



Stockton-on-Tees
BOROUGH COUNCIL

Core Strategy Review Development Plan Document

Issues and Options

**Stockton Borough Council
Local Development Framework**

June 2011

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1. Introduction

- 1.1. The Stockton-on-Tees Core Strategy was adopted in March 2010. The Core Strategy is a key document in the Local Development Framework (LDF). The LDF is a collection of planning documents that will eventually replace the adopted Stockton-on-Tees Local Plan.
- 1.2. The evidence the Council has strongly suggests that not enough housing sites have been identified that are compliant with the adopted Core Strategy and which can deliver the number of homes that need to be built in the Borough by 2028. One way in which the Council can examine and address this issue is to review the housing element of the adopted Core Strategy and this Issues and Options paper is the first step in that process.
- 1.3. Also included in the Core Strategy Review is the future of the area known as Wynyard. This links to reviewing the housing element of the adopted Core Strategy because there are options for the future of Wynyard that include allocating land for housing.

What is the purpose of the Issues and Options consultation?

- 1.4. This consultation aims to formally start a debate about a review of the housing element of the adopted Core Strategy. It invites the public and stakeholders to make comments, poses questions and sets out site development options, which the Council considers important to the debate. This consultation paper begins by outlining the reasons for reviewing the adopted Core Strategy, including why the Wynyard area has been given its own section. The paper then sets out the issues that arise from the Core Strategy Review and the different options for resolving these issues. The advantages and disadvantages of individual housing site options are discussed in the Sustainability Appraisal summary for each site in this section.
- 1.5. The Issues and Options stage is an exercise that includes sites that have significant policy or environmental constraints. The inclusion of such sites does not reduce in any way the weight that the Council attaches to these constraints. It does not imply any Council support for a site. They are options from which the Council will select a preferred site or sites and will subsequently consult on these (see paragraph 1.14).

How the Core Strategy Review links to the Sustainable Community Strategy and the objectives of the adopted Core Strategy

- 1.6. The Core Strategy Review needs to be consistent with the Stockton-on-Tees Sustainable Community Strategy. The Sustainable Community Strategy sets out the vision and ambitions for the Borough for 2008 to 2021. The Local Strategic Partnership prepares the Sustainable Community Strategy for the Borough, drawing together key public sector agencies – including the Council, Police, Health and Training and Employment agencies with private and voluntary sector organisations and community leaders to plan for the future of the Borough. Appendix 1 shows the links between the Sustainable Community Strategy Ambitions, adopted Core Strategy Themes, adopted Core Strategy Objectives and the Core Strategy Review.

How to comment

- 1.7. Comments and views on the issues and options set out in this document are welcomed. A consultation period will run from **XXX** July to **XXX** September 2011.
- 1.8. Comments are welcomed from all consultees on all issues, however it is anticipated that some people and organisations will prefer to focus their comments on site specific issues, rather than responding to all the issues identified. With this in mind, a short leaflet and questionnaire has been prepared to enable consultees to express a preference between sites and explain their choices. This is available:
 - At www.stockton.gov.uk/corestrategyreview
 - In all libraries in the Borough during normal opening hours
 - At Planning Reception (72 Church Road Stockton)
 - By post or email – please telephone (01642 526197) or email us (spatialplans@stockton.gov.uk) and a form will be sent to you.
- 1.9. If you would like to respond to the strategic questions raised in this report, submit technical information or suggest additional issues or options, please send your comments to the email or postal address below, clearly referencing the section of the document you are referring to.
- 1.10. In order to take your comments into account, we need to receive them during the consultation period. This means that the process is transparent and everyone can see how our policies have developed. We will take your comments into account, balancing them against other comments, national policies and existing local circumstances.
- 1.11. If you are a member of a group or organisation, please let us know whether you are responding on your own behalf or as a member of that body. If you are responding on behalf of a group or organisation, you should make sure that the full range of members' views is represented. You can include a variety of views on an issue where necessary.
- 1.12. Please be aware that your comments will be made publicly available on our website, in our offices, and in subsequent publications (your personal details, such as email address, postal address and signature will remain confidential).
- 1.13. Please return your comments to us by post, email or via our website using the contact details below. You can also contact us if you need any assistance with the documents or making your comments.
 - **Online:** you can download copies of this document, its supporting information and the response questionnaire at www.stockton.gov.uk/corestrategyreview. You can also submit comments via the website.
 - **E-mail:** you can e-mail your response to us at spatialplans@stockton.gov.uk
 - **In person and by post:** you can post your response to us at Gloucester House, 72 Church Road, Stockton, TS18 1TW. You can also visit us to view any documents during normal office hours. If you would like to speak to an officer about the this consultation, please contact us on 01642 526197 or at spatialplans@stockton.gov.uk to make an appointment.

What happens next?

- 1.14. The Council will consider all the comments received, balancing them against other comments, national policies and other local circumstances. We will then prepare our 'Preferred Option' which will set out the Council's preferred way of dealing with the issues highlighted in this document. The Council may publish the Core Strategy Preferred Options paper alongside the Preferred Options for the Regeneration Development Plan Document¹ or it may publish a joint preferred options paper for these two development plan documents.
- 1.15. There will then be another opportunity to comment before we prepare a final draft of the document which we will submit to the Secretary of State for Independent Examination. You can read more about the process of producing Development Plan Documents in our Local Development Scheme and Statement of Community Involvement, both of which can be viewed online at www.stockton.gov.uk/spatialplanning or by contacting us using the details above.

Supporting Documents

- 1.16. This Issues and Options Report is supported by the Sustainability Appraisal and Strategic Environmental Assessment Scoping Report required by EU Directive EC/2001/42.
- 1.17. The Sustainability Appraisal Scoping Report records the process of deciding on the scope and level of detail for the Sustainability Appraisal of emerging Development Plan Documents. This will be used to appraise the emerging Local Development Framework proposals and policies using the ten Sustainability Appraisal objectives that reflect the key sustainability issues within the Borough.
- 1.18. The Sustainability Appraisal and Strategic Environmental Assessment Scoping Report was sent out for consultation in March 2011. The three statutory bodies, English Heritage, Natural England and the Environment Agency, and selected organisations with social, economic or environmental responsibilities were consulted. The Scoping Report (amended following comments by the statutory consultees) has been published alongside this Issues and Options report.
- 1.19. The EC Habitats directive Articles 6.3 and 6.4 requires that all plans and projects, not directly connected to or necessary for the management of sites designated as of European importance for their nature conservation value, are assessed for their likely impacts upon these sites.
- 1.20. The policy options of the Core Strategy Review will be screened to determine whether the plan is likely to have a significant effect on a European site. The results of the screening process will then determine whether an appropriate assessment of the plans affects on the integrity of the site is required. It will also be used to inform the development of preferred options. An initial screening report for the Habitat Regulation Assessment will be published for consultation alongside this Issues and Options paper.
- 1.21. Later stages of the Core Strategy Review will be supported by the following documents:

¹ The site allocations development plan document

- A Consultation Statement, which will outline the consultation processes undertaken during the Core Strategy Review; and
- An Infrastructure Strategy, which will set out how and when proposals will be implemented, funding sources and responsibility for projects.

2. Reasons for reviewing the housing element of the Adopted Core Strategy

- 2.1. The adopted Core Strategy is focused on achieving regeneration, and implementing the plans and strategies of other service providers, such as those which provide health and education. The Council remains very strongly committed to these objectives. However, the Council is also firmly committed to ensuring that its plans are realistic and achievable. It has always recognised that delivering its regeneration objectives would not be easy but the significant reduction in the availability of public investment has greatly exacerbated this. Changes in government policy such as cancelling the Building Schools for the Future (BSF) programme in the Borough have also had an impact on the availability of potential housing sites.
- 2.2. Every year the Council undertakes an exercise to show how many new homes have been built in the recent past and to predict how many will be built in the future. The resulting projection is known as the housing trajectory. The latest housing trajectory is shown on page 13.
- 2.3. The housing trajectory identifies that from 2021 to the end of the plan period there are not enough sites that are both deliverable and compliant with the adopted Core Strategy to meet the housing target. The result is a gap of about 2800 dwellings. This estimate is based on the most up-to-date information currently available and will be adjusted through future updates of the housing trajectory.
- 2.4. The Council considers it very important to address this shortfall to meet housing need and demand, reduce the deficit of affordable housing in the Borough and to enhance the economic competitiveness of the Tees Valley. The shortfall must also be addressed in a planned and coordinated way rather than through piecemeal and un-coordinated development.

Uncertainty over the deliverability of housing sites

- 2.5. Figure 7 is a map showing the Core Area. The Council has always acknowledged that there are delivery challenges with the housing sites in the Core Area that would require public investment to make them viable. However, the funding sources that were previously available to support the delivery of infrastructure such as improvements to the strategic highways network and providing flood defences have now been significantly reduced.
- 2.6. In addition to a focus on regeneration sites the adopted Core Strategy also proposes new housing allocations to support other Council priorities such as capital investment in schools. There were plans under Stockton's Building Schools for the Future (BSF) programme to release some school land for housing. This programme has now been cancelled although the Council is undertaking its own review of school provision.
- 2.7. There is also uncertainty over the plans of other service providers, such as the Primary Care Trust (PCT). In 2010, the Government withdrew funding for a new hospital at Wynyard and decided not to make Private Finance Initiative credits available for the proposed Billingham Integrated Healthcare Centre. Both of these projects are part of the 'Momentum: pathways to healthcare' programme that is designed to modernise health and social care facilities across the Tees Valley. A new hospital at Wynyard would provide a location for some of the services provided

at the University Hospital of North Tees site. The resultant vacant hospital site could thereafter become available for housing development. Whilst the Primary Care Trust has secured private backing for the new hospital, there remains uncertainty about when this will happen. Whether all or most of the University Hospital of North Tees site would become available for housing development would depend on whether any services were retained at the site.

The future role of Wynyard

- 2.8. Wynyard straddles the northern boundary of the Borough with Hartlepool Unitary Authority. The area comprises two elements; an employment site north of the A689 dual carriageway known as Wynyard Park and the residential Wynyard Village to the south of the road. Within the village there is a golf course and Wynyard Hall is also used as a hotel.
- 2.9. The employment land was designated as a 'Key Employment Location' because of its importance to the regional economy. However, there are issues relating to the impact of the employment development on the highway network. Recent work has identified that the amount of development permitted will eventually reach a level where the highways network will be saturated. This constraint may ultimately prevent the full build-out of the planning permissions at Wynyard Park.
- 2.10. In addition, the Council is also working within a changing planning policy environment, in particular Hartlepool Borough Council's draft Core Strategy advocating residential development at Wynyard. Furthermore the Council needs to examine future development at Wynyard comprehensively and to fully and properly consider the impact of the proposed new hospital, the need for highways improvements, the impact of potential development on landscape character, the need for social infrastructure, the role of Wynyard in relation to the housing offer within the Tees Valley and, if necessary the most sustainable location for affordable housing. All of the above has sparked a debate about the future of the wider Wynyard area and in particular the Wynyard Park Key Employment Location.
- 2.11. The Council considers that a comprehensive review of the impact of existing planning permissions and aspirations in the Wynyard area is needed, in particular Wynyard Park where a significant amount of land is permitted for employment development.

Why identifying sites to accommodate approximately 2800 dwellings through a review of the Core Strategy is important

Ensuring that development is in the most suitable locations and co-ordinated with the provision of infrastructure

- 2.12. The Council needs to ensure that sites are identified to close the gap of about 2800 dwellings. If the Council does not seek to identify the most sustainable locations and give communities the opportunity to comment, then decisions about identifying sites may be made in an opportunistic and uncoordinated way rather than the Council bringing forward suitable sites in a planned way.

Providing affordable housing

- 2.13. It is important that people who cannot afford to buy or rent on the open market have the opportunity to access affordable housing. Research into the housing

needs of the Borough has shown that there is a serious shortage of affordable housing and specialist housing for particular groups. The adopted Core Strategy addresses this shortage by requiring 15-20% of the homes on new developments over 15 dwellings to be affordable. This may be general housing or for special needs groups such as older people and people with disabilities. This means that if sites are not identified to close the gap of about 2800 dwellings then the potential for an affordable housing yield of between 420 - 560 dwellings could be lost or reduced.

Enhancing economic competitiveness

- 2.14. The provision of new housing in the Tees Valley provides a direct boost to the regional construction industry with a consequent positive effect on employment levels. However, this is not the only positive economic role of new housing. The Tees Valley region is competing both regionally and nationally to attract inward investment. An important component of its competitiveness is its housing offer. It is essential that a good range of housing is provided and that this includes the ability to meet the demand for new housing.

Addressing housing need and demand

- 2.15. The Government has stated its intention to revoke Regional Spatial Strategies (RSS) and that local authorities have the flexibility to determine housing targets locally, subject to the provision of robust evidence to support the targets chosen. The Council has decided to retain the RSS housing target for the Borough because the target takes into account the evidence on housing need and demand that the authority submitted through the RSS process.
- 2.16. The housing requirement for the Borough stated in the RSS for the period 2004 to 2021 is 9,470 dwellings. This is an average of 555 dwellings per year (figure rounded) and this figure has been rolled forward to provide the requirement for the years 2021 to 2028. This gives an overall housing requirement of 8100 dwellings for the period 2013 to 2028. This is the period that the Core Strategy Review will cover because it is expected that it will be adopted in 2013 and it is a requirement of national guidance that local planning authorities plan for 15 years of housing delivery. The phasing periods have been adjusted to start from 2013 but the annual requirement for each year has been retained from the RSS.
- 2.17. Figure 2 shows the requirement for new homes to be built and how many new homes the latest housing trajectory shows will be built. The table shows that the number of homes that will have been built between 2004 and 2028 is about 2800 less than the number needed to address housing need and demand.

Figure 1: Cumulative Housing Trajectory

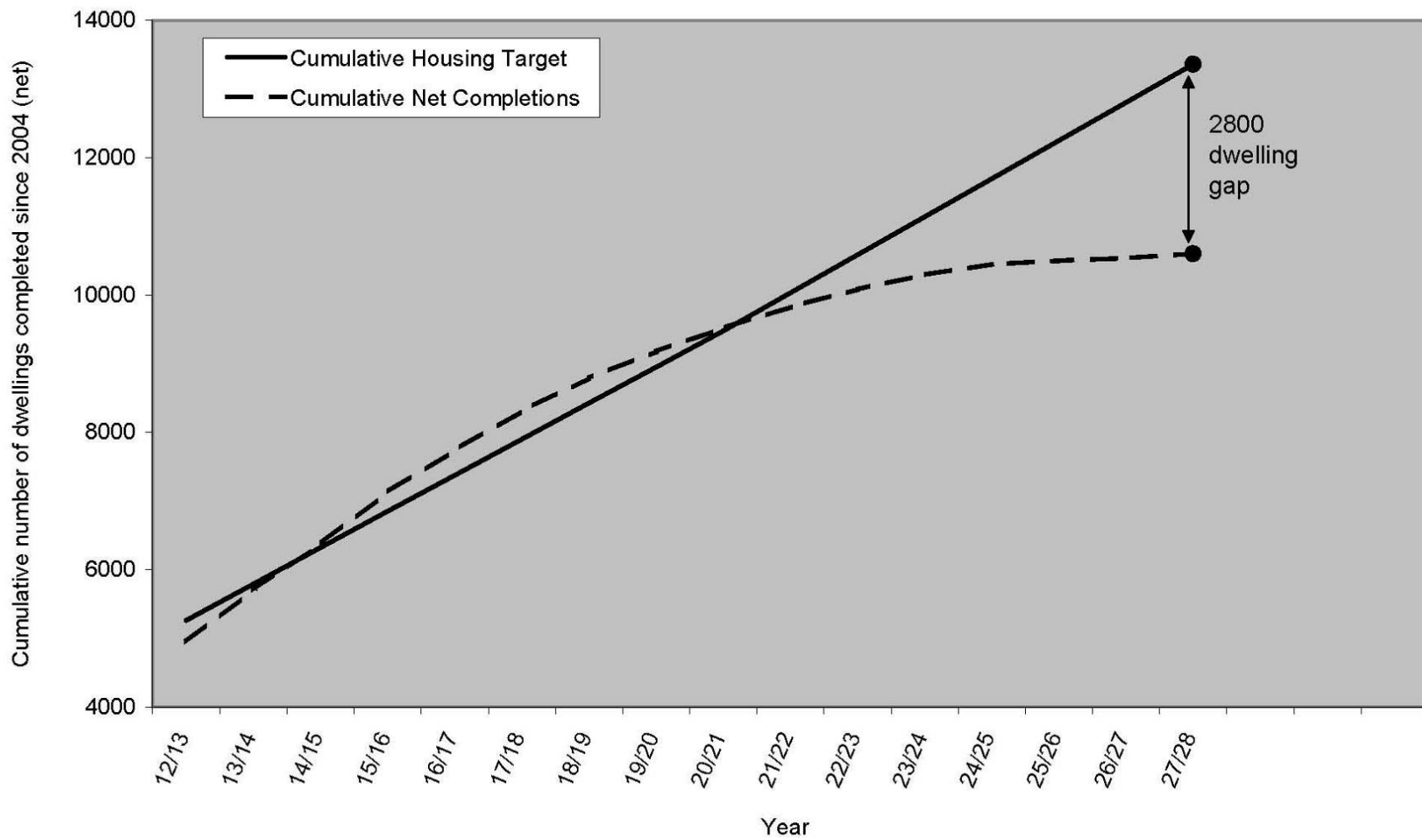


Figure 2: The requirement for new homes to be built and how many new homes the latest housing trajectory shows will be built

Delivery phase	2004 - 2013	2013 - 2018	2018 - 2023	2023 - 2028	Total 2013 - 2028	Total 2004 - 2028
The requirement for new homes by phase	5260	2640	2685	2775	8100	13360
The number of new homes (net) ² the latest housing trajectory shows have been built in recent years and will be built up to 2028.	4950	3360	1770	520	5650	10600

² The number that will be built after taking into account losses to the dwelling stock such as demolitions.

