at appropriate times for commuters. Can also commute by bus to Billingham, and Darlington.</p> <p>A service operates to Stockton during the evening and to Stillington. There are no Sunday services.</p>	5
	<p>Pedestrian Links There is an un-segregated unlit pedestrian/ cycle route to the main urban area, Stillington and Whitton.</p> <p>There is an unlit, segregated footpath to Carlton.</p>	3
	Total	29

Redmarshall's sustainability score takes it to the top of tier 3. Reasonable bus services to employment, shopping and health facilities mean that its scores for these categories are mid range. Its close proximity to Carlton means that although there is no shop within the village itself residents can walk to get basic products, there is also a bus service between the villages. Additionally they can utilise the village hall and other facilities in Carlton.

Village: Hilton

	Discussion	Score
Employment	Possible to reach employment in Middlesbrough and Yarm by sustainable means.	4
Health	The nearest doctor's surgery is at Ingleby Barwick, however is not accessible by sustainable means. The doctors surgery at Yarm is accessible by bus.	3
Education	No primary school in village (2.6km away). Conyers secondary school (5.1km away) is accessible by bus.	5
Shops	None within the village. The nearest shop is located in Maltby and the nearest Supermarket is in Ingleby Barwick (4.4km), both of which cannot be accessed by sustainable means. It is possible to access shops in Yarm and Middlesbrough.	4
Leisure	Pub, equipped playing space, football pitch and numerous events held in the village hall on a weekly basis.	3
Ancillary facilities	Village Hall, Church, post box and phone box.	3
Access	Bus Links Bus services are limited with the 507 being the only bus route passing through the Village. It would be possible to commute to Middlesbrough and Yarm given the first and last service times, however the service is infrequent. There are no Sunday or evening services.	4
	Pedestrian and Cycling Links No pedestrian routes, however, on national cycle route 65	2
	Total	28

Hilton has been ranked next in the sustainability hierarchy. The limited bus services reduce the ability of residents to reach basic services by sustainable means. Furthermore, the lack of pedestrian links also reduces its score. However, there are comparatively good in-village leisure facilities and the presence of a village hall has improved the ancillary facilities score.

Village: Elton

	Discussion	Score
Employment	The nearest employment centre is Eaglescliffe and Yarm but these are inaccessible by sustainable means. Otherwise residents could commute by bus to Stockton and Middlesbrough.	5
Health	The nearest doctor's surgery is at Eaglescliffe 3.14km away. This is inaccessible by sustainable means.	2
Education	No school within the village. The nearest primary school is at Long Newton (no bus service, but pedestrian access) and secondary at Egglescliffe (bus service provided).	5
Shops	Shops in Yarm are inaccessible by sustainable means. Bus services to Stockton and Middlesbrough.	4

	Bus to Tesco at Eaglescliffe runs once a day on a Wednesday and Thursday.	
Leisure	Public House.	1
Ancillary facilities	Phone box, post box, Church.	2
Access	Bus Links Stockton and Middlesbrough are accessible by bus, taking 17 and 36 minutes respectively. This service operates on an hourly basis, and the timings would enable residents to commute to these possible employment centres. This 20 service is currently under review. There is an evening and Sunday service to Teesside Park and Stockton, taking around 20 minutes.	4
	Pedestrian and Cycling Links The Elton Link Road means that there is road linking Elton and Long Newton. As part of this development there will be a segregated footway/ cycle way. This forms part of the National Cycling Route 14 which connects Darlington to Hartlepool via Stockton. This route also skirts Tees Forest.	4
	Total	27

In- village services/ facilities are limited in Elton. Leisure has been scored low as have shopping facilities. Education facilities can be accessed by sustainable means as the primary school in Long Newton can be accessed on foot and school buses run to secondary schools. However, overall the limited facilities have added up to lower score than other villages within this tier.