3. Issues and Options

Introduction

- 3.1. This part of the consultation paper highlights a number of issues and sets out options for resolving them. Your views on the best options for the Borough are welcomed.
- 3.2. This section begins by discussing the potential housing sites in the Core Area, setting out why the Council has concluded that they are unlikely to be delivered. The deliverability of housing on land in public ownership is also discussed. Alternative options for allocating housing sites to close the gap of about 2800 dwellings are then considered. These options are urban extensions, sites in the conurbation and village extensions. The section on village extensions also looks at 'infill' development in the villages. Although Wynyard is a village there is a separate section for Wynyard. This is because there are issues that are distinct to Wynyard such as cross-boundary issues (with the Borough of Hartlepool), its existing role in contributing to the Borough's executive housing offer and the supply of committed (land with planning permission) employment land at Wynyard Park.

What does the adopted Core Strategy say about housing?

- 3.3. Policy CS1 of the adopted Core Strategy sets out the overall spatial strategy. Key features of the housing element of Policy CS1 include prioritising brownfield land in the Core Area and locating the remainder of housing development elsewhere within the conurbation, with priority given to sites that support the regeneration of Stockton, Billingham and Thornaby. Policy CS7 deals with housing distribution and phasing, stating that no housing sites will be allocated before 2016 and that no sites will be allocated for housing in the rural parts of the Borough. The biggest share of new housing sites after 2016 is in the Core Area but with a significant amount of new housing also expected within the development limits of Stockton Town.

Do you need to answer all of the questions?

- 3.4. Please do not feel obliged to answer all of the questions. If you feel you have nothing to say about a particular question then you do not need to comment.

The housing site allocation options

- 3.5. The housing sites are potential options. The Council has no intention of allocating all of the sites. This review exercise will enable the Council to identify sites on which to build the homes that need to be built in the Borough by 2028 and also to review the future role of Wynyard. This means that the Council needs to identify sites with the capacity for about 2800 homes.

Current designations

- 3.6. The details for each site include their current designations. In some cases the sites are currently designated as outside of the limits to development and in others the sites are designated as green wedge. These are very strong protective designations and would normally preclude a site from being developed for housing. There are also some sites that are on land that is allocated for employment in the adopted Core Strategy. The fact that sites are being considered through this

process for housing does not diminish at all the weight that the Council attaches to their current designations. It is only if, through this process, the designation of a site is changed that the principle of housing development would become acceptable in planning policy terms.

Highways implications

- 3.7. The development of any of the sites identified in this consultation document is likely to have significant implications in terms of traffic impacts on the local and the wider road networks. One of the consultees for this Issues and Options paper is the Highways Agency (HA) and the Council will take their comments into account when selecting preferred sites.

Sustainability of Site Location

- 3.8. For developments to be sustainable they should be located on sites that are well served by public transport links and that allow the residents easy access to local facilities and services, to reduce the number of trips made by private motor vehicles. Some of the proposed sites will be more accessible than others and a brief description of the sustainability of each site has been provided to allow some comparison. A more detailed assessment of the sustainability of each site will be provided within the Sustainability Appraisal document.
- 3.9. This assessment has been helped by the use of a computer system that is able to model how far an individual can travel along the road network from a given facility. This modelling was used to calculate how many health, education and park/recreation facilities and designated retail centres were within 500m, 1km and 2km of each site. The descriptions in this document are based upon the current situation and do not take into account any facilities provision or road network changes that may occur as a result of future development. Further information on the modelling used to determine the distances from facilities can be found with the Sustainability Appraisal document.

Estimating Site Yield

- 3.10. Yield has been calculated on a similar basis to that used for the Strategic Housing Land Availability Assessment (SHLAA). The SHLAA is a technical background document that helps inform the preparation of the Council's emerging Local Development Framework (LDF). The inclusion of particular sites and the nature of the comments made about them in the SHLAA does not in any way infer that those sites will be granted planning consent or allocated for development
- 3.11. On larger sites a part of the area will normally need to be set aside to accommodate access roads and amenity open space. On very large sites it may be necessary to allow for other uses such as community facilities and neighbourhood centres. Figure 3 provides an indicative guide for the likely net developable area in relation to site area thresholds.
- 3.12. The estimate of the net developable area has been multiplied by 30 (based on an indicative density of 30 dwellings per hectare). The estimates of site yields are purely indicative and have been estimated on the basis of 'up to'. Some sites may, if developed, produce significantly less than the estimate, for example if a site incorporated a substantial amount of green areas or if were decided to amend the

boundary of a site on land currently designated as green wedge in order that some of the land be retained as green wedge.

Figure 3: Net development area in relation to site area

Gross site area (hectares)	Percentage of site likely to be available for housing
0.4 to 2 ha	90%
Over 2 ha	75 %

Issue 1: Deliverability

Potential housing sites in the Core Area

- 3.13. The Council cannot identify sufficient sites in the Core Area with enough certainty that they will be developed for 2013 to 2028. This is based on an assessment of the deliverability of potential housing sites in the Core Area that has concluded that the public investment required for these sites is too uncertain to be relied on. Particularly relevant are the Chandlers Wharf, Tees Marshalling Yard and Bowesfield North sites.

Figure 4: Map of Chandlers Wharf

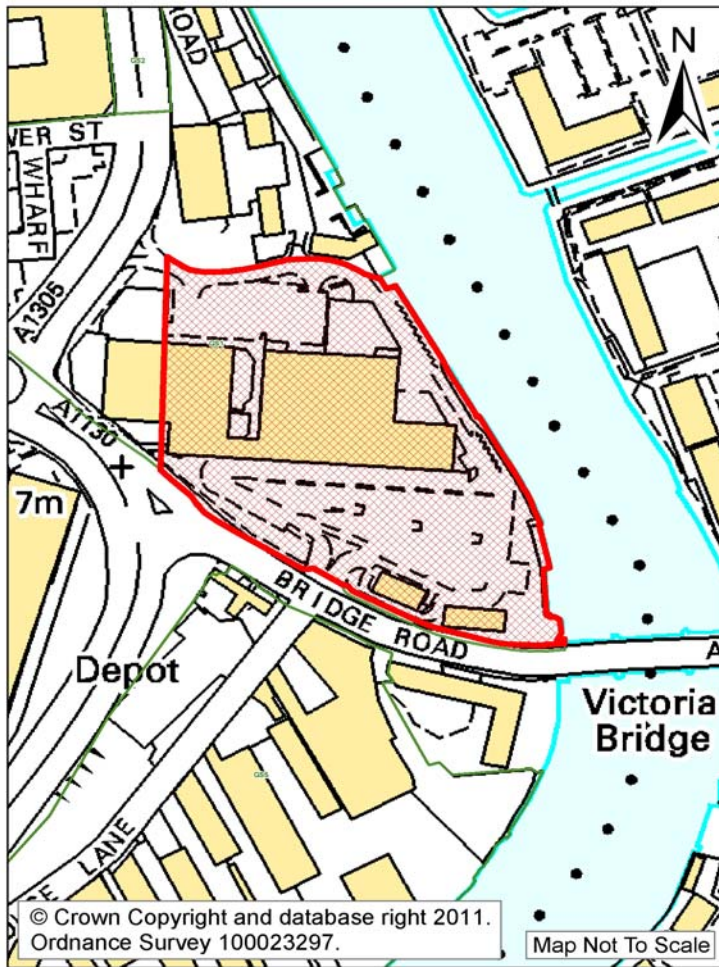


Figure 5: Map of Tees Marshalling Yard

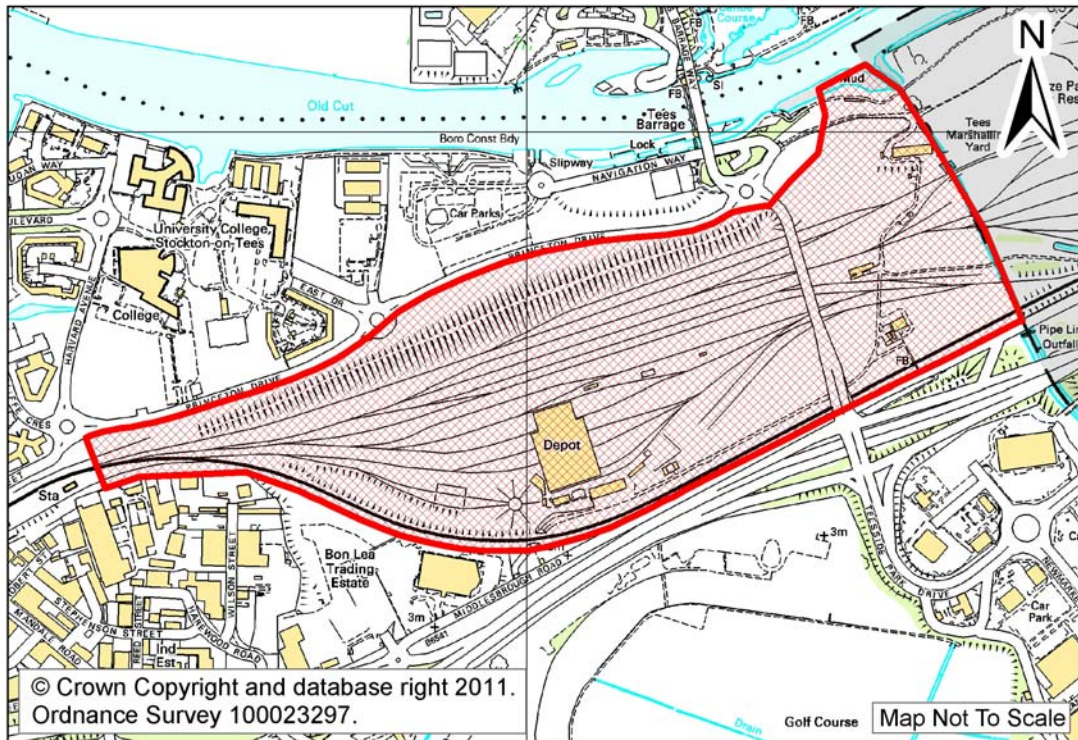
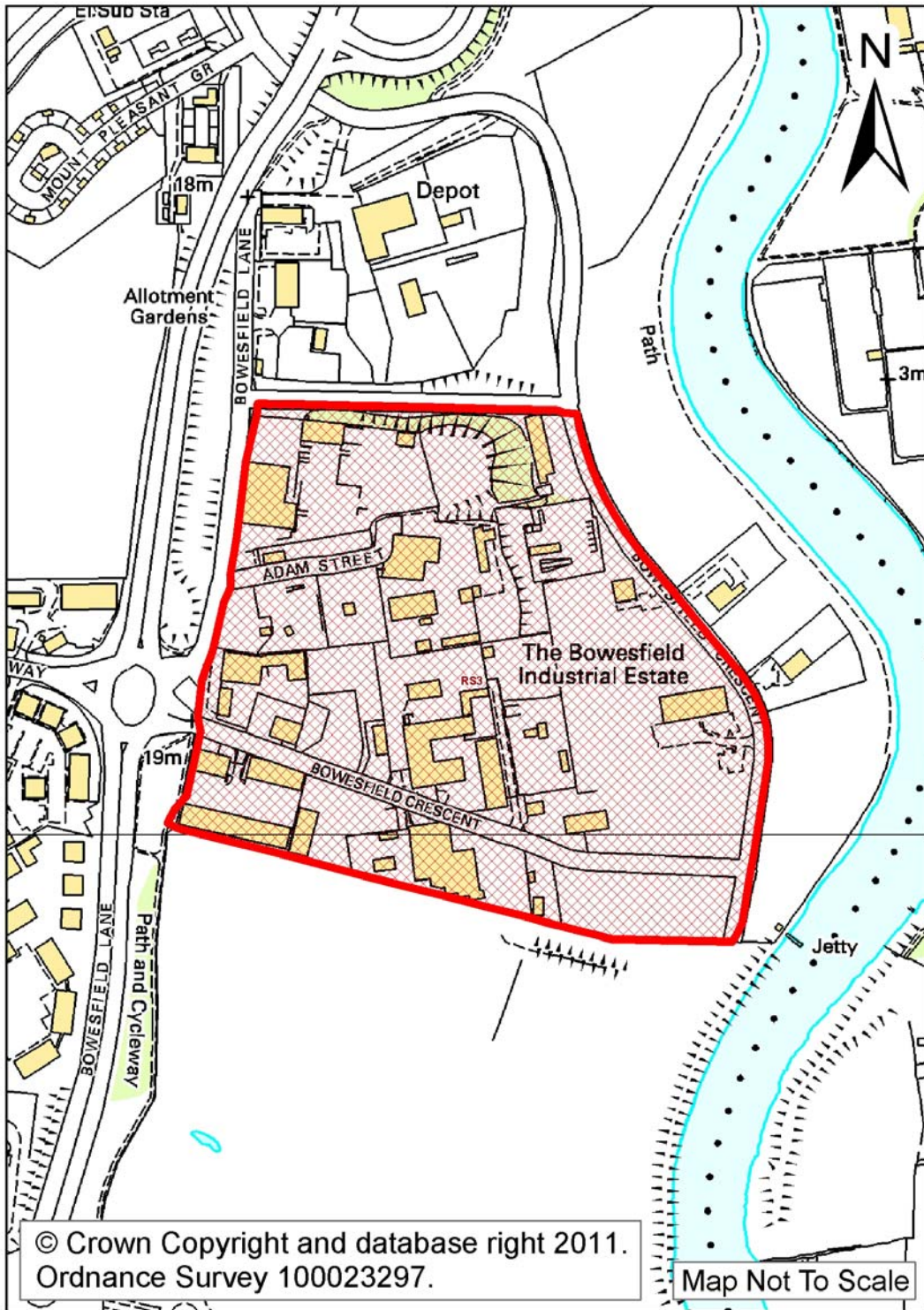
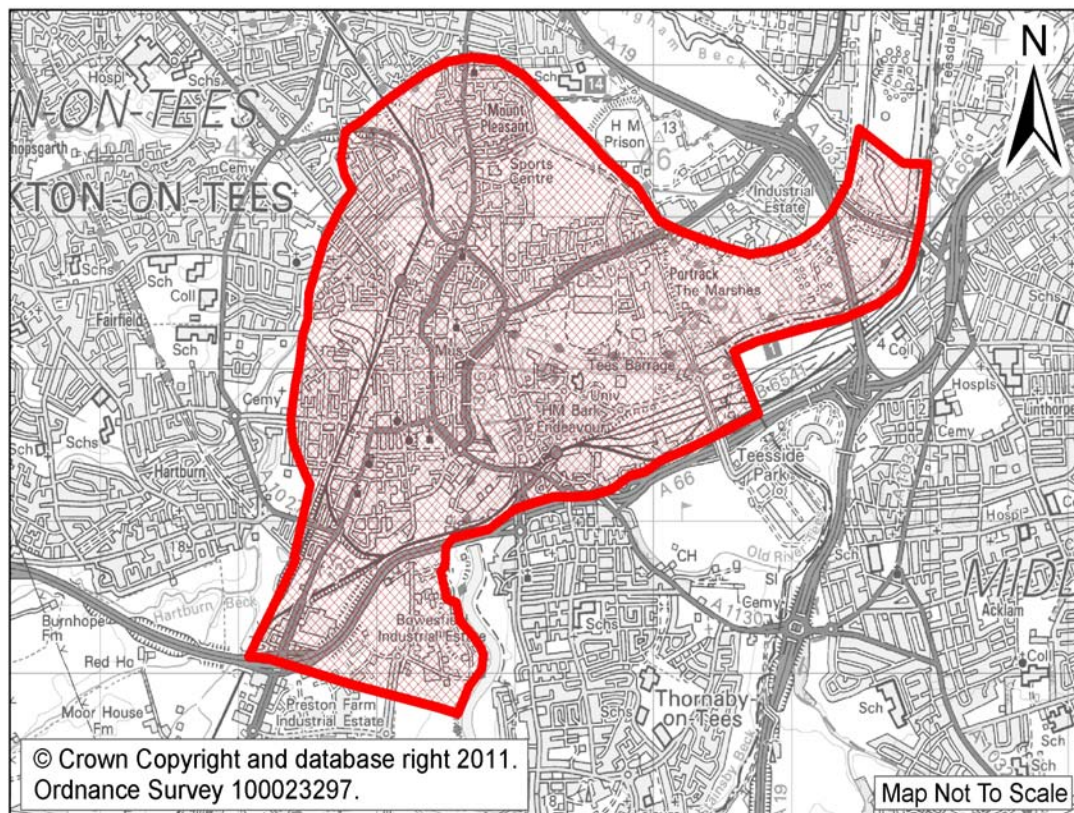


Figure 6: Map of Bowesfield North



Q1: Do you agree that the Council can no longer rely on sites in the Core Area for new housing development between 2013 and 2028? Please explain your answer.

Figure 7: Core Area Map



- 3.14. When the Council produces a housing trajectory it does so in consultation with the development industry in order to ensure that the trajectory is as robust as possible. However, no projection of this type can ever be expected to be perfect.³ For this reason it is important to build flexibility into planning the phasing of new housing sites. The evidence strongly suggests that regeneration sites, which the adopted Core Strategy supports such as Tees Marshalling Yard, will not come forward between 2013 and 2028. However, if regeneration sites do come forward unexpectedly between 2023 and 2028 then their delivery will still be supported. This principle, of flexibility, would also apply if site comes forward unexpectedly that supports the plans of other service providers. This would not affect the planned delivery of new housing sites that have been allocated.

Q2: Do you agree with this approach?

Potential housing sites on school and hospital land

- 3.15. When the Council made its plans for housing with the adopted Core Strategy it also took into account the Building Schools for the Future (BSF) programme and the

³ For example, a site may have been assessed as not developable because the owner does not want to release it for housing but the owners' intentions could subsequently change. Equally, although opportunities to secure public investment in regeneration sites are currently very limited this could change unexpectedly in the future

planned new hospital at Wynyard. Under the BSF programme there were plans to release some land for housing at 4 school sites. However, the Government has now cancelled the BSF programme for the Borough. It is still possible that some school land will be made available for housing although it will be less than previously planned. The proposal for a new hospital at Wynyard meant that land at the University Hospital of North Tees site would become available for housing (as hospital services would have re-located to the new hospital at Wynyard). However, the withdrawal of Government funding for the proposed new hospital at Wynyard created some uncertainty over the delivery of housing although there are now plans to progress the new hospital at Wynyard through private finance.

Issue 2: Strategy

3.16. This consultation document will present the different categories of housing sites - urban extensions and conurbation sites - that could resolve the shortfall of deliverable housing sites. It will also discuss village extensions which could make a contribution but which would not involve building a sufficient number of new homes to resolve it independently. Figures 9 and 17 show that there is a considerable variation in the number of new homes that could be built on urban extension and conurbation sites. One approach would be to concentrate on a single large site with capacity for new homes substantial enough to close the gap in the future supply of new homes independently. The sites that have substantial capacity (+ 2000 dwellings) are as follows:

- Harrowgate Lane, West Stockton: up to 2470 dwellings
- Yarm Back Lane, West Stockton: up to 3120 dwellings
- West Preston: up to 4150 dwellings

3.17. This would mean that any traffic impact would be relatively concentrated but there would be improvements to the strategic highways network in order to deal with this. There are other sites of a very significant size (accommodating 500 dwellings or more) but which do not have sufficient capacity to close the gap in the future supply of new homes independently. One approach would be to allocate a combination of sites that would collectively provide the necessary number of new homes. This combination could be a number of sites of very significant size or one or more sites of very significant size together with a number of relatively smaller sites.

3.18. To help you answer the following questions, all of the options are listed in Figure 8 and individual site maps and site descriptions follow on pages 25 to 50.

Q3: Which of the following options for the distribution of new housing sites do you agree with?

- a. Concentrate new housing on a single large site with sufficient capacity to close the gap in the future supply of new homes independently**
- b. Allocate new housing on a combination of sites**

If you think that a particular site or combination of sites should be chosen for new housing, please complete and return the Core Strategy Review Issues and Options Questionnaire or send your comments to one of the addresses listed in the How to Comment section at the front of this document.

Figure 8: Sites that have been identified as options for land on which to build new homes

Site Address	Approximate Area (ha)	Indicative Potential Yield (up to)	Current planning status	Page number
Billingham Bottoms	12	260	Green wedge	37
Harrowgate Lane, West Stockton	126	2470	Outside development limits	24
North West Billingham	5	100	Outside development limits	22
Land at Durham Lane Industrial Estate	28	630	Employment land	41
Land at Ingleby Barwick	68	1530	Green wedge	46
Land at Urlay Nook - site 1	25	570	Part employment land, part agricultural land.	43
Land at Urlay Nook - site 2	15	340	Part employment land, part agricultural land.	43
Land east of Wynyard Village	35	280	Outside development limits	56
Land south of Preston Farm Industrial Estate	51	1140	Green wedge	39
South East Yarm	35	780	Outside development limits	34
South West Yarm	21	480	Outside development limits	32
West Preston	186	4150	Outside development limits	28
West Yarm	15	330	Outside development limits	30
Wynyard Hall Estate	92	300	Outside development limits	52
Wynyard Park	45	1000	Outside development limits	54
Yarm Back Lane, West Stockton	138	3120	Outside development limits	26

Issue 3: Urban extensions

- 3.19. Figure 8 lists the sites that have been identified as options for land on which to build new homes. Some of these, shown in Figure 9, are extensions of the existing urban area, known as 'urban extensions', encompassing land that was previously outside of development limits. The publication *Best Practice in Urban Extensions and New Settlements* (Communities and Local Government 2007) states, "urban extensions provide opportunities for concentrated rather than sprawling development. By virtue of their scale, and if carefully designed and developed to produce integrated, 'holistic' settlements, they can encourage and accommodate highly sustainable patterns of living."
- 3.20. Urban extensions typically are able to provide far more dwellings than village extensions. Because they are usually much larger, they also offer more opportunity for comprehensive master planning. The adopted Core Strategy does not allow urban extensions because the distribution of housing is focused on the Core Area and elsewhere in the conurbation. However, given the scale of the gap (2800 dwellings) between the housing target and what can delivered through existing planning permissions and deliverable housing sites that are compliant with the adopted Core Strategy, it is unlikely to be possible to achieve the housing target without allocating sites of a significant scale such as urban extensions. Potential urban extensions are shown in Figure 9.

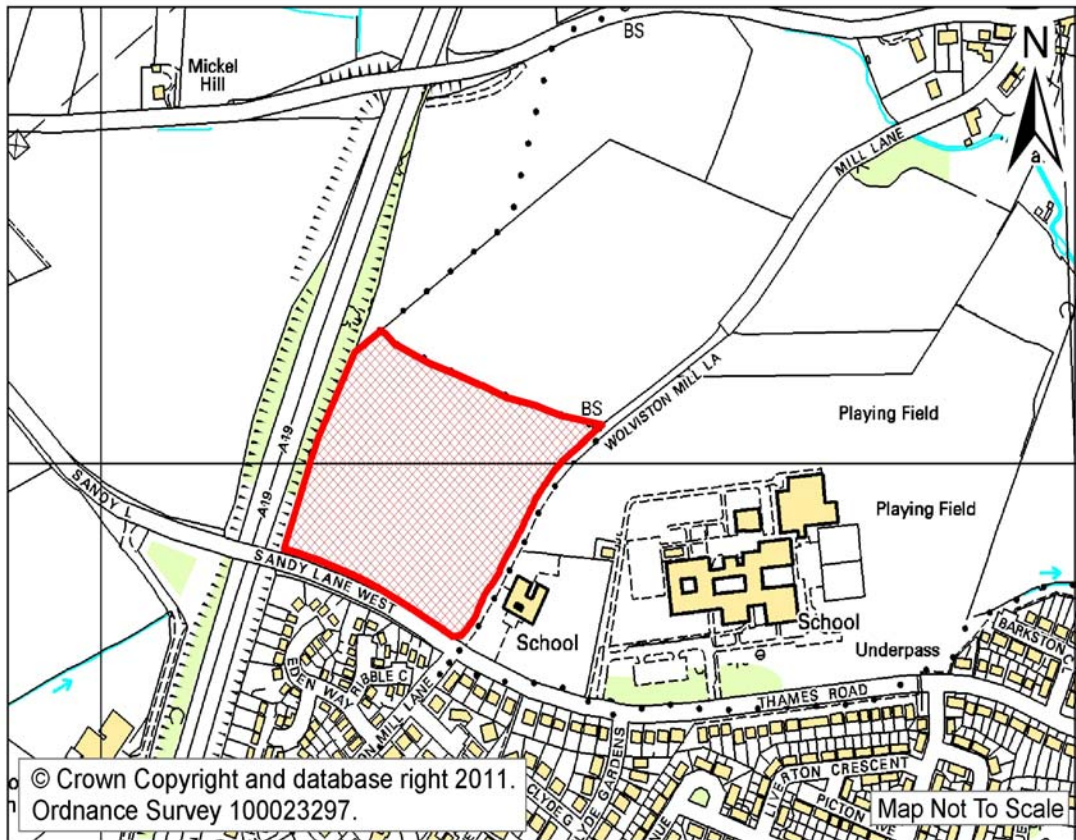
Figure 9: Potential sites categorised as urban extensions

Site Address	Area (ha)	Indicative Potential Yield (up to)
North West Billingham	5.00	100
Harrowgate Lane, West Stockton	126.00	2470
Yarm Back Lane, West Stockton	138.00	3120
West Preston	186.00	4150
West Yarm	15.00	330
South West Yarm	21.00	480
South East Yarm	35.00	780

- 3.21. This group of housing sites could be expected to provide sustainable options for housing development as they provide extensions to existing concentrated settlements with various facilities and services. However, there are differences between the locations of the sites that will affect the individual sustainability of each site.

North West Billingham

Figure 10: Map of North West Billingham



Site size: 5 hectares

Potential yield: up to 100 dwellings

Current site designation

- 3.22. The site is currently designated as outside the limits to development.

Site description

- 3.23. The site is currently a flat open field bounded by hedgerows.

Adjacent uses

- 3.24. Sandy Lane forms the southern boundary of the site beyond which is the built up area of north west Billingham. To the immediate west of the site is the A19 beyond which is agricultural land. Northfield School is to the immediate east of the site. Open fields are to the north beyond which is the village of Wolviston.

Sustainability

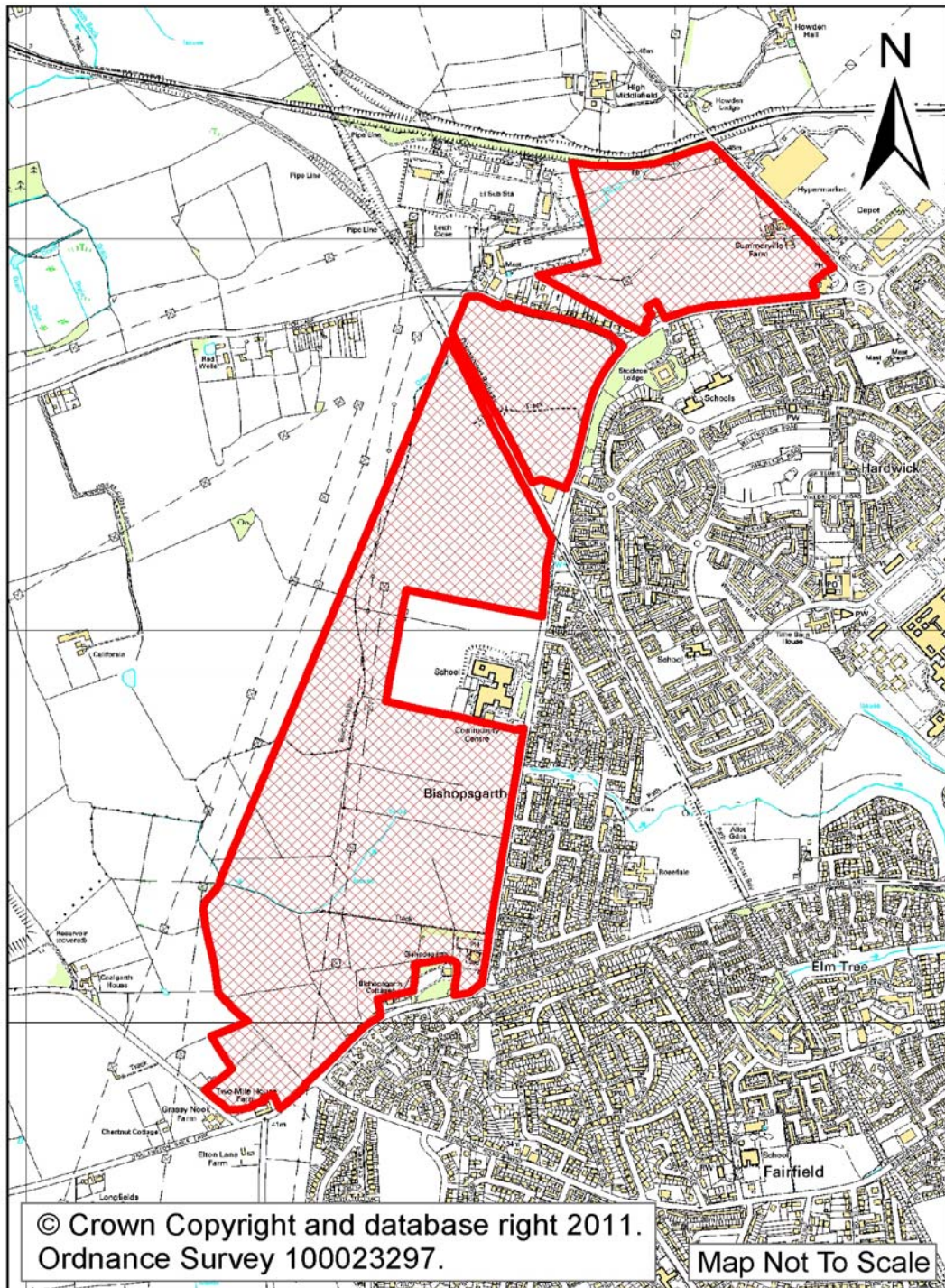
- 3.25. The development site at North West Billingham is located at the edge of an existing residential area and immediately adjacent to Northfield School and Sports College. New residents are expected to have good access to a number of local facilities and the site can, therefore, be considered to be sustainable.
- 3.26. However, while there are not considered to be any likely significant negative impacts from the development, there are other sites which are more sustainable.

This is because the development is not located on a Core Bus Route and the nearest bus stops are served by only a limited local bus service. The site is also located in close proximity to the A19, with the potential to cause noise disturbance for future residents. Should the site be proposed for development, the provision of mitigation to improve public transport links and to minimise the noise issues will improve its sustainability further.

If you have a view about whether this site should be allocated for new housing, please complete and return the Core Strategy Review Issues and Options Questionnaire or send your comments to one of the addresses listed in the How to Comment section at the front of this document.

Harrowgate Lane, West Stockton

Figure 11: Map of Harrowgate Lane, West Stockton



Site size: 126 hectares

Potential yield: up to 2470 dwellings

Current site designation

3.27. The site is currently designated as outside the limits to development.

Site description

- 3.28. The site is predominantly farmland. Bishopsgarth Secondary School is separate from the site. Pylons run along the western edge of the site. Castle Eden walkway runs across part of the site.

Adjacent uses

- 3.29. South and east of the site there are residential uses with agricultural land to the north and west. There is an electricity sub-station northeast of the site and a Tesco Superstore on the opposite side of the A177.