Village: Thorpe Thewles

	Discussion	Score
Employment	Nearest employment is in Stillington (5.1 km), although there is no direct bus service there during the day. Residents could commute by bus to Stockton, or Sedgefield on the 69 bus service.	4
Health	Nearest doctor's surgery is in Stillington (not accessible by public transport).	1
Education	No school within village. The nearest primary school is in Stillington which is linked by a school bus. Secondary schools are either Blakeston or Ian Ramsay (3km).	5
Shops	The nearest shop is at Carlton (2.2km). There is no direct bus service here during the day, nor is there a direct footpath. Residents can access a local centre further on from Tesco at Redhill Road by bus. Nearest supermarket is Tesco on Durham Road (2.6 km). Regular bus services operate down Durham Road.	4
Leisure	Two public houses and informal play area. Wynyard Woodland Park is very close to the village,	3

	with facilities such as a planetarium, woodland walks, tea rooms and events held throughout the year.	
Ancillary facilities	Village hall, Church, phone box and post box.	3
Access	<p>Bus Links Stockton is accessible by an hourly bus service, starting at 8:00, meaning that it would be possible to commute by bus there. There is also an evening service which goes on until 23:56.</p> <p>Sedgefield is accessible on the 69 bus service which goes to Bishop Auckland, which operates on an hourly basis.</p>	3
	<p>Pedestrian and Cycling Links There are limited footpaths around Thorpe Thewles.</p> <p>It is possible to access the Sustrans National Cycle Route via an advisory cycle route which goes into the main urban area.</p>	2
	Total	25

The least sustainable village within tier three is Thorpe Thewles. Again although there is a village hall and church residents are reliant on other villages and the main urban area to meet their basic needs, leading to its tier three classification. Leisure facilities have been scored relatively highly because there are two public houses and good access to Wynyard Woodland Park. However, the limited bus service and footlinks, as well as the absence of a village shop have meant that it is further down the hierarchy.

Tier 4

Village: Whitton

	Discussion	Score
Employment	<p>Nearest employment opportunities are in Stillington, which can be accessed by bus/ foot/ cycle.</p> <p>Bus links to Darlington by the 97 bus service. It would be possible to commute for business hours, however, the service is infrequent</p>	3
Health	Nearest doctors surgery is in Stillington (1.8 km) which can be accessed by bus/ foot/ cycle.	3
Education	<p>No school in village. The nearest primary school is in Stillington.</p> <p>Buses take children to the secondary school is Egglescliffe (10.2km).</p>	4
Shops	<p>No shop in village. The nearest is in Stillington which can be accessed by bus/ foot/ cycle.</p> <p>Supermarket is 5.3km at Durham Road, this is only accessible by bus during the evening. The Tesco bus to Eaglescliffe runs once a day on a Wednesday and Thursday.</p>	3
Leisure	Village Green and Honey Pot Wood.	1
Ancillary facilities	Phone Box and post box.	2
Access	<p>Bus Links</p> <p>Bus services from Whitton are poor. Although it is only takes two minutes to get to Stillington the 97 bus only operates once every 2 hours and the evening service is very infrequent. It takes 34 minutes to access Darlington.</p> <p>Stockton high street takes 25 minutes to reach and only operates during the evening.</p> <p>Arriva is due to upgrade the service through Whitton in September. However, at the time of writing (July 2008) the proposed changes have not been lodged with the Traffic Commission and therefore, the intended number and timetable are not known at this stage.</p>	3
	<p>Pedestrian and Cycling Links</p> <p>Poor footpath link to Stillington. However, the Parish Council is looking into obtaining funding to improve this.</p>	2
	Total	21

Whitton has very limited in-village access to facilities and services hence its relatively low score and position within tier four. However, the proximity to Stillington does prevent the score from being lower as residents can access facilities there on foot, bicycle or by bus.

Village: Wynyard

	Discussion	Score
Employment	The nearest employment is adjacent to Wynyard, 1.93 km away. This area is designated as industrial land and therefore, there is potential for the creation of many more jobs close to Wynyard. However, this industrial park is not accessible by sustainable means. No bus services to other possible employment locations.	3
Health	Nearest doctors surgery is in Billingham 7.8 km away. This is not accessible on foot, cycle or public transport. There is a dentist within village.	1
Education	No school within village. The nearest primary school is at (Wolviston 3.8 km) and secondary in Billingham (6.7km). School buses run to both.	5
Shops	Co-op within the village. Asda or Tesco at Billingham 7.7 km away.	6
Leisure	Public House, Golf Club and post box.	3
Ancillary facilities	Hairdressers. Post Box	2
Access	Bus Links No bus services.	1
	Pedestrian Links No pedestrian or cycling links	1
	Total	22

Wynyard has been scored low within most categories. Whilst there is a shop within the village and some leisure facilities, getting to other facilities outside the village by sustainable means is impossible as there is no bus service or pedestrian or cycling links. There is a business park close by, but again it would be impossible to reach this by sustainable means meaning it has been given a low score for this category.

Village: Cowpen Bewley

	Discussion	Score
Employment	No employment in the village itself. However, Cowpen Lane Industrial Estate is only 0.8 km away. Bus times make it restrictive to commuting to Belasis Technology Park or Billingham Town Centre.	4
Health	The nearest doctor's surgery is at Melrose Avenue, Billingham around 2.58 km away. It is possible to get to North Tees Hospital by public transport, however, again the bus service is infrequent.	2
Education	No schools within village. The nearest primary school is Bewley Junior School (1.16 km) and secondary is Billingham Campus (0.92 km).	2
Shops	No shop within village. The nearest is Low Grange Avenue in Billingham and Tesco. Shops accessible in Billingham Town Centre and Stockton by bus.	4
Leisure	Public House. Pleasant village character including	1

	village green.	
Ancillary facilities	Phone box and post box.	2
Access	Bus Links The bus services operating from Cowpen Bewley are poor. There is only one service to Stockton taking 56 minutes, which goes via Billingham and North Tees Hospital. The timings (the service operates from 09:30 until 15:30) and frequency (1 every 2 hours) of this service makes it unrealistic that people are going to use it to commute.	3
	Pedestrian and Cycling Links No pedestrian links to other villages or the main urban area. (National cycle network 14 passes by north of village. advisory cycle route through village)	2
	Total	20

Cowpen Bewley was classified next within tier four. It is close to industrial land, however, bus times would make it difficult to commute there. Furthermore, it is recognised that ancillary and leisure facilities are lacking within the village, and pedestrian and cycling links are poor hence its position. Further infill development would have to reflect its conservation area status and well preserved medieval layout, possibly presenting barriers to development, again meaning it is close to the bottom of the hierarchy.

Village: Aislaby

	Discussion	Score
Employment	The nearest employment is in Eaglescliffe, no sustainable means of transport.	1
Health	Nearest doctors surgery is in Eaglescliffe, no sustainable means of transport.	1
Education	No school within village. The nearest primary and secondary school are in Egglescliffe (bus service available).	5
Shops	No shop within village. Nearest shops and supermarket are in Yarm (1.3km) or Eaglescliffe, no sustainable means of transport.	1
Leisure	Amenity Open Space.	1
Ancillary facilities	Post box and Phone Box.	2
Access	No bus service or footpaths (path to Yarm along river, however, it is not tarmacked or well maintained and is of a poor standard).	1
	Total	12

Aislaby has been ranked as the least sustainable village overall with a sustainability score of 12. There is no bus service or footpaths to other villages. Furthermore there are no in-village services or facilities apart from a post box and phone box. Meaning overall it is considered very unsustainable.

Appendix 4
Planning Refusals and Appeals within Villages
due to Sustainability Issues

In recent years the Council has been successful in refusing applications for housing development in a number of villages owing to the location being unsuitable by the virtue of limited services requiring occupants to travel via private car for employment, schools, retail and recreation purposes (therefore contrary to Planning Policy Statement 1 'Delivering Sustainable Development', Planning Policy Statement 3 'Housing' and Planning Policy Statement 7 'Sustainable Development in Rural Areas'). The tables below highlight the cases where permission has been refused for housing developments both within and outside of the development limits. The tables continue to discuss the appeal decision where one was made.