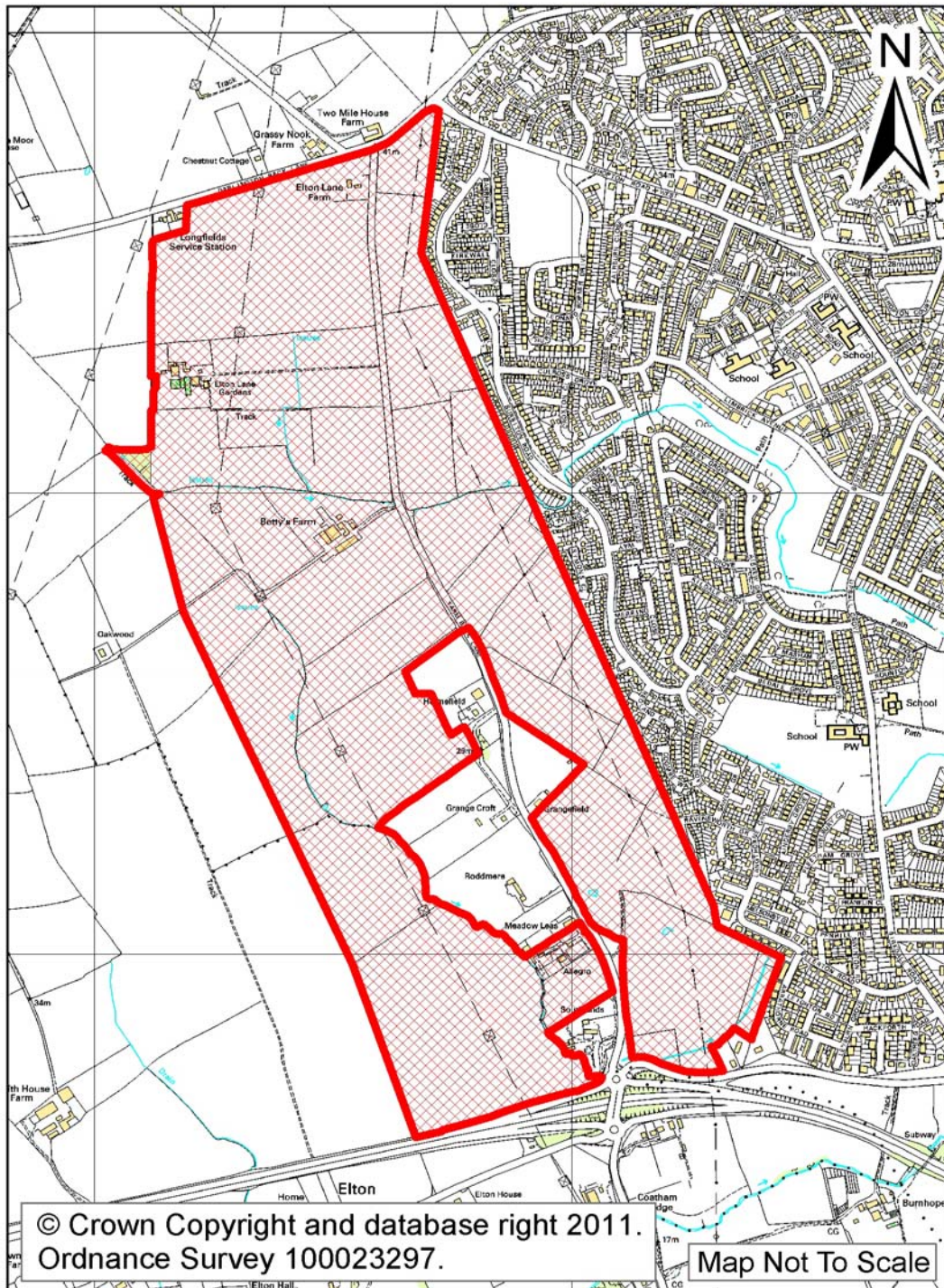
Sustainability

- 3.30. The Harrowgate Lane site has the potential to provide a strategic scale housing development located on a Core Bus Route. While Harrowgate Lane is a classified road, there are a number of pedestrian crossings, which will allow safe pedestrian access in to the existing urban area. It is within walking distance of a number of local services and facilities, including schools (the site lies around Bishopsgarth Secondary School), recreation opportunities, neighbourhood retail centres (these include Marske Parade and High Newham Court) and a supermarket (a Tesco Superstore is located near the top of Harrowgate Lane). There is also a car free cycle route that passes through the site. In addition North Tees Hospital is also within 1km of the site and can be accessed via residential streets. As a result of the accessibility of local services from this site, it has been identified that there are no conflicts and a number of significantly positive relationships between the site and the Sustainability Objectives.
- 3.31. The site is located within an area that has been identified, in the Council's draft (not yet submitted to Cabinet and Full Council for approval) Landscape Character Assessment and Capacity Study, as having low landscape capacity for development. However, it is agricultural land with no identified significant natural assets. It is considered that there is potential for future development to be designed to avoid significant impacts upon the surrounding landscape and, should this be the case, the site would be one of the most sustainable locations considered within the issues and options report.

If you have a view about whether this site should be allocated for new housing, please complete and return the Core Strategy Review Issues and Options Questionnaire or send your comments to one of the addresses listed in the How to Comment section at the front of this document.

Yarm Back Lane, West Stockton

Figure 12: Map of Yarm Back Lane, West Stockton



Site size: 138 hectares

Potential yield: up to 3120 dwellings

Current site designation

3.32. The site is currently designated as outside the limits to development.

Site description

- 3.33. Yarm Back Lane divides the site. East of Yarm Back Lane, the site is currently used for agriculture, mostly pasture. It is split into a number of fields with hawthorn hedges and occasional trees. The fields do not appear to be particularly strongly defined although one field boundary (opposite Betty's Farm) also has a drainage stream, which strengthens the separation. The boundary along Yarm Back Lane is a hedge line of variable thickness along its route.
- 3.34. West of Yarm Back Lane the predominant current use is agriculture - arable and pasture, with hawthorn hedges and occasional trees. The northern part of the area west of Yarm Back Lane includes a market garden business.
- 3.35. The deliverability of the site would require Yarm Back Lane to become redundant and a new estate road taken through the site to the west of the existing Yarm Back Lane.

Adjacent uses

- 3.36. There are residential uses to the east of the site and agricultural land to the west. On the western side of Yarm Back Lane, but separate from the site, there is a caravans storage business as well as what appears to be a residential caravan site with horses grazing nearby.

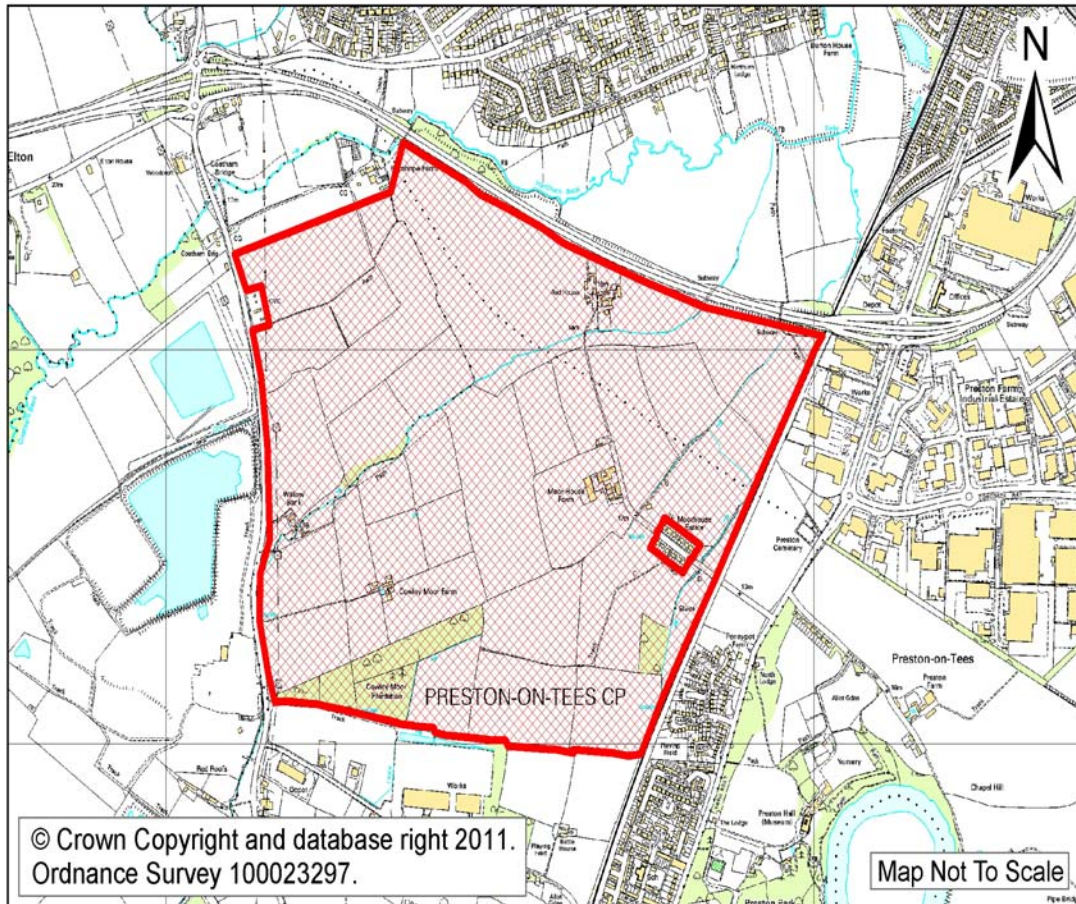
Sustainability

- 3.37. The development site is capable of providing a strategic level housing development, with benefits for the local economy. It is located on the edge of an existing residential area, which supports a Core Bus Route (along Surbiton Road) and there are a number of bus stops along this route. But, due to the position of existing residential properties, these bus stops must currently be accessed through a more circuitous route, such as via Yarm Back Lane and Darlington Back Lane. This may reduce the attractiveness of public transport for new residents.
- 3.38. Parts of the site are located within 1km, and therefore walking distance, of a school, park and recreation facilities and a designated retail centre. In addition there are further services and facilities within 2km, which include a GPs surgery, primary and secondary schools, and a number of parks or sports grounds. However, the links through to the existing residential area are restricted and the site is currently accessed via Yarm Back Lane, which runs through the centre of the site. This is a 60 mph road with no lighting, footpaths or cycle routes. The unattractiveness of the access route currently limits the sustainability of the site. Should development be proposed on this site, it will be necessary to improve links to the existing residential area and local facilities, in order to improve the site's sustainability.
- 3.39. In addition, part of the development would be located within an area of low landscape capacity and a development of strategic scale in this location has significant potential to negatively impact upon the Strategic Road Network. Mitigation will also be required to address these issues.

If you have a view about whether this site should be allocated for new housing, please complete and return the Core Strategy Review Issues and Options Questionnaire or send your comments to one of the addresses listed in the How to Comment section at the front of this document.

West Preston

Figure 13: Map of West Preston



Site size: 186 hectares

Potential yield: up to 4150 dwellings

Current site designation

- 3.40. The site is currently designated as outside the limits to development.

Site description

- 3.41. The site spans the area to the south of the A66 between Durham Lane (the western boundary) and the railway line (the eastern boundary). The area is predominantly made up of fields, mainly in agricultural use. There are also some farm buildings within the site.

Adjacent uses

- 3.42. There are light industrial/commercial units (part of the Durham Lane Industrial Estate) south of the site. A railway line forms the eastern site boundary. A single terrace of houses (Moorhouse Estate) is west of the railway line but separate from the site. To the east of the railway line there is (from north to south) a number of car showrooms, a cemetery, an area of open land and a residential area. These uses are bounded by the A135. Further to the east is Preston Farm Industrial Estate. The northern site boundary is formed by the A66. Hartburn Beck is to north of the A66, behind which is housing.

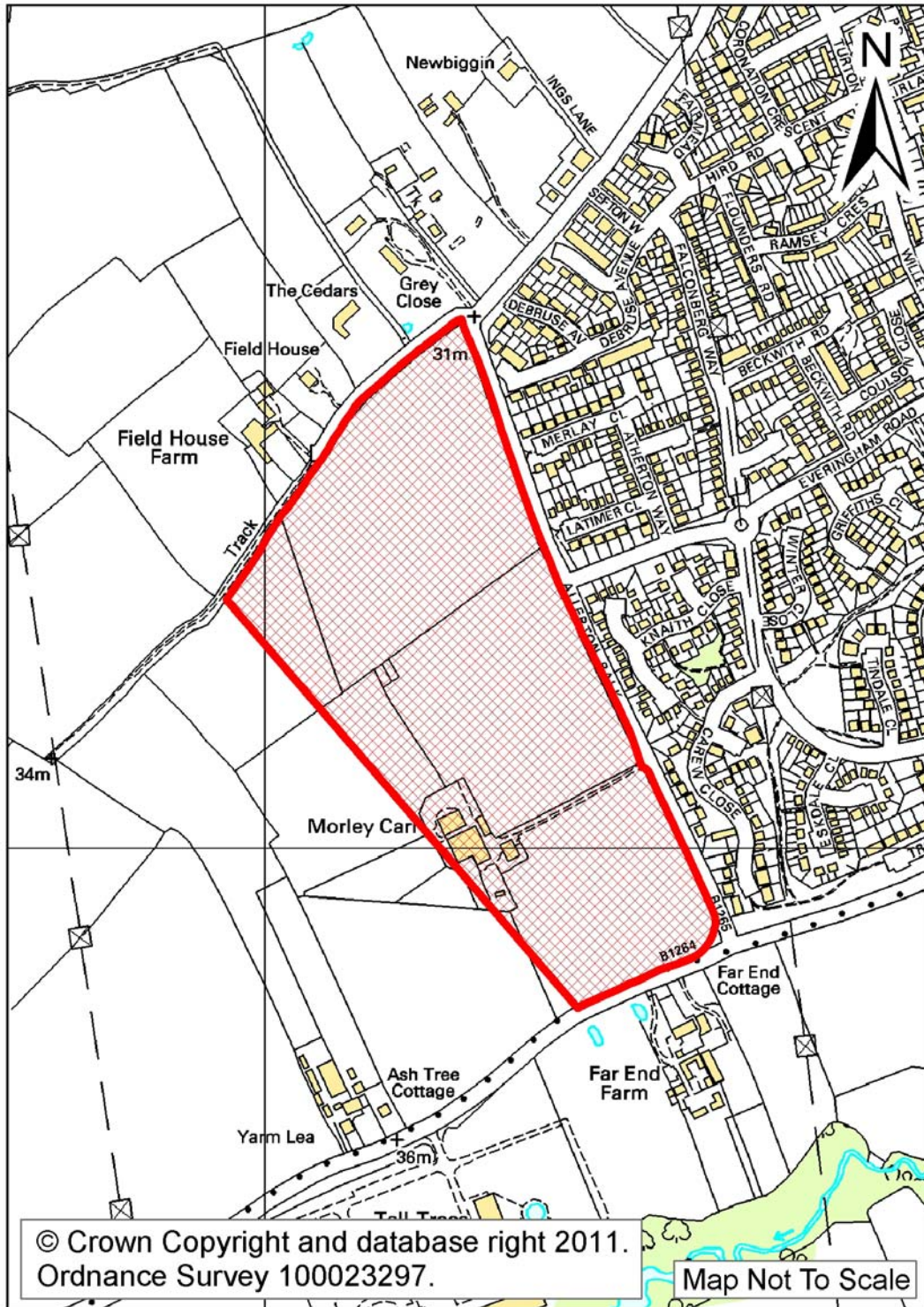
Sustainability

- 3.43. The indicative yield for the site demonstrates that West Preston has the potential to accommodate a housing development that will meet the full housing requirement, providing significant benefits for the local economy.
- 3.44. Parts of the eastern edge of the site, neighbouring Yarm Road, are within 1km of Preston Primary School and 2km of Station Road designated retail centre and Preston Park is also within easy access from this side of the site. However, on the western side of the site, accessed from Durham Lane, there is no retail or education facility within 2km. In addition there is no GPs surgery within 2km of any part of the site. The site is considered to have limited pedestrian access to existing facilities and public transport links and its scale and location will encourage residents to rely upon the private car for the majority of trips
- 3.45. Due largely to its limited accessibility, the Sustainability Appraisal considers that West Preston has significant potential for conflicts with a number of Sustainability Objectives, which include building sustainable communities and living within environmental limits. It is also considered that the development area is poorly related to existing residential areas and, as it is a substantial site located within the Strategic Gap, there is potential for development to impact negatively upon the landscape.
- 3.46. Should the site be proposed for housing development, significant mitigation will be required to overcome the sustainability concerns. This will include the provision of facilities and services and improved links to public transport.

If you have a view about whether this site should be allocated for new housing, please complete and return the Core Strategy Review Issues and Options Questionnaire or send your comments to one of the addresses listed in the How to Comment section at the front of this document.

West Yarm

Figure 14: Map of West Yarm



Site size: 15 hectares

Potential yield: up to 330 dwellings

Current site designation

- 3.47. The site is currently designated as outside the limits to development.

Site description

- 3.48. The site comprises a collection of fields and buildings. The site is generally level with very gentle undulations - land further north falls steeply away to the River Tees and Aislaby. Telegraph lines cross the site. Existing vehicular accesses are on Allerton Balk and Green Lane.

Adjacent uses

- 3.49. North and northwest of the site is an unmade track serving large detached residential properties (adjacent Field House Farm is a Grade II Listed Building). Beyond this boundary, the land is agricultural and views go towards the River Tees in the valley bottom and Aislaby. Allerton Balk Road is east of the site and Worsall Road is north east with housing in Yarm beyond this. South of the site are Green Lane, the B1264, the Tall Trees Hotel Complex, Saltergill School, and Rossmaitth. A gas pipeline runs adjacent to the western site boundary, crossing Green Lane towards the Far End Farm and Tall Trees Hotel Complex.

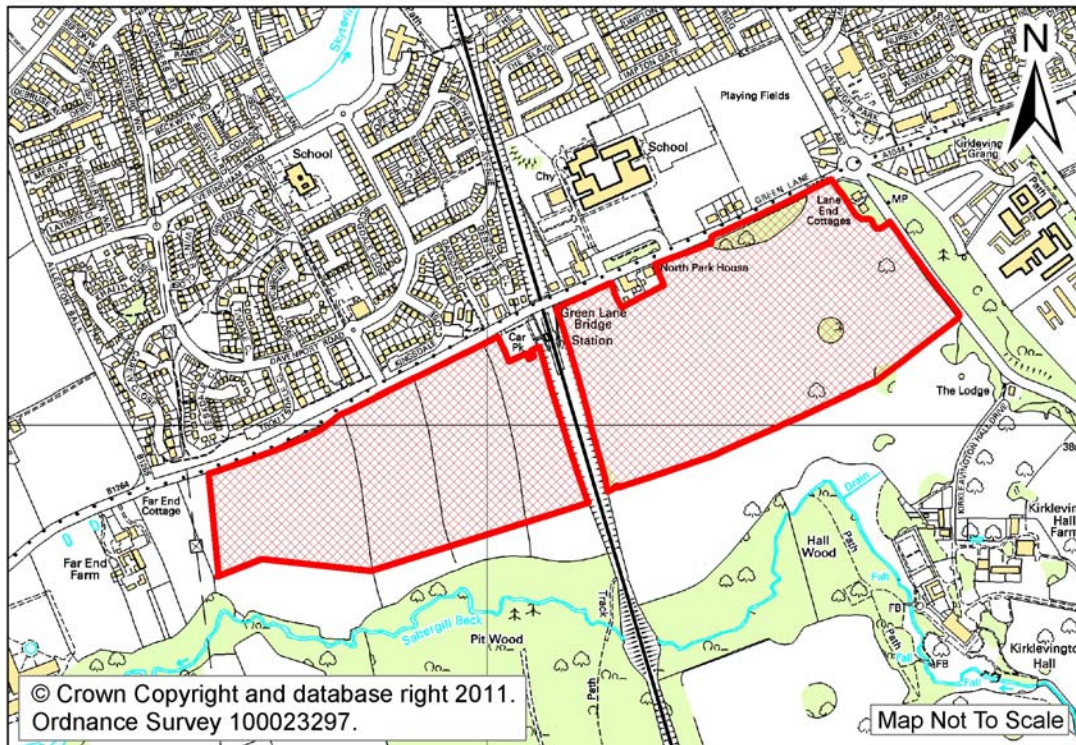
Sustainability

- 3.50. The indicative yield for the site demonstrates that there is potential to provide a housing development of strategic importance which may have significant benefits for the economy of the Borough. The site is within 500m of Layfield Primary School and walking distance of Conyers Secondary School. There are also a number of recreation areas within 500m of the site and the Willey Flats play area is within easy walking distance. This site performs highly against the Sustainability Objectives, due to its location adjacent to a residential area served by a number of local facilities and a Core Bus Route and being within 1km of Yarm Railway Station.
- 3.51. In addition, it has been identified that the development site is within an area that has high landscape capacity for development. No conflicts have been identified within the Sustainability Appraisal that will require significant mitigation.