Inside Development Limits

Village	Location	Proposal	Application No	Delegated/ committee decision	Reason for refusal	Appeal status/decision
Aislaby	Meadowcroft	Revised outline application for the erection of 8 no. dwelling houses	06/3770/OUT	Delegated decision	<p>In the opinion of the LPA the proposed site is in an unsustainable location for residential development by virtue of the limited services within the village, which would require the occupants to travel via private car for employment, schools, retail and recreational purposes. Contrary to PPS1, PPS3 and PPS7.</p> <p>Proposed layout would result in cramped development, with insufficient space between dwellings. Unsatisfactory access. Lack of formal and informal open space.</p>	No appeal made
Carlton	Willow Bridge Works	Residential development of 5 no. dwellings to substitute 4 no. dwellings previously	07/0050/FUL	Delegated decision	<p>In the opinion of the LPA the proposed site is in an unsustainable location for residential development by virtue of the limited services within the village, which would require the occupants to travel via private car for employment,</p>	Allowed on appeal (with conditions). Inspector concluded that the development would not have any

		approved under application 06/0300/FUL			schools, retail and recreational purposes. Contrary to PPS1, PPS3 and PPS7.	significant effect on the creation of sustainable patterns of development.
Carlton	Carlton Green	Erection of detached dwelling house and detached garage	07/3206/FUL	Delegated decision	<p>In the opinion of the LPA the proposed site is in an unsustainable location for residential development by virtue of the limited services within the village, which would require the occupants to travel via private car for employment, schools, retail and recreational purposes. Contrary to PPS1, PPS3 and PPS7.</p> <p>Size and location will be overbearing on adjacent dwelling.</p> <p>Proposed will be out of keeping with the character of surrounding properties.</p>	Allowed on appeal (with conditions). Inspector noted that no evidence provided to the Council's strategy, in relation to sustainability, for either planned locations for new housing or a settlement hierarchy.
Hilton	6 Seamer Road	Erection of 2 no. five bedroom detached dormer bungalows (demolition of existing dwelling)	06/0816/FUL	Committee decision	<p>In the opinion of the LPA the proposed site is in an unsustainable location for residential development by virtue of the limited services within the village, which would require the occupants to travel via private car for employment, schools, retail and recreational purposes. Contrary to PPS1, PPS3 and PPS7.</p> <p>Means of access unsatisfactory and</p>	Appeal refused- Inspector considered the proposals harm to sustainability objectives to be an overriding reason alone for the appeal to fail (site and massing were deemed to accord

					scale/site is overbearing.	with policy)
Long Newton	Newton Lodge Darlington Road	Outline permission for 1 no detached dwelling and creation of a vehicular access	07/3413/OUT	Delegated decision	In the opinion of the LPA the proposed site is in an unsustainable location for residential development by virtue of the limited services within the village, which would require the occupants to travel via private car for employment, schools, retail and recreational purposes. Contrary to PPS1, PPS3 and PPS7.	Appeal in progress
Maltby	Rose Cottage High Lane	Outline application for the erection of 1 no. dwelling house	07/1661/OUT	Delegated decision	In the opinion of the LPA the proposed site is in an unsustainable location for residential development by virtue of the limited services within the village, which would require the occupants to travel via private car for employment, schools, retail and recreational purposes. Contrary to PPS1, PPS3 and PPS7. Impact on trees with TPO. Insufficient detail on site layout and impact on amenity and privacy of neighbouring residents	No appeal made
Redmars hall	The Mains Nursing Home	Revised outline application for the erection of twenty dwellings and demolition of nursing home	06/0038/OUT	Delegated decision	In the opinion of the LPA the proposed site is in an unsustainable location for residential development by virtue of the limited services within the village, which would require the occupants to travel via private car for employment, schools, retail and recreational purposes. Contrary to PPS1, PPS3	No appeal made

					and PPS7. Fails to make adequate provision for both formal and informal open space	
Whitton	Townend Farm	Conversion of existing farm outbuildings to form 1 no. dwelling	07/3382/FUL	Delegated decision	In the opinion of the LPA the proposed site is in an unsustainable location for residential development by virtue of the limited services within Whitton Village, which would require the occupants to travel via private car for employment, schools, retail and recreational purposes. Contrary to PPS1, PPS3 and PPS7.	Appeal in progress

Outside Development Limits

Village	Location	Proposal	Application No	Delegated/ committee decision	Reason for refusal	Appeal status/decision
Aislaby	Orchard House	Outline application for the erection of 1 no. detached dwelling house	06/0812/OUT	Delegated decision	Outside limit of development Limited provisions and services within Aislaby would force occupants to live in an unsustainable manner.	No appeal made
Elton	Spring House Farm Coatham Lane	Conversion of redundant farm building to a 1 no. residential use	08/1285/FUL	Delegated decision	Outside limit of development Unsustainable location owing to limited services and provisions in the village. Protected Species	No appeal made
Redmars hall	The Stables Kirk Hill	Revised outline application for affordable housing scheme of 10 no. residential units	08/0298/OUT	Committee decision	Unjustified need for affordable housing. Green field site outside limits of development Unsustainable location owing to limited services and provisions in the village. Scale of development is detrimental to village character.	Appeal in progress
Redmars hall	Land to the Rear of the Stables	Outline application for erection of 21no. two and	07/2684/OUT	Committee decision	Unjustified need for affordable housing. Green field site outside limits of	Appeal Refused-Inspector concluded that sustainability

		three bedroom affordable dwellings			development Unsustainable location owing to limited services and provisions in the village. Parking, access and highways concerns. Density and layout issues. Insufficient usable open amenity space for residents.	issues, impact on character and appearance of surrounding area and highway safety weigh in the balance against the application. Also a local need for affordable housing had not been established.
Whitton	Townend Farm	Residential development of 13 no. new dwelling houses and conversion of barn to dwelling house	07/1674/FUL	Committee Decision	In the opinion of the LPA the proposed site is in an unsustainable location for residential development by virtue of the limited services within Whitton Village, which would require the occupants to travel via private car for employment, schools, retail and recreational purposes. Contrary to PPS1, PPS3 and PPS7. Part of scheme outside limit of development	No appeal made

An application for 8 residential dwellings on the Townend Farm site in Whitton was later granted with conditions (07/3328/REM). Scheme was within the defined development limits.

Appendix 5

Highways Issues

Appendix 6 identifies broad issues about possible Highways issues or problems in the villages. However, it must be noted that all applications for future development would have to be determined on their individual merits. Consideration would be given to specific site constraints, a detailed site survey as well as the level of parking facilities associated with the development. Additionally the size of the proposed development would be a consideration as the impact on the highways would be proportional to the scale of the development. Therefore, highways issues are being considered separately as so many factors are variable and dependent on a site by site basis, so it is very difficult to give them an overall sustainability score.

Village	Comments
Stillington	No history of highway problems.
Port Clarence	Weight limit to prevent HGV traffic passing through. 30mph speed limit as a local safety scheme has been implemented.
Wolviston	Potential issues with A19/ A689 junction due to the scale of development at Wynyard. Also new development in Hartlepool may increase the burden on the highways surrounding Wolviston.
Long Newton	The creation of the A66 Interchange has improved highway access to Long Newton.
Kirklevington	A67/ Forest Lane junction is problematic which has been exacerbated by the development of the Kirklevington Country Club. A safety scheme has been implemented to improve the junction, involving a reduction in speed, associated signing, road markings and street lighting. A developer contribution was made through the Section 106 agreement of the Jasmine Field development on Forest Lane to contribute towards the cost of the scheme. However, there is still a visibility problem at this junction, which would result in any future developers being obligated to carry out detailed speed surveys and analysis as part of their planning application. There is a 20mph speed limit along part of Forest Lane potentially meaning further development could increase noise or congestion.
Carlton	No history of highway problems.
Thorpe Thewles	The A177 has a poor safety record. However, this has been improved by the introduction of speed cameras.
Cowpen Bewley	No history of highway problems.
Whitton	No history of highway problems.
Elton	There are some capacity issues at Elton Interchange so development would need to be carefully assessed.
Hilton	Safety scheme around Fox Covert on A1044 has improved highways issues around Hilton junction.
Maltby	Issues with the staggered junction onto Thornaby Road.
Redmarshall	Further development within Redmarshall could affect the highways network further along. The junction between Drovers Lane and Darlington Back Road already has capacity issues during peak periods and further development could increase the safety issues in this section of the highway network.
Wynyard	Potential to exacerbate problems on A689 due to current scale of development at Wynyard.
Aislaby	Further development within Aislaby could lead to a knock on

	impact on the junction between Aislaby Road and Yarm Road. Potentially leading to congestion and delays and further pressure on surrounding roads.
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Appendix 6
Consultation Responses to Sustainability Study