If you have a view about whether this site should be allocated for new housing, please complete and return the Core Strategy Review Issues and Options Questionnaire or send your comments to one of the addresses listed in the How to Comment section at the front of this document.

South West Yarm

Figure 15: Map of South West Yarm



Site size: 21 hectares

Potential yield: up to 480 dwellings

Current site designation

- 3.52. The site is currently designated as outside the limits to development.

Site description

- 3.53. The site comprises agricultural land and playing fields with some built development. The northern boundary of the site is the B1264. At the northeastern corner of the site is the roundabout at the junction of the B1264, A67 and A1044. Yarm Rail Station and the main line dissect the site with Yarm Railway Bridge crossing the B1264. The eastern boundary of the site is the A67.

Adjacent uses

- 3.54. Beyond the B1264 to the north is the built up area of South Yarm including residential uses, Brittain's Garage, and Conyers School. To the immediate east is residential development and HMP Kirklevington Grange beyond which is open land. To the south are Saltergill Woods (a designated local wildlife site), Hall Wood, Pitt Wood, Judges Country House Hotel and dwellings on Kirklevington Hall Drive. To the west is a cluster of farm buildings and agricultural land.

Sustainability

- 3.55. This development site can support a housing development of strategic importance and is located adjacent to a number of local services and facilities, including Yarm Railway Station, which is located in the centre of the site and provides excellent public transport links. Conyers Secondary School is directly opposite the

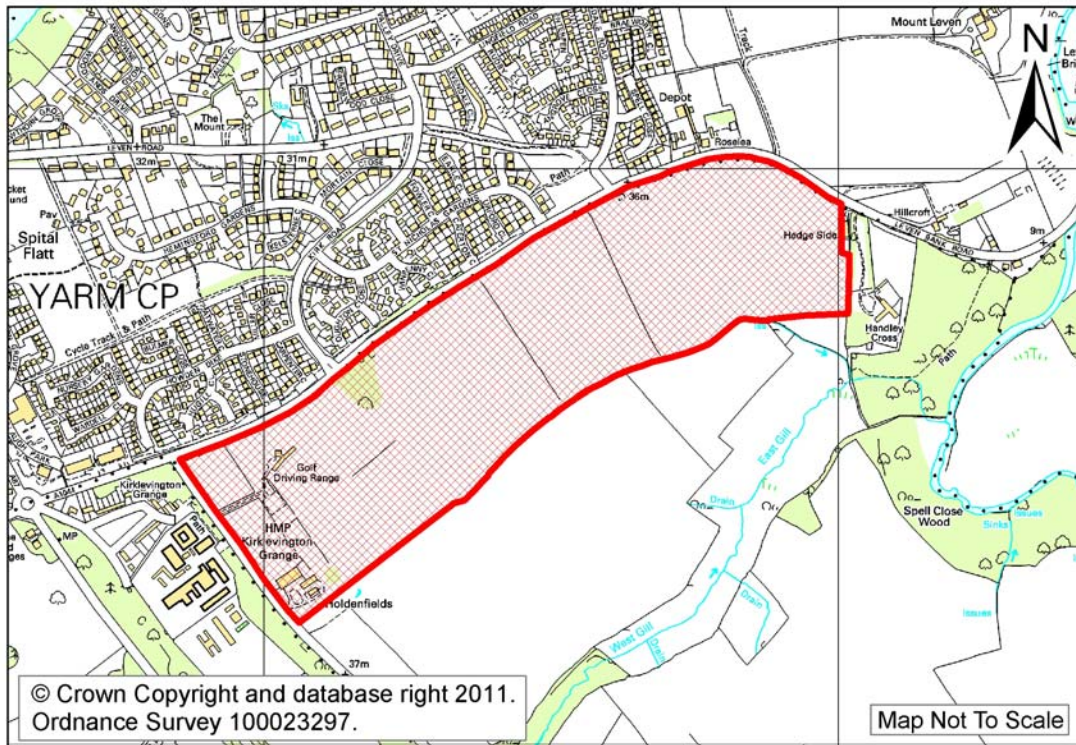
development site and is accessed from the same road and there are two primary schools within 1km of the site. So, the links to education and sporting facilities are also very good. There is also a designated retail centre within 500m of the site and health care facilities within 2km. It is mainly for these reasons that the South West Yarm site performs highly against the Sustainability Objectives.

- 3.56. It is also located within an area identified as having high landscape capacity for development. Some mitigation may be required to overcome the noise and physical separation caused by the railway line, but the negative impacts of the line have not been identified as highly significant.

If you have a view about whether this site should be allocated for new housing, please complete and return the Core Strategy Review Issues and Options Questionnaire or send your comments to one of the addresses listed in the How to Comment section at the front of this document.

South East Yarm

Figure 16: Map of South East Yarm



Site size: 35 ha

Potential yield: up to 780 dwellings

Current site designation

- 3.57. The site is currently designated as outside the limits to development.

Site description

- 3.58. The northern boundary of the site is the A1044. The western boundary is Castlelevington Lane. The site comprises fields and is fairly level in the east but to the west the land rises towards Castlelevington Lane. The southern boundary of the site is generally field boundaries. Boundaries within the site are a mix of fencing and hedges punctuated with maturing trees. In the east the site falls northwards towards Green Lane and Leven Bank Road. Telegraph lines cross the site. The site holds the Yarm Driving Range and Golf Academy, and Holdenfields.

Adjacent uses

- 3.59. Beyond the A1044 to the north is the built up area of South Yarm including established residential areas, a lorry depot and open space. South of the site is East and West Gill (a beck) beyond which is the Leven Valley Woods Complex (a designated local wildlife site). Beyond Castlelevington Lane to the immediate west are HMP Prison Kirklevington Grange and residential properties at Kirklevington Grange, beyond that is open land.

Sustainability

- 3.60. In similarity with the West and South West Yarm sites, the South East Yarm site is adjacent to existing residential areas that are supported by a number of local

services and facilities, including a designated retail centre. This site is further away from the Core Bus Route and Yarm Railway Station than the other two sites, therefore its sustainability is slightly lower. Nevertheless, it is still considered to be a largely sustainable location. This can be improved further, however, through the provision of improved pedestrian links over the A1044, which currently separates the site from the existing residential areas.

- 3.61. No significant conflicts with the Sustainability Objectives have been identified for this site. Although, as with some other sites, consideration will need to be given to the impact of the development upon the road network.

If you have a view about whether this site should be allocated for new housing, please complete and return the Core Strategy Review Issues and Options Questionnaire or send your comments to one of the addresses listed in the How to Comment section at the front of this document.

Issue 4: The conurbation

- 3.62. Not all strategic housing sites are potential urban extensions. For example, the Land at Ingleby Barwick and Land South of Preston Farm Industrial Estate are also strategic potential housing sites because of their scale. However, they would not be urban extensions. This is because Green Wedge (the current designation of the land) is a designation within the conurbation. There is also land that is currently designated for employment, such as the Land at Durham Lane industrial estate and Urray Nook sites that are potential strategic housing sites. The potential strategic housing sites that are in the conurbation are listed at Figure 17.

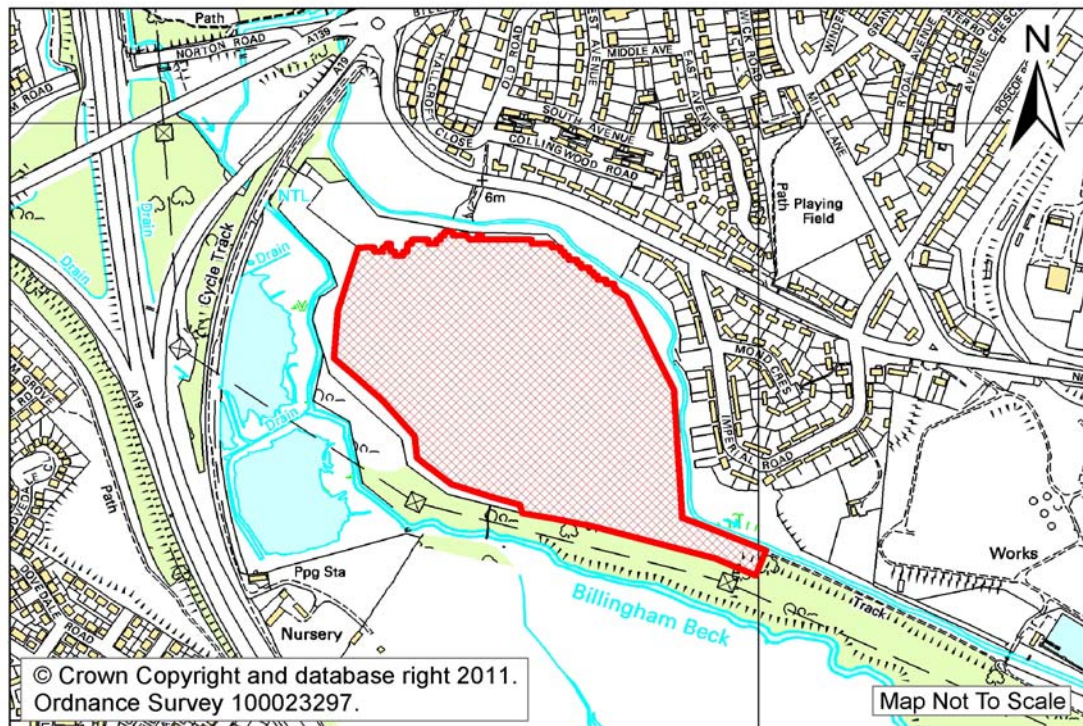
Figure 17: Potential sites located within the conurbation

Site Address	Area (ha)	Indicative Potential Yield (up to)
Billingham Bottoms	12.00	260
Land south of Preston Farm Industrial Estate	51.00	1140
Durham Lane Industrial Estate	28.00	630
Land at Urray Nook - site 1	25.00	570
Land at Urray Nook - site 2	15.00	340
Land at Ingleby Barwick	68.00	1530

- 3.63. This group of sites are located within the existing conurbation and, therefore, it could be reasonable to assume that they would provide some of the most sustainable options for development. However, as with the urban extension sites, the locations of some of these sites may be more sustainable than others and it is important to assess each individual site within this grouping.

Billingham Bottoms

Figure 18: Map of Billingham Bottoms



Site size: 12 hectares

Potential yield: up to 260 dwellings

Current site designation

3.64. The site is currently designated as green wedge.

Site description

3.65. A corridor running along Billingham Beck forms the southern boundary of the site and a corridor running along a tributary of the Beck forms the northern and north eastern boundaries. The site is currently the subject of a screening opinion request for remediative ground works.

Adjacent uses

3.66. There is an established residential area to the immediate north and north east of the site with a major industrial area further east. To the northwest of the site is Fleet Road, behind which is the A139. To the rear of the A139 is Billingham Beck Country Park. To the immediate south west of the site is Fleet Ponds. To the south and south east of the site is Norton Bottoms. This area could potentially be environmentally remediated for soft-end use such as green infrastructure.

Sustainability

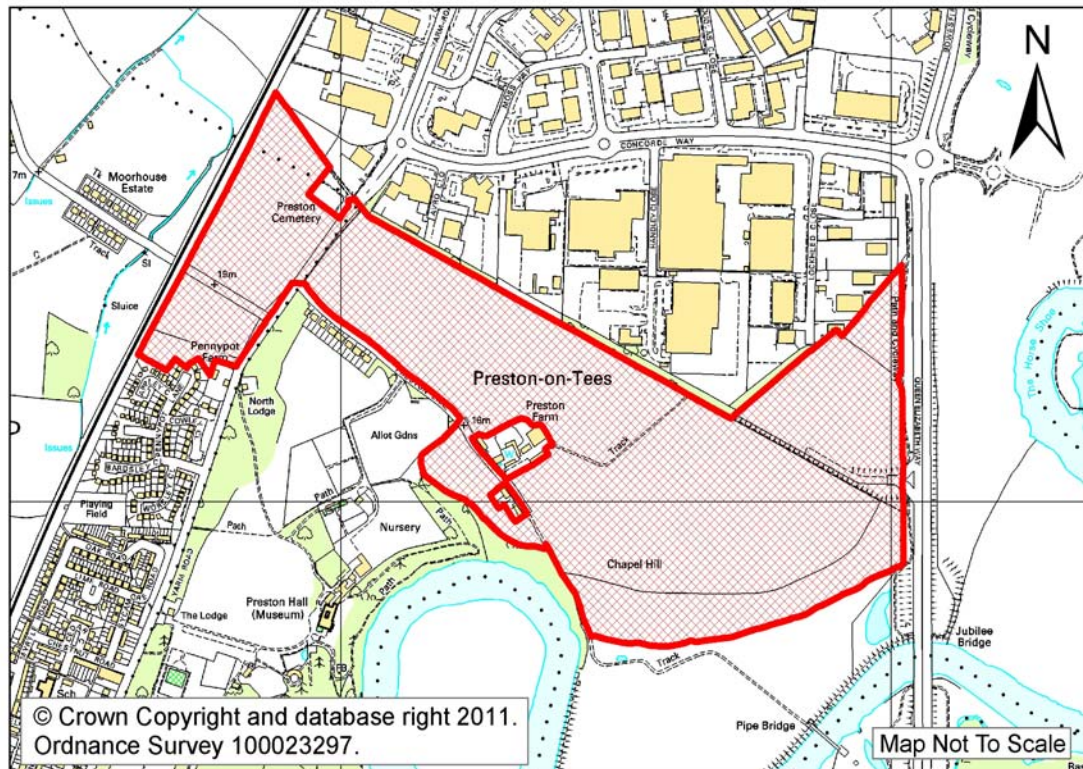
3.67. The development site is capable of delivering a strategic level housing development, with benefits for the local economy. It is also located in close proximity to a Core Bus Route and within walking distance of existing local services and facilities. The Sustainability Appraisal has, therefore, considered that there are a number of significantly positive relationships between the site and the Sustainability Objectives.

- 3.68. However, the identified site is located within the green wedge and is identified as being in an area of low landscape capacity for development. There are watercourses to either side of the site, which is also adjacent to two lakes of biodiversity value. A strategic scale housing development has significant potential to impact negatively upon the landscape and biodiversity of surrounding areas and it is considered that there is significant potential for the development of the site to be in conflict with the Sustainability Objective relating to safeguarding and enhancing the Borough's environmental infrastructure.

If you have a view about whether this site should be allocated for new housing, please complete and return the Core Strategy Review Issues and Options Questionnaire or send your comments to one of the addresses listed in the How to Comment section at the front of this document.

Land to the south of Preston Farm Industrial Estate

Figure19: Map of Land to the south of Preston Farm Industrial Estate



Site size: 51 hectares

Potential yield: up to 1140 dwellings

Current site designation

3.69. The site is currently designated as green wedge.

Site description

3.70. The site spans the area to the south of Preston Farm between the railway line and Queen Elizabeth Way. Development of the whole site would link Stockton with Eaglescliffe. The area is currently sown for crops, although the site looks more industrial than rural from the east. There is a collection of farm buildings (largely converted) within the southern part of the site.

Adjacent uses

3.71. Preston Farm Industrial Estate forms the northern boundary of the estate. The railway line forms the western boundary. Beyond the railway line the land is open and predominantly agricultural. Queen Elizabeth Way runs to the east of the site. Beyond Queen Elizabeth Way is an area designated as a local wildlife site. The River Tees runs to the south of the site.