In order to ascertain village resident's views on the villages study a questionnaire was made available for residents to provide feedback on the content of the study and how they would like to see policy formulated for the villages. Below is a detailed analysis of the information provided:

Question 1- Does your village require additional development (this term is generally accepted to mean housing development) to support the services currently provided?

		Answer			
Tier	Village	No	Yes	No Answer	Grand Total
Tier 1	PortClarence	1			1
	Stillington	7	1	1	9
Tier 1 Total		8	1	1	10
Tier 2	Carlton	10	2		12
	Kirklevington	24	6		30
	Long Newton		1		1
	Maltby	46	6		52
	Wolviston	7			7
Tier 2 Total		87	15		102
Tier 3	Elton	4	2		6
	Hilton	21	1		22
	Redmarshall	5	1		6
	ThorpeThewles	54	6		60
Tier 3 Total		84	10		94
Tier 4	Aislaby	2	1	1	4
	CowpenBewley	11	1		12
	Whitton	3	1		4
	Wynyard	8	2		10
Tier 4 Total		24	5	1	30
Grand Total		203	31	2	236

Question 2- Do you think there are any existing services that might be under threat due to lack of supporting development? What evidence is there of this?

		Answer			
Tier	Village	No	Yes	No Answer	Grand Total
Tier 1	PortClarence	1			1
	Stillington	3	4	2	9
Tier 1 Total		4	4	2	10
Tier 2	Carlton	10	1	1	12
	Kirklevington	25	5		30
	Long Newton		1		1
	Maltby	50	2		52
	Wolviston	3	4		7
Tier 2 Total		88	13	1	102
Tier 3	Elton	5	1		6
	Hilton	20	2		22
	Redmarshall	6			6
	ThorpeThewles	53	6	1	60
Tier 3 Total		84	9	1	94
Tier 4	Aislaby	3		1	4

	CowpenBewley	12			12
	Whitton	2	2		4
	Wynyard	10			10
Tier 4 Total		27	2	1	30
Grand Total		203	28	5	236

Question 3- Is any of the following required within the Village to support services?

More employment and jobs?

		Answer			
Tier	Village	No	Yes	No Answer	Grand Total
Tier 1	PortClarence		1		1
	Stillington	5	4		9
Tier 1 Total		5	5		10
Tier 2	Carlton	10	2		12
	Kirklevington	6	3	21	30
	Long Newton		1		1
	Maltby	48	4		52
	Wolviston	6	1		7
Tier 2 Total		70	11	21	102
Tier 3	Elton	5	1		6
	Hilton	20	1	1	22
	Redmarshall	5	1		6
	ThorpeThewles	49	6	5	60
Tier 3 Total		79	9	6	94
Tier 4	Aislaby	2	1	1	4
	CowpenBewley	11	1		12
	Whitton	2	2		4
	Wynyard	9	1		10
Tier 4 Total		24	5	1	30
Grand Total		178	30	28	236

More housing to meet general purpose needs of the village?

		Answer			
Tier	Village	No	Yes	No Answer	Grand Total
Tier 1	PortClarence	1			1
	Stillington	8	1		9
Tier 1 Total		9	1		10
Tier 2	Carlton	11	1		12
	Kirklevington	8	2	20	30
	Long Newton		1		1
	Maltby	46	6		52
	Wolviston	6	1		7
Tier 2 Total		71	11	20	102
Tier 3	Elton	5	1		6
	Hilton	21	1		22
	Redmarshall	5	1		6
	ThorpeThewles	50	5	5	60
Tier 3 Total		81	8	5	94

Tier 4	Aislaby	2	1	1	4
	CowpenBewley	11	1		12
	Whitton	1	3		4
	Wynyard	8	2		10
Tier 4 Total		22	7	1	30
Grand Total		183	27	26	236

More housing to meet local needs?

		Answer			
Tier	Village	No	Yes	No Answer	Grand Total
Tier 1	PortClarence	1			1
	Stillington	5	3	1	9
Tier 1 Total		6	3	1	10
Tier 2	Carlton	11	1		12
	Kirklevington	7	3	20	30
	Long Newton	1			1
	Maltby	46	5	1	52
	Wolviston	6	1		7
Tier 2 Total		71	10	21	102
Tier 3	Elton	6			6
	Hilton	22			22
	Redmarshall	6			6
	ThorpeThewles	51	4	5	60
Tier 3 Total		85	4	5	94
Tier 4	Aislaby	3		1	4
	CowpenBewley	11	1		12
	Whitton	2	2		4
	Wynyard	9	1		10
Tier 4 Total		25	4	1	30
Grand Total		187	21	28	236

More housing to meet affordable housing needs?

		Answer			
Tier	Village	No	Yes	No Answer	Grand Total
Tier 1	PortClarence	1			1
	Stillington	4	5		9
Tier 1 Total		5	5		10
Tier 2	Carlton	10	2		12
	Kirklevington	6	5	19	30
	Long Newton	1			1
	Maltby	47	5		52
	Wolviston	7			7
Tier 2 Total		71	12	19	102
Tier 3	Elton	6			6
	Hilton	21	1		22
	Redmarshall	6			6
	ThorpeThewles	51	4	5	60
Tier 3 Total		84	5	5	94
Tier 4	Aislaby	3		1	4

	CowpenBewley	10	2	1	12
	Whitton	2	2		4
	Wynyard	9	1		10
Tier 4 Total		24	5	1	30
Grand Total		184	27	25	236

Question 4- Do you agree with the rating for the village in the sustainability study for each of the following topics? If no please give a reason:

	Tier 1		Tier 2					Tier 3				Tier 4								
	PortClarence	Stillington	Tier 1 Total	Carlton	Kirklevington	LongNewton	Maltby	Wolviston	Tier 2 Total	Elton	Hilton	Redmarshall	ThorpeThewles	Tier 3 Total	Aislaby	CowpenBewley	Whitton	Wynyard	Tier 4 Total	Grand Total
Employment																				
No				4	13		39		56		18		11	29		3	1	2	6	91
No Answer				1	2		2		5				3	3				1	1	9
Yes	1	9	10	7	15	1	11	7	41	6	4	6	46	62	4	9	3	7	23	136
Total	1	9	10	12	30	1	52	7	102	6	22	6	60	94	4	12	4	10	30	236
Health																				
No				3	7		40		50		4		2	6		3	2	2	7	63
No Answer				1	2		2		5				1	1		1		1	2	8
Yes	1	9	10	8	21	1	10	7	47	6	18	6	57	87	4	8	2	7	21	165
Total	1	9	10	12	30	1	52	7	102	6	22	6	60	94	4	12	4	10	30	236
Education																				
No				1	6		6		13	1			13	14		1	1	2	4	31
No Answer				1	2		2		5				2	2		2		1	3	10
Yes	1	9	10	10	22	1	44	7	84	5	22	6	45	78	4	9	3	7	23	195
Total	1	9	10	12	30	1	52	7	102	6	22	6	60	94	4	12	4	10	30	236
Shops																				
No		3	3	4	10		10	2	26	1			47	48			2	2	4	81
No Answer				1	2		1		4				1	1				1	1	6
Yes	1	6	7	7	18	1	41	5	72	5	22	6	12	45	4	12	2	7	25	149
Total	1	9	10	12	30	1	52	7	102	6	22	6	60	94	4	12	4	10	30	236
Leisure																				
No		5	5	1	7		7	5	20		1		7	8		3	3	4	10	43
No Answer				1	2		1		4				1	1				1	1	6
Yes	1	4	5	10	21	1	44	2	78	6	21	6	52	85	4	9	1	5	19	187
Total	1	9	10	12	30	1	52	7	102	6	22	6	60	94	4	12	4	10	30	236
Ancillary Facilities																				
No				3	3		7	3	16			1	2	3			1	3	4	23
No Answer				1	3		3		7				3	3				1	1	11
Yes	1	9	10	8	24	1	42	4	79	6	22	5	55	88	4	12	3	6	25	202
Total	1	9	10	12	30	1	52	7	102	6	22	6	60	94	4	12	4	10	30	236
Bus Access																				
No		2	2	2	9		38	1	50	2	19		14	35	1		1	1	3	90
No Answer				1	4		2		7				3	3				1	1	11
Yes	1	7	8	9	17	1	12	6	45	4	3	6	43	56	3	12	3	8	26	135
Total	1	9	10	12	30	1	52	7	102	6	22	6	60	94	4	12	4	10	30	236
Pedestrian and Cycle Access																				
No		2	2	4	8		9		21	2	3	3	6	14	1	2	3	2	8	45
No Answer		1	1	2	4	1	6		13				11	11	1			1	2	26
Yes	1	6	7	6	18		37	7	68	4	19	3	43	69	2	10	1	7	20	164
Total	1	9	10	12	30	1	52	7	102	6	22	6	60	94	4	12	4	10	30	236