Sustainability

3.72. The area identified as Land South of Preston Industrial Estate has the potential to support a housing development of strategic importance and with benefits to the Borough's economy. It has links to public transport, with a Core Bus Route adjacent to the site, and is within 1km of the Strategic Road Network. It is also in

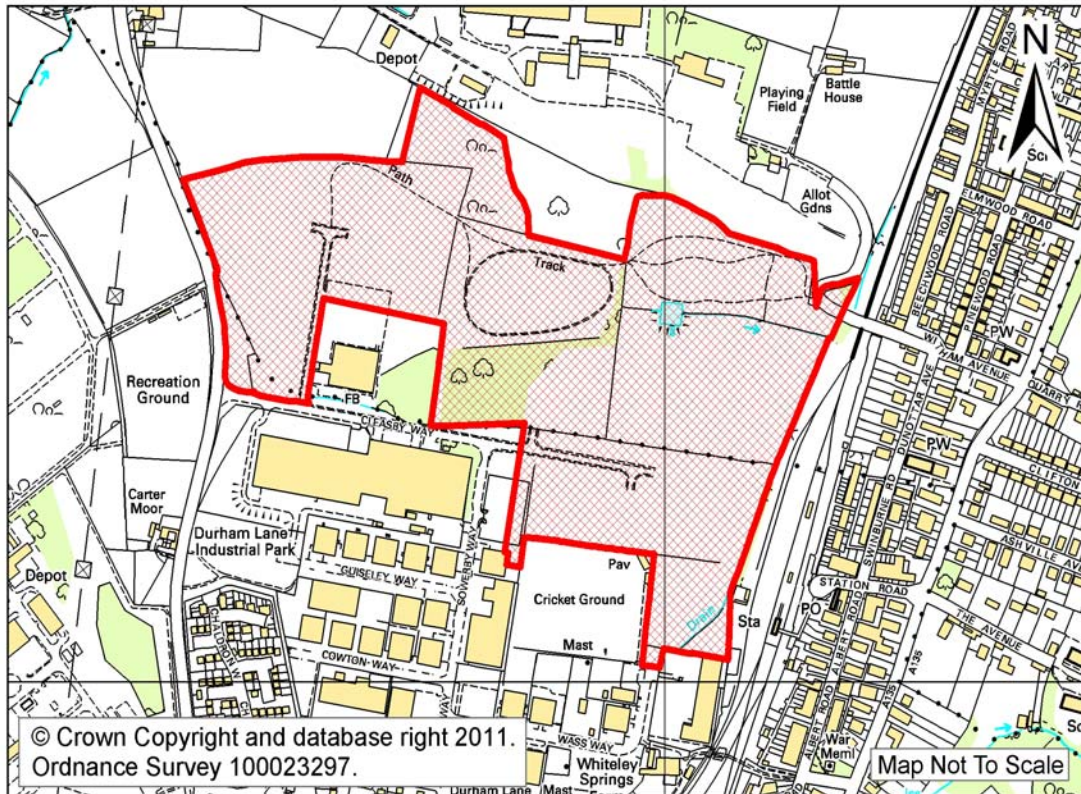
close proximity to Preston Park, with good recreation opportunities. These points mean that development of the site for housing has the potential to be compatible with a number of Sustainability Objectives, especially strengthening the economy.

- 3.73. However, the site is over 1km away at its closest point from the nearest designated retail centre (Station Road, Eaglescliffe) and the eastern side will be a further distance away. There are no health facilities within 2km. The proximity of the site to Preston Farm Industrial Estate creates some conflict. With the adjacent uses having the potential to create noise and disturbance for neighbouring residents and making access to existing development to the north of the site unattractive for pedestrians. Currently, part of the site is within the catchment area of Bowesfield Primary School, which is outside of reasonable walking distance and is to the north of the A66 and Preston Farm Industrial Estate, proving unattractive for pedestrian access. In addition, development may be located on the site of Preston medieval village and the importance of any archaeological assets will need to be investigated.
- 3.74. Should development be proposed at the site, it will be necessary to improve pedestrian links to services and facilities and to mitigate against the impacts of the adjacent industrial estate, in order to improve the sustainability of the site.

If you have a view about whether this site should be allocated for new housing, please complete and return the Core Strategy Review Issues and Options Questionnaire or send your comments to one of the addresses listed in the How to Comment section at the front of this document.

Land at Durham Lane Industrial Estate

Figure 20: Map of Land at Durham Lane Industrial Estate



Site size: 28 hectares

Potential yield: up to 630 dwellings

Current designation

- 3.75. The site is currently designated in the adopted Core Strategy as one of the main locations for employment land. The Council's Employment Land Review recommends that the site be retained for employment use.

Site description

- 3.76. The site is part of Durham Lane industrial estate but is currently vacant wasteland. It is largely flat with some man made mounds. There are a number of hedges and trees on the site and there is a watercourse leading to a body of water.

Adjacent uses

- 3.77. North and south of the site are industrial units and this includes a major manufacturing facility for Tetleys (to the south), which is about to expand. On the north western boundary of the site is an area into which Nifco intend to locate a manufacturing activity.

Sustainability

- 3.78. The potential yield indicates that the site would provide a housing development of strategic importance. However, the benefits for the economy may be negated by the loss of land allocated for employment uses.

- 3.79. The site is located within 1km of Allens West train station, with links to Stockton and Middlesbrough. The nearest designated retail centre is Durham Lane, which is located between 1 and 2km away from the nearest point of the site and will be further from the eastern side. The site is located a similar distance away from Durham Lane and Junction Farm primary schools and Egglecliffe Comprehensive School is located approximately 2km away, which gives the site reasonably good access to education facilities. The site is also located within easy walking distance of a number of park or recreation facilities. However, it is not on a Core Bus Route and it is considered that its location adjacent to Durham Lane Industrial Estate may act as a deterrent to pedestrians. The site is divided from other existing residential developments by a railway line to the east and the Industrial Estate to the south and it is considered that this location impacts upon the sustainability of the site.
- 3.80. As well as the industrial estate to the south, the development area is also adjacent to the site a recently approved manufacturing development and other existing industrial development to the north. It is considered that these adjacent uses may cause noise and disturbance to any adjacent residents as well causing a separation from existing residential areas.
- 3.81. It is considered that the above issues have limited the sustainability of the site and would need to be mitigated against, should housing development be considered.

If you have a view about whether this site should be allocated for new housing, please complete and return the Core Strategy Review Issues and Options Questionnaire or send your comments to one of the addresses listed in the How to Comment section at the front of this document.

Land at Urlay Nook – Sites 1 and 2

Figure 21: Map of Land at Urlay Nook – Site 1

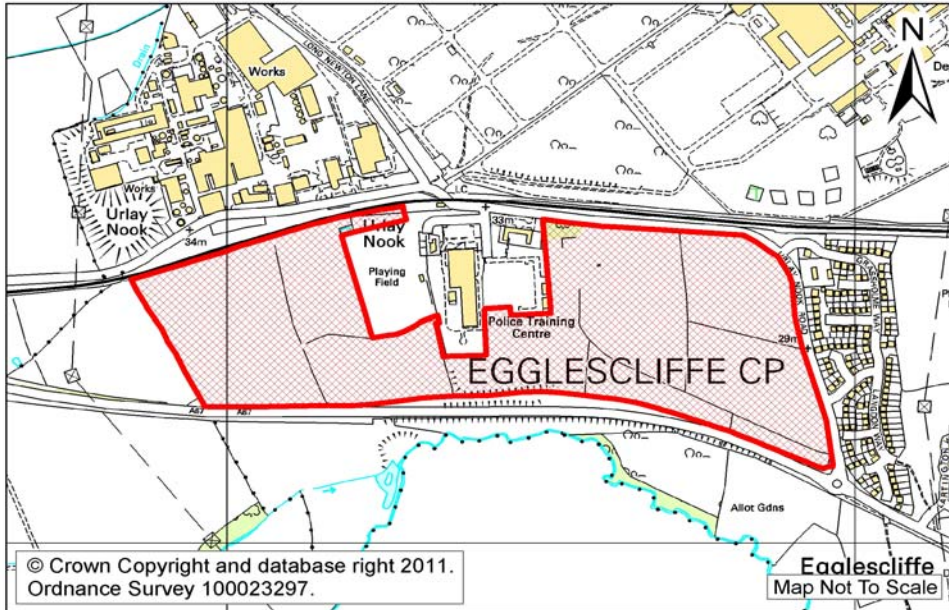


Figure 22: Map of Land at Urlay Nook East – Site 2

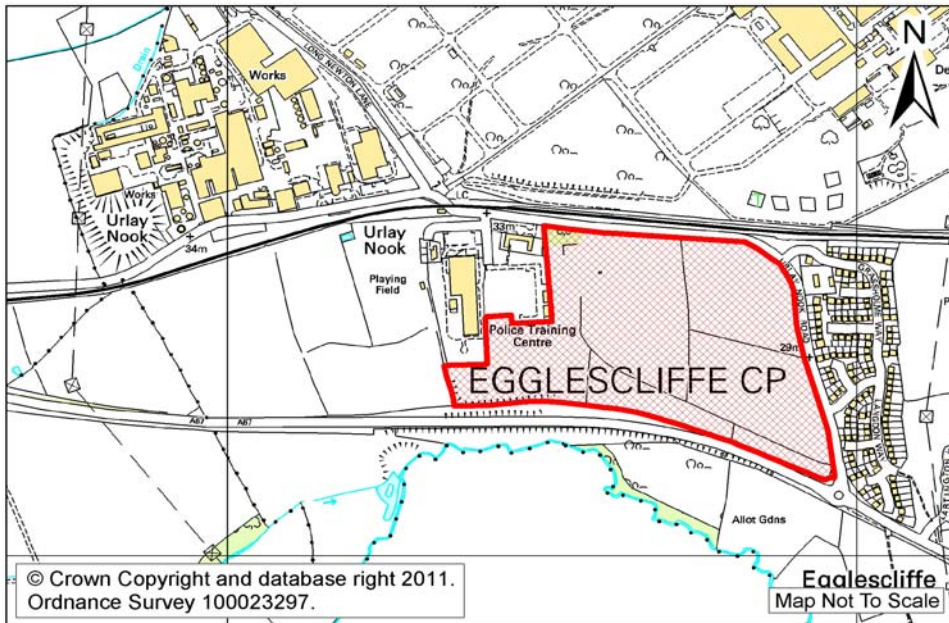


Figure 23: Site Size and Potential Yield for Land at Urlay Nook

	Land at Urlay Nook - site 1	Land at Urlay Nook East- site 2
Site size	25 hectare	15 hectare
Potential dwelling yield	up to 570 dwellings	up to 340 dwellings

Current designation

- 3.82. Parts of the sites are currently designated in the adopted Core Strategy as one of the main locations for employment land. The Council's Employment Land Review recognised that the allocated employment land, which makes up part of the site, was immediately available and recommended that the site be retained in the employment land portfolio.

Site description

- 3.83. Site 1 overlaps Site 2. This area has been presented as two sites because the western part of Site 1 is currently within a Health and Safety Executive Consultation Zone. However, there is a possibility that this will be removed following the decommissioning of the Elementis Chromium plant.
- 3.84. Both sites are bounded to the south by the A67. Urlay Nook Road is the northern boundary of both sites and also the eastern boundary of site 2. The Saltburn-Darlington railway line also forms part of the boundary to the north for both sites.

Adjacent uses

- 3.85. To the north is Community Forest and agriculture. The site of the former Elementis Chromium plant (now closed and being dismantled) is close to the northwestern boundary of site 1 beyond which is agriculture. Agricultural land is west and south of the site. There is housing to the east of both sites and northeast is the Allens West site which has planning permission for a mixed use development including 500 dwellings.

Sustainability

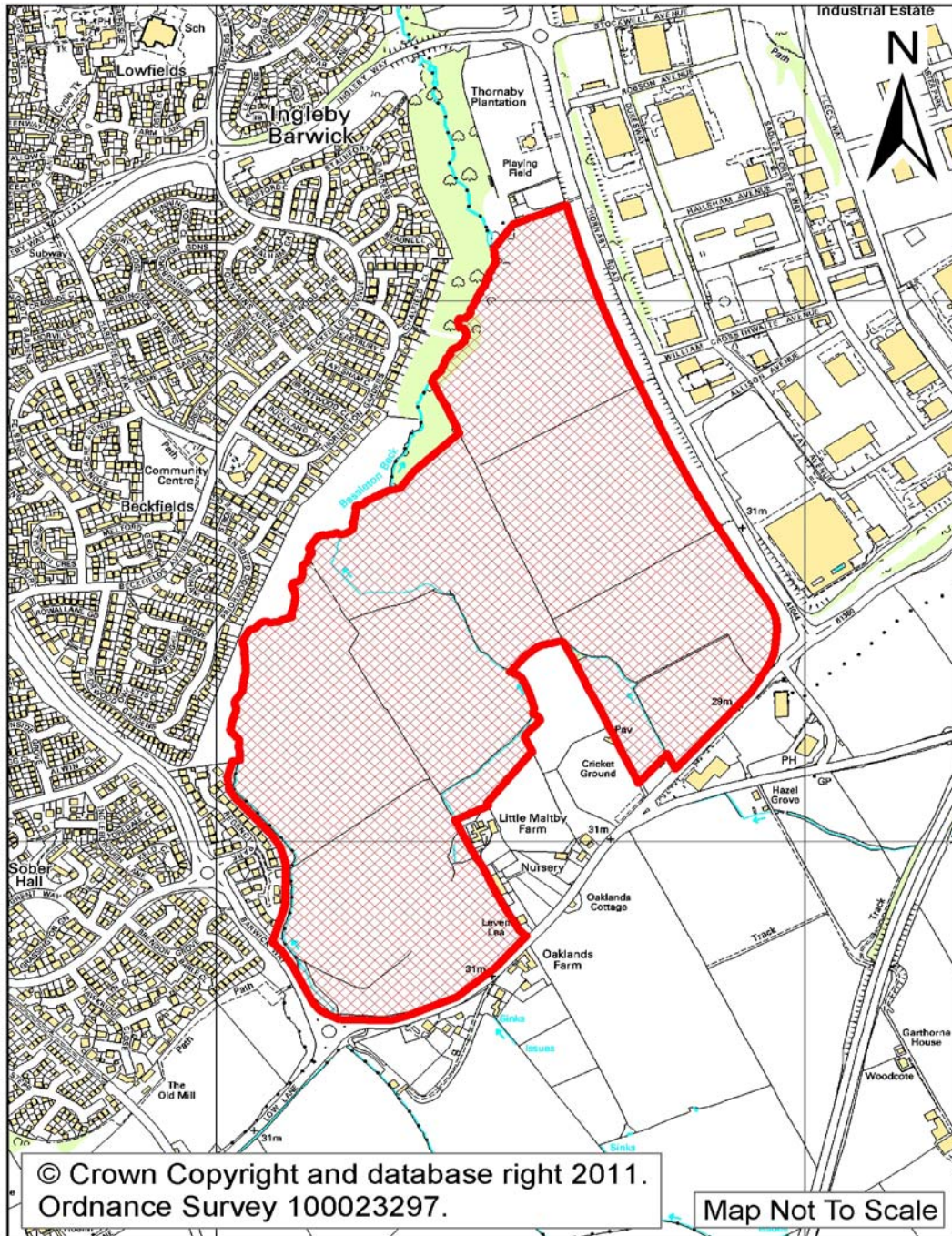
- 3.86. As both of these sites are in the same location and differ only in terms of the area of land identified for development, there are similarities between the Sustainability Appraisals. The main possibility of conflict for both sites occurs due to the potential for loss of land allocated for employment uses and with permission for industrial development. This is due largely to the loss of potential employment and training opportunities for residents within the Borough. The proximity of the sites to existing employment uses also has the potential to lead to noise and disturbance for future residents.
- 3.87. It has been identified that the sites have good access to a number of local facilities and services as the area is on the edge of an existing residential development. The sites are within 500m of existing parks or recreation facilities and within 1km of the Durham Lane designated retail centre. In addition a Tesco supermarket lies within 1km of the eastern edge of the site and is within 2km of the furthest extent of the site. Egglecliffe Comprehensive School and Durham Lane Primary School are also within walking distance of the site. It is considered, however, that the sustainability of site 2 is slightly higher as the extra size of site 1 means that many residents will be further away from the existing local facilities than those on the smaller site.

- 3.88. Overall, it is considered that both sites are located in a largely sustainable location but, should the sites be proposed for future housing development, mitigation will be needed to overcome the potential issues caused by their proximity to employment uses.
- 3.89. The Urray Nook sites are not located on a core bus route and the nearest bus stops are currently located on the A67. While these are within easy walking distance of the south eastern areas of the site, they are over 1km from the western area, which may limit the attractiveness of public transport for future residents.

If you have a view about whether this site should be allocated for new housing, please complete and return the Core Strategy Review Issues and Options Questionnaire or send your comments to one of the addresses listed in the How to Comment section at the front of this document.

Land at Ingleby Barwick

Figure 24: Map of Land at Ingleby Barwick



Site size: 68 hectares

Potential yield: up to 1530 dwellings

Current site designation

3.90. The site is currently designated as green wedge.

Site description

- 3.91. Low Lane forms part of the southern boundary of the site. Bassleton Beck forms the north western boundary of the site. The site is agricultural land, split into a number of fields. There are farm related buildings (and other miscellaneous buildings) along the Low Lane edge of the site.

Adjacent uses

- 3.92. The existing Ingleby Barwick development is west and north of the site. Teesside Industrial Estate is east of the site. On the northern side of Low Lane but separate from the site a cluster of farm buildings, a nursery and a cricket ground. South of the site is agricultural land.

Sustainability

- 3.93. The potential yield indicates that the site would provide a housing development of strategic importance that will create benefits for the local economy and give a significantly positive relationship with the Sustainability Objective for strengthening the Borough's economy. The site also benefits from having good access to sports and recreation facilities and being adjacent to a primary school.
- 3.94. However, the sustainability of the site suffers from not being located on a Core Bus Route. The nearest retail centres, at Myton Way and Beckfields, and GPs surgery, at Myton Way, are located over 1km away from the nearest point of the site and the distance from within the potential development would be further. These factors have given a potentially negative relationship with three Sustainability Objectives, including adapting to and mitigating against climate change.
- 3.95. The site is located within 500m of Ingleby Mill Primary School and the associated recreational areas. However, many of the secondary school pupils within Ingleby Barwick currently take buses outside of the settlement. Should the site be proposed for future housing development, mitigation will be required to improve access to local facilities and services and public transport links. These improvements will be required to increase the sustainability of the site.

If you have a view about whether this site should be allocated for new housing, please complete and return the Core Strategy Review Issues and Options Questionnaire or send your comments to one of the addresses listed in the How to Comment section at the front of this document.

Issue 5: The villages

- 3.96. The adopted Core Strategy states that there will be no site allocations in the rural parts of the Borough. However, The Localism Bill means that village communities can promote a limited amount of additional development if they wish. In this section of this consultation document whether or not village extensions should be considered is discussed and if so what scale they should be. Also discussed is the current approach to 'infill' development in the villages (development that is within village development limits and small scale (less than 10 dwellings)) and whether or not this should be amended. To help provide some of the background for this discussion the role and findings of the Villages Study are outlined.
- 3.97. In October 2008, the Council published a document called Planning the Future of Rural Villages in Stockton-on-Tees. The document contains an audit of village services and facilities. This was used to establish a hierarchy of sustainability in the villages (see Figure 25). Some of the information in the document will not be up-to-date (particularly in relation to bus services) but it is the most up-to-date study of its kind carried out for the rural part of the borough. The broad conclusions of the study were:
- There is no secondary education provision in rural areas.
 - Four villages have primary school provision (Stillington, Wolviston, Kirklevington and Long Newton).
 - Of those with a primary school, two have a post office (Stillington and Wolviston) and have a small range of shops (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.

Figure 25: Village Sustainability Rankings

	Village
Tier 1	Stillington
Tier 2	Long Newton
	Carlton
	Maltby
	Kirklevington
	Wolviston
Tier 3	Redmarshall
	Hilton
	Elton
	Thorpe Thewles
Tier 4	Wynyard
	Whitton
	Cowpen Bewley
	Aislaby

- 3.98. Village extensions are typically much smaller than urban extensions but they can still be significant in relation to the villages concerned. It is often contended by supporters of village extensions that increasing the size of village communities can help support and sustain existing village services. It is also sometimes argued that a village that does not have adequate existing services will attract these by increasing the number of residents. The principal disadvantage is that, as a general rule, villages have less services and facilities than locations in the main conurbation.
- 3.99. If it were decided that the strategy should include village extensions then the advantage of focusing on Tier 1 and 2 locations only, would be that these are the most sustainable locations in terms of existing services and facilities. However, it also sometimes contended that increasing the number of residents in villages with fewer services and facilities can assist in attracting more services and facilities to these villages.
- 3.100. Infill development is currently allowed within the more sustainable villages (tier 1 and tier 2 villages) but not in tier 3 and tier 4 villages.

Q4: Do you think village extensions of an appropriate scale and character should be considered to accommodate some additional development in:

- All Villages
- Only the most sustainable villages
- No village extensions

Q5: At present, development inside the village boundaries is only allowed within the most sustainable villages. Should development inside the village boundaries be allowed in all villages?

- 3.101. To help you answer question 4, Figure 26 shows indicative dwelling numbers if the villages expanded by approximately 5, 10 or 15%. These numbers are purely indicative and are intended to illustrate the implications in terms of the number of new households if a village expanded by one of these percentages.

Figure 26: Indicative dwelling numbers if villages expanded

	Village	No of Dwellings	No of additional dwellings if village expanded by 5%	No of additional dwellings if village expanded by 10%	No of additional dwellings if village expanded by 15%
Tier 1	Stillington	405	20	40	60
Tier 2	Long Newton	305	15	30	45
	Carlton	235	12	23	35
	Maltby	115	6	11	17
	Kirklevington	405	20	40	60
	Wolviston	380	19	38	57
Tier 3	Redmarshall	120	6	12	18
	Hilton	160	8	16	24

	Village	No of Dwellings	No of additional dwellings if village expanded by 5%	No of additional dwellings if village expanded by 10%	No of additional dwellings if village expanded by 15%
	Elton	53	3	5	8
	Thorpe Thewles	150	7	15	22
Tier 4	Wynyard	750	37	75	112
	Whitton	35	2	3	5
	Cowpen Bewley	40	2	4	6
	Aislaby	35	2	3	5

Issue 6: Wynyard

3.102. The Council considers that the Core Strategy review should take a comprehensive look at the potential for future development in the Wynyard area, in particular Wynyard Park where a significant amount of land is permitted for employment development. This part of the document looks specifically at the issues that have been identified in the Wynyard area and seeks comments on which options the Council should pursue.

Issue 6a – Wynyard as a Key Employment Location

3.103. The Council's adopted Core Strategy maintains Wynyard Park's Regional Spatial Strategy (RSS) designation as a Key Employment Location. This term was applied to large employment sites that provide unique opportunities within specific growth sectors of the regional economy. Wynyard Park was identified as being specifically linked to the prestige electronics and high-technology sectors.

3.104. However, Wynyard Park has valid planning permissions which were permitted before the RSS was adopted. These consents allow major speculative office development in the area, which are not restricted to any particular growth sector. In addition a large amount of logistics development has also been permitted on the site as part of these permissions. The RSS acknowledged that its recommended approach could only be achieved by restructuring these planning consents.

3.105. A recent study by the Highways Agency identified that before this permitted development is fully built, the highway network will be saturated with traffic. The majority of the congestion envisaged is mostly attributed to the high number of trips that office developments generate at peak times. This study concluded that promoting a mix of uses at Wynyard Park that spreads journeys out at peak periods or reduces the number of trips during the morning peak period might allow more of Wynyard Park to be developed.

3.106. Several ways of altering the mix of uses at Wynyard Park have been identified in recent years. During the examination of the adopted Core Strategy it was suggested that the Council should consider permitting housing at Wynyard Park as part of a mixed-use development.

3.107. The Regional Spatial Strategy approach reinforced the area as an employment location, whilst attempting to reduce the level of office floorspace permitted at the

site. This approach suggested future opportunities should be limited to a number of large-scale developments for high-quality modern industry. Given the location of the site adjacent to the A19 and its close proximity to the A1 and Teesport, it has also been suggested that the site is also an attractive location for the logistics sector.

3.108. The Council is seeking comments on which broad strategy would be the best to pursue.

Q6: Do you think that the future employment strategy for the Key Employment Location at Wynyard should:

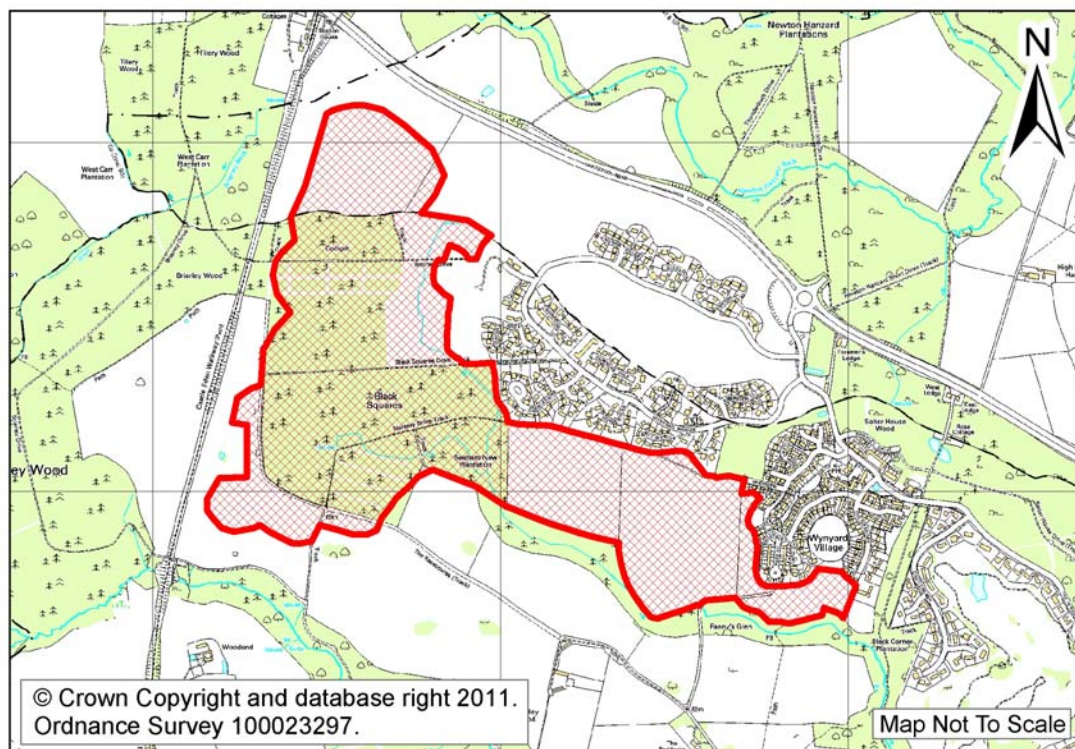
- a. continue to provide a significant amount of office development opportunities in line with the current planning permissions?
- b. consider alternative employment uses, that will reduce the impact of the development on the strategic road network. For example logistics and manufacturing?
- c. Allow a mixed-use development, where employment development remains the dominant use but an element of housing could be provided?
- d. Allow a mixed-use development where housing is a significant part of the development mix?
- e. Follow another strategy (please explain your response)?

Issue 6b – Wynyard as a housing location

- 3.109. Wynyard village is an attractive executive housing location. The area is currently identified as a village where very few commercial and community facilities exist. This lack of services, in combination with the area's low housing density and separation from major settlements, means that residents are heavily dependent on the private car to access basic services.
- 3.110. There are aspirations to improve the sustainability of Wynyard as both a residential and employment location. Proposals seek to expand the settlement in order to improve the viability of services for residents. But they could result in a significant increase in the number of residential properties at Wynyard Village. The Council has identified that when considered individually these proposals would be unsustainable and would increase congestion on the highway network. However, a comprehensive master plan may deliver development that improves the sustainability of Wynyard Village.
- 3.111. From a strategic planning standpoint, additional housing at Wynyard could assist in addressing the housing requirement set out above in the reasons for reviewing the housing element of the adopted Core Strategy section of this consultation paper. It should be noted that any policy decision would have to take in to account other strategic planning considerations.
- 3.112. Three potential development areas have been identified these are set out below.

Wynyard Hall Estate

Figure 27: Map of Wynyard Hall Estate



Site size: 92 hectares

Potential Yield: up to 300 dwellings

Current designation

- 3.113. The site is currently designated as outside the limits to development.

Site description

- 3.114. This site is made up of two areas, a flat open agricultural field bounded by hedgerows to the south of Wynyard Village. The second area is a mature tree plantation to the west of the village. Part of the site is designated as Parkland of Special Historic Importance. The yield identified for this site is based on a representation submitted by the owner of this site. This suggests that additional housing development will make additional community facilities in the area more viable.

Adjacent uses

- 3.115. The site is located in open countryside with the Castle Eden Walkway running to the west of the site. Residential properties in Wynyard Village are situated to the north and west of the site.

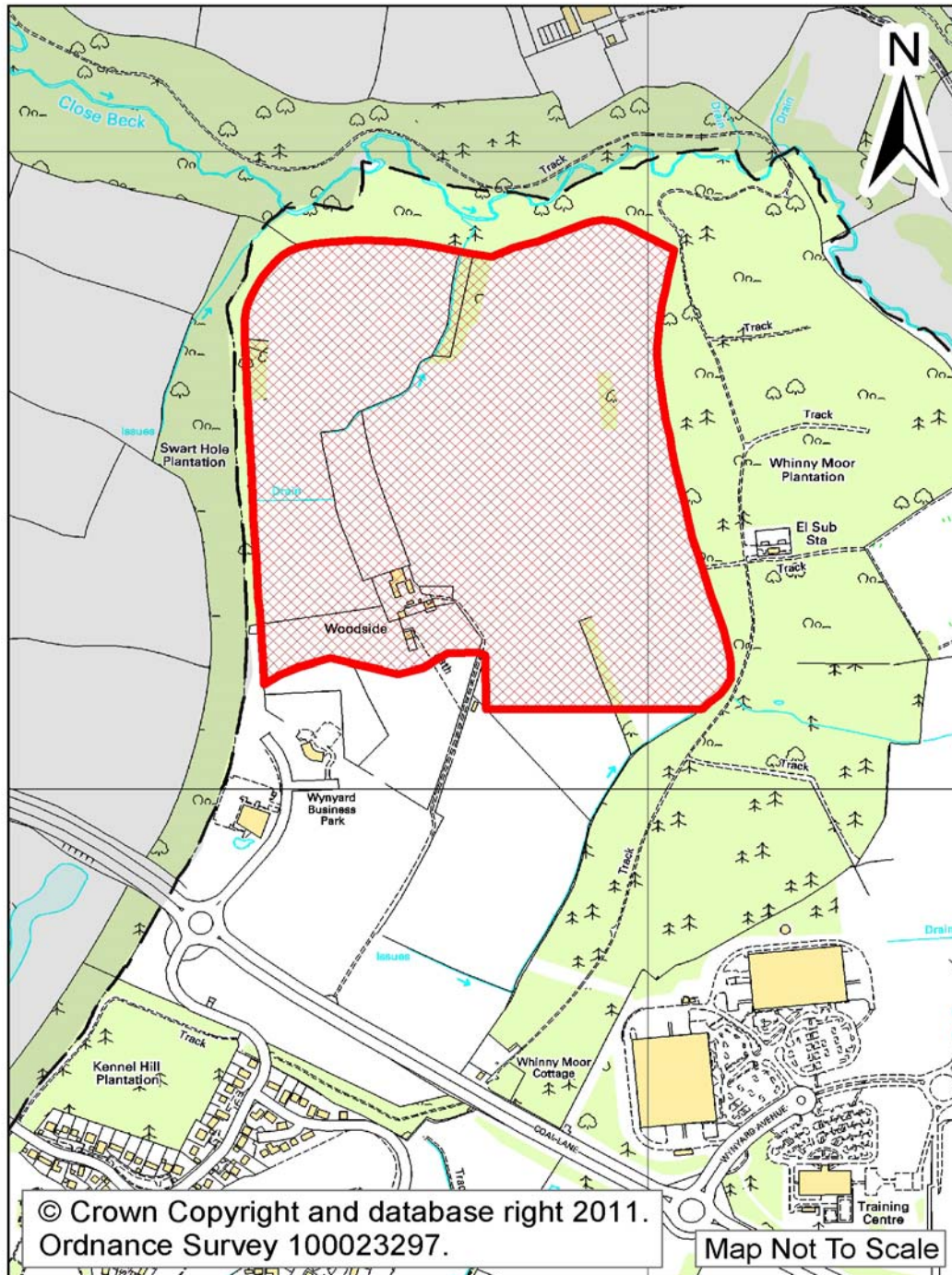
Sustainability

- 3.116. The indicative yield for the site indicates that there is potential to provide a housing development of strategic importance which may have significant benefits for the economy of the Borough. This has been identified as the only significantly positive impact arising from the development of this area as it currently stands.

- 3.117. The Sustainability Appraisal largely finds that development on this site will be unsustainable. Wynyard Village is rated as a Tier 4 settlement village within the Villages Study as it has poor local facilities and no access to public transport. In addition, strategic scale development at Wynyard has the potential to significantly increase pressure on the Strategic Road Network.
- 3.118. This site is also a greenfield site with significant mature tree cover and a development of low density housing will be a poor use of this environmental resource. There is also potential to undermine the setting of an area of Special Historic Importance.
- 3.119. It is considered that, without significant mitigation, this expansion of Wynyard Village for housing would be unsustainable. Required mitigation will need to include measures that address the lack of local facilities, provide links to public transport and improve the road network.

Wynyard Park

Figure 28: Map of Wynyard Park



Site size: 45 hectares

Potential Yield: up to 1000 dwellings

Current designation

- 3.120. The site is currently designated as a Key Employment Location. The Council's Employment Land Review recognised the site as an area that is important to the image of Stockton on Tees Borough and the sub-regional economy. The site is recommended for retention in the document.

Site description

- 3.121. This area is a relatively flat greenfield site, which is allocated for employment land uses and is a part of Wynyard Park Key Employment Location. Planning permission exists on the land for five-large warehouses totalling 117,000 square metres of floorspace. The yield identified for this site is based on a housing density of 30 dwellings per hectare.

Adjacent uses

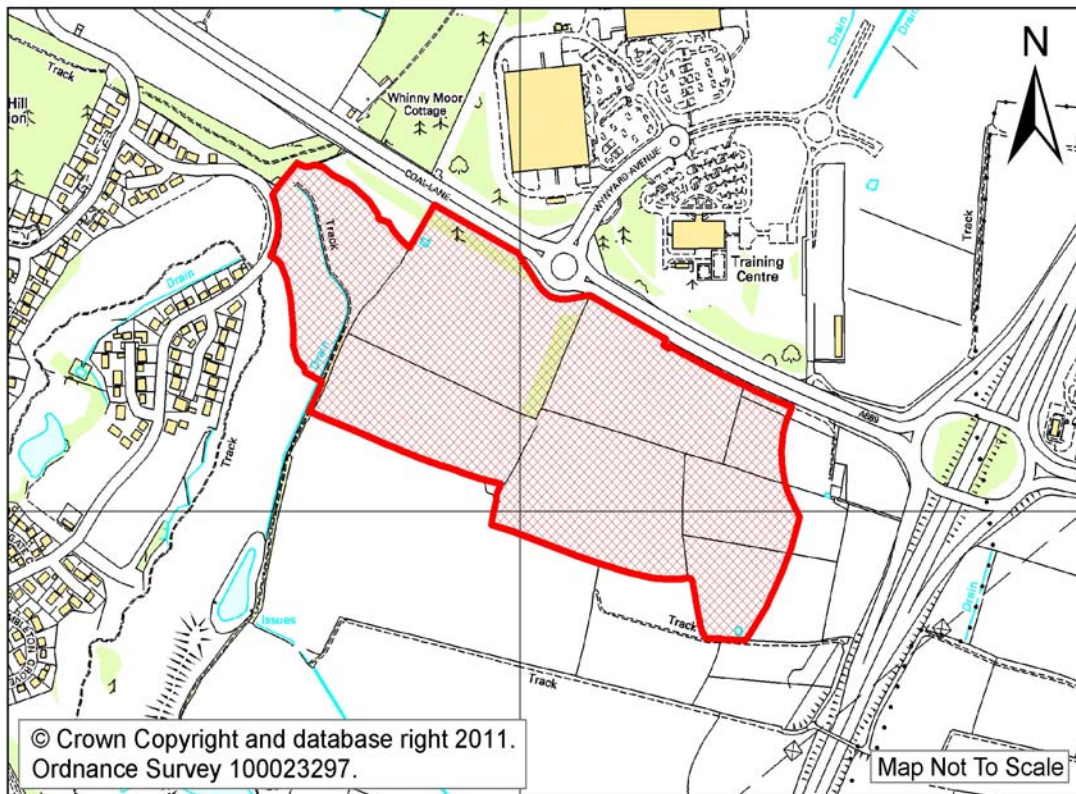
- 3.122. Dense tree plantations bound the site on three sides. Land to the north of the site is open countryside. To the east of the site, part of Wynyard Park is allocated for employment uses and a large amount of development has been completed. West of the site and also part of Wynyard Park is land within the Hartlepool administrative area, which is also allocated for employment. At the time of writing no development has commenced on the western part of Wynyard Park.

Sustainability

- 3.123. While new housing development of a strategic scale would normally be considered to be significant importance for the economy, at the Wynyard Park site the benefits from new housing must be balanced against the potential loss of employment development. There is currently potential for the relationship with the economic sustainability objectives to be either positive or negative.
- 3.124. The Wynyard Park site is located adjacent to the village of Wynyard and, like Wynyard Park, also suffers from a lack of access to facilities and services and public transport. Largely as a result of its poor accessibility, Wynyard Park is considered to be an unsustainable site for housing development.
- 3.125. Unlike the Wynyard Hall Estate site, it is not considered that development at Wynyard Park has the potential to result in a negative impact upon the Borough's environmental infrastructure. The identified site is greenfield land but has no environmental designation and no significant environmental assets. It is also located in an area that has been identified as having high landscape capacity for development. In addition, the development of the site for housing will include open space provision that has the potential to improve on that required for employment development.
- 3.126. Should the site be proposed for housing development significant mitigation will be required to make the development sustainable. This will need to include the provision of accessible local services and facilities and links to public transport. Consideration will also need to be given to the design of a housing development that is in close proximity to employment uses, in order to minimise noise and disturbance for residents. In addition, any development at Wynyard Park will also need to consider the impacts upon the Strategic Road Network.

Land East of Wynyard Village

Figure 29: Map of Land East of Wynyard Village



Site size: 25 hectares

Potential Yield: up to 280 dwellings

Site description

- 3.127. The site is relatively flat and contains a number of established hedgerow boundaries. The yield identified for this site is based on a housing density of 15 dwellings per hectare.

Adjacent uses

- 3.128. The A19 is situated to the east, whilst the A689 skirts the northern edge of the site. Wynyard Village and Wynyard Golf Club are located to the west. Land to the south of the site is generally rural in nature.

Sustainability

- 3.129. The development of this site has the potential to create a strategic level housing development on a site that is not currently allocated for any other uses. This development, would therefore, have a positive impact upon the Borough's economy.
- 3.130. The development site is located on greenfield land within the Strategic Gap and will result in some impact upon the landscape. However, it has been identified that the area has medium landscape capacity for development, so there is potential for a development on the site to avoid significant negative impacts upon the landscape.

- 3.131. The Land East of Wynyard Village is, like the previous two potential Wynyard sites, considered to be unsustainable due to the poor access to local facilities and services and to public transport. Mitigation, including the provision of public transport links and local facilities, will be required in order for development at this site to be considered as sustainable.

Q7: If housing were to be permitted in the broad Wynyard area, where should it be located?

- a. **Wynyard Hall Estate**
- b. **Wynyard Park**
- c. **Land east of Wynyard Village**
- d. **Other (Please provide a location plan and give your reasons for suggesting this location)**

- 3.132. In order to be sustainable all communities should have a mix of properties to cater for different people's needs. Wynyard Village is currently dominated by large executive dwellings and few properties within the area provide opportunities for first-time buyers or opportunities for older residents. If housing were to be permitted as part of a new master plan there is an opportunity to assess what type of properties should be provided.

Q8: If housing were permitted, what types of properties should be part of the mix?

- a. **Executive housing**
- b. **Mid-range family homes**
- c. **Affordable housing**
- d. **Older-people's housing**

- 3.133. If the area were to be master-planned, the connectivity of Wynyard village would have to be considered, particularly if housing development were permitted at Wynyard Park. This is because the A689 is a dual-carriageway road, which experiences a significant volume of fast moving traffic. It cuts the established residential area from the employment land to the north. If housing were permitted north of the A689, there may be a requirement to link the two areas to make one coherent community.

Q9: If a new master plan is prepared for the area, how could connectivity between the northern area and the southern area be improved?

Issue 7: The Identified Sites

- 3.134. All of the sites identified as reasonable options have been listed in Figure 8 and mapped in the relevant sections.
- 3.135. The authority has sought to build up a good level of knowledge about the identified sites. This is partially through resources such as information about contaminated land and the highways network and much of this information has already been collated through SHLAA work. The site boundaries were decided upon following a combination of desktop work looking at records of constraints and site visits, taking into account factors such as field boundaries. However, the authority welcomes any additional information about any of the identified sites that could be useful to their assessment. This could, for example, be information about the ownership of a site or of a legal constraint to its development. If you would like to contribute new information, please do so using the contact details in the introduction to this document.

If you would like this information in any other format or languages for example large print or audio please contact the 'Diversity Team' on 01642 528830

Arabic

إذا كنت ترغب الحصول على هذه المعلومات بلغات أو بأشكال أخرى على سبيل المثال بالطبعة الكبيرة أو بالشريط المسجل فالرجاء الإتصال 'بدايفرستي تيم' على هاتف رقم 01642 528830 [Diversity Team]

Mandarin

欲要這份資訊的其它語言版或其它版式例如大字體印刷/錄音帶，請致電 01642 528830 接洽 '多元化隊' (Diversity Team)

Farsi

اگر شما این اطلاعات را به زبان یا شکل دیگری مثلا چاپ بزرگ یا بصورت صدا میخواهید لطفا با تیم دایورسیتی (گوناگونی) [Diversity Team] با شما ره 01642 528830 به تماس شوید

French

Si vous souhaitez obtenir ces informations dans d'autres langues ou sous un autre format, par exemple, en gros caractères / version audio, veuillez contacter l'équipe "Diversity" au n° 01642 528830

Kurdish

ئەگەر حەزرت لێ یە ئەم زانیاریە بە دەستت بکەوێت بە زمانەکانی تر یان بە شیوەیەکی تر بۆ نمونە چاپی گەورە/یان بە تیبیی توومارکراو تکایە پەیوەندی بکە بە 'تیمی دایفیرستی' [Diversity Team] لە سەر ژمارەى تەلەفۆن 01642 528830

Punjabi

ਜੇ ਤੁਸੀਂ ਇਹ ਜਾਣਕਾਰੀ ਕਿਸੇ ਹੋਰ ਬਣਤਰ ਜਾਂ ਬੋਲੀ ਵਿੱਚ, ਵੱਡੀ ਛਪਾਈ ਵਿੱਚ ਜਾਂ ਟੇਪ/ਸੀ ਡੀ 'ਤੇ ਚਾਹੁੰਦੇ ਹੋ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ 'Diversity Team' ਨੂੰ 01642 528830 ਨੰਬਰ ਉੱਤੇ ਫ਼ੋਨ ਕਰੋ।

Urdu

اگر آپ ان معلومات کو کسی بھی اور زبان یا انداز، مثلاً بڑے پرنٹ/آڈیو ٹیپ وغیرہ میں حاصل کرنا چاہیں، تو ڈاؤن پورٹی ٹیم (Diversity Team) کو اس نمبر پر فون کیجئے 01642528830

Appendix 1: Links Between the Objectives of the Sustainable Community Strategy, Adopted Core Strategy Objectives and the Core Strategy Review

Sustainable Community Strategy Core Themes	Adopted Core Strategy Themes	Adopted Core Strategy Objectives	Core Strategy Review
Economic Regeneration and Transport	<p>Prosperous communities</p> <p>Accessibility</p>	<ol style="list-style-type: none"> 1. To enable all of Stockton's residents to live in prosperous, cohesive, sustainable communities. 2. To encourage economic development and promote a more entrepreneurial culture within the Borough, as a means of diversifying the economic base, in addition to strengthening existing economic clusters such as the chemical processing industries. 3. To increase employment, with emphasis on maintaining, enhancing and retaining a highly skilled workforce. 4. To deliver healthy and vibrant town centres, enhancing the role of Stockton as the main centre, a market and university town, and improving the environments of Billingham, Thornaby and Yarm. 5. To ensure good accessibility for all to jobs, facilities, goods and services within the Borough and to improve links to other areas of the Tees Valley and beyond. 	<p>The Core Strategy Review (CSR) will support the creation of new communities that are sustainable.</p> <p>One of the drivers for housing need and demand is the need to ensure that the Borough's housing offer is to enhance the economic competitiveness of the Borough (see paragraph 3.14).</p> <p>The creation of new communities in the Borough will support the vibrancy of Stockton town centre.</p> <p>The allocation of sites for housing through the CSR will take into account the need to ensure good accessibility for all to jobs, facilities, goods and services within the Borough as well as connectivity to other areas of the Tees Valley and beyond.</p>
Healthier Communities and adults	A good quality of life for all	<ol style="list-style-type: none"> 6. To provide high quality services and facilities to meet the needs of the Borough's growing and ageing population, with emphasis on improving the health of 	The CSR will be accompanied by an infrastructure strategy to ensure that the allocation of new housing sites is fully cognisant of needs regarding services

Sustainable Community Strategy Core Themes	Adopted Core Strategy Themes	Adopted Core Strategy Objectives	Core Strategy Review
Children and Young People		<p>the Borough's population, in terms of health care, education and training, together with sport, leisure, recreation and cultural pursuits.</p> <p>7. To promote equality, diversity and strengthen community cohesion.</p>	<p>and facilities.</p> <p>The CSR will seek to ensure that new housing allocations are for mixed, sustainable communities, which can thrive and cooperate together to their mutual benefit.</p>
<p>Environment and Housing</p> <p>Safer Communities</p>	Better places to live	<p>8. To protect and enhance the Borough's natural environment and to promote the creation, extension and better management of green infrastructure and biodiversity, taking advantage of the Borough's special qualities and location at the mouth of the River Tees.</p> <p>9. To protect and enhance the built environment and the area's archaeological, industrial and cultural heritage.</p> <p>10. To ensure better use of resources, particularly the re-use of previously developed land.</p> <p>11. To provide a safe, healthy and attractive environment.</p> <p>12. To provide homes to suit all needs and incomes.</p>	<p>The allocation of new housing sites will be fully cognisant of:</p> <ul style="list-style-type: none"> • The need to protect and enhance the Borough's natural and built environments and the area's archaeological, industrial and cultural heritage. • The promotion of green infrastructure • The re-use of previously developed land will continue to be a priority • The provision of safe, healthy and attractive environments • Providing homes to suit all needs and incomes.

Appendix 2: Glossary

- **Affordable Housing**

Affordable housing is provided to specified eligible households whose needs are not met by the market. Affordable housing should:

 - Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices.
 - Include provision for the home to remain at an affordable price for future eligible households, or if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision.

(Planning Policy Statement 3: Housing)
- **Allocation**

An area of land identified on a proposals map for a particular use.
- **Building Schools for the Future (BSF) Programme**

The BSF Programme aimed to renew all secondary schools across England from 2005 to 2020. The Government has announced an end to this scheme and launched a review of all capital investment in schools.
- **Contaminated Land**

Land that has been polluted or harmed in some way making it unfit for safe development and usage unless cleaned.
- **Core Area**

The Core Area is the central built up area of the borough of Stockton. It includes North Shore, a key regeneration area, and Greater North Shore, together with Stockton Town Centre.
- **Core Strategy Development Plan Document (DPD)**

A Development Plan Document setting out the spatial vision and objective of the planning framework for an area, having regard to the Community Strategy (see also Development Plan Developments).
- **Development**

Development is the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land.
(Town and Country Planning Act 1990)
- **Development Limits**

Development Limits seek to direct development to within the limits and prevent inappropriate development from gradually extending into the surrounding countryside.
- **Development Plan Documents (DPD)**

DPDs are Local Development Documents having development plan status. Once adopted, development control decisions must be made in accordance with them unless material considerations indicate otherwise. DPDs can include the Core Strategy, Site Specific Land Allocations, Area Action Plans, Generic Development Control Policies, and the illustrating Proposals Map.

- **Dwelling**
A separate unit of living accommodation, together with any garden, yard, garage or other outbuildings, attached to it, all occupied by the same person(s) and within the same area of land.
- **Executive Housing**
Housing types at the upper end of the market, primarily detached housing of 5+ bedrooms on large plots (although high value quayside-style developments may also be included within this category).
(Tees Valley Strategic Housing Market Assessment and Local Housing Assessment Update, January 2009)
- **Green Wedge**
Green wedges comprise the open areas around and between parts of settlements, which maintain the distinction between the countryside and built up areas, prevent the coalescence of adjacent places and can also provide recreational opportunities.
- **Gross (in relation to housing)**
The total increase in the housing stock over a period of time by the construction of new dwellings or sub-division, without taking account of demolitions.
- **Habitat Regulation Assessment/Appropriate Assessment (HRA/AA)**
An assessment of the impact of all plans and projects on sites designated as of European Importance for their nature conservation value required by the European Commission Habitats Directive Articles 6.3 and 6.4.
- **Housing Trajectory**
The purpose of a housing trajectory is to track the estimated provision of housing over the lifespan of a development plan.
- **Independent Examination**
The process by which an Independent Planning Inspector publicly examines the 'soundness' of a DPD or Statement of Community Involvement, and any representations made against it, before issuing a binding report. See also Soundness.
- **Infill Development**
The development or redevelopment of land within village development limits, which is small scale (less than 10 dwellings).
- **Issues and Options/Preferred Options**
The 'pre-submission' consultation stages on DPDs with the objective of gaining public consensus over proposals ahead of submission to Government for independent examination.
- **Key Employment Location (KEL)**
A site which the Regional Spatial Strategy (RSS) identifies as critical to delivering accelerated growth in the regional economy.

- **Draft Landscape Character Assessment and Capacity Study**
The Draft Landscape Character Assessment Study categorises the landscape character types of the rural and green wedge areas within the Borough. The assessment is focused solely on green wedges and the areas lying outside the 'limits to development' and does not cover other open space areas lying within the developed areas. The study provides guidelines for the future management of the landscape and potential landscape conservation measures, which once implemented would benefit the landscape condition and character of the Borough.
- **Limits to Development**
See Development Limits.
- **Localism Bill**
The draft Localism Bill was published in December 2010. The Bill is intended to give greater powers to communities and includes measures to reform local governance. The scope of the Bill extends across many areas and covers issues such as community empowerment, governance and housing.
- **Local Development Framework (LDF)**
The overarching term given to the collection of Local Development Documents (LDDs) prepared by a local planning authority.
- **Local Development Scheme (LDS)**
The local planning authority's time-scaled programme for the preparation of Local Development Documents that must be reviewed every year.
- **Local Plan**
A statutory development plan prepared (or saved) by a local planning authority under transitional arrangement, setting out policies for environmental protection and development.
- **Local Road Network**
The "A" classified roads, not part of the strategic road network (SRN) and all other local roads; these are the responsibility of the local or regional highway authority in whose area the road falls.
- **Mixed Use**
Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site within a particular area.
- **Net (in relation to housing)**
The total increase in housing stock over a period of time by the construction of new dwellings or sub division, minus the number of demolitions.
- **Planning Permission**
Planning Permission is the consent required to build new developments