Question 5- Do you agree with the Highways assessment for the village? If no please give a reason:

Tier	Village	Answer			Grand Total
		No	Yes	No Answer	
Tier 1	PortClarence Stillington		1 6		1 9
Tier 1 Total		3	7		10
Tier 2	Carlton	2	8	2	12
	Kirklevington	8	17	5	30
	Long Newton		1		1
	Maltby	12	24	16	52
	Wolviston	4	3		7
Tier 2 Total		26	53	23	102
Tier 3	Elton	1	5		6
	Hilton	17	5		22
	Redmarshall		6		6
	ThorpeThewles	16	36	8	60
Tier 3 Total		34	52	8	94
Tier 4	Aislaby	1	3		4
	CowpenBewley	3	7	2	12
	Whitton	2	2		4
	Wynyard	1	7	2	10
Tier 4 Total		7	19	4	30
Grand Total		70	131	35	236

Question 6- Is infill development appropriate within the village?

Tier	Village	Answer			Grand Total
		No	Yes	No Answer	
Tier 1	PortClarence Stillington		1 3		1 9
Tier 1 Total		6	4		10
Tier 2	Carlton	6	6		12
	Kirklevington	17	12	1	30
	Long Newton		1		1
	Maltby	42	10		52
	Wolviston	6	1		7
Tier 2 Total		71	30	1	102
Tier 3	Elton	3	3		6
	Hilton	20	2		22
	Redmarshall	4	1	1	6
	ThorpeThewles	48	12		60
Tier 3 Total		75	18	1	94
Tier 4	Aislaby	2	2		4
	CowpenBewley	11	1		12
	Whitton		3	1	4
	Wynyard	7	2	1	10
Tier 4 Total		20	8	2	30
Grand Total		172	60	4	236

Question 7- 'Development limits' provide a clear distinction between the area within the boundary where development is acceptable in principle and the land outside the boundary which is to be treated as 'open countryside'. Removing 'development limits' around a village would treat the village as 'open countryside' and thus meaning even more restrictive policies towards development would apply. Is there a need to retain development limits around the village (this question should not be answered for Wynyard and Port Clarence)?

		Answer				
Tier	Village	No	Revise Boundary	Yes	No Answer	Grand Total
Tier 1	PortClarence			1		1
	Stillington		5	4		9
Tier 1 Total			5	5		10
Tier 2	Carlton	5	1	6		12
	Kirklevington	4	1	25		30
	Long Newton			1		1
	Maltby	4	5	42	1	52
	Wolviston	5		2		7
Tier 2 Total		18	7	76	1	102
Tier 3	Elton	4	1	1		6
	Hilton	1		21		22
	Redmarshall			6		6
	ThorpeThewles	6	3	49	2	60
Tier 3 Total		11	4	77	2	94
Tier 4	Aislaby	2	1	1		4
	CowpenBewley	6		5	1	12
	Whitton		1	2	1	4
	Wynyard	1			9	10
Tier 4 Total		9	2	8	11	30
Grand Total		38	18	166	14	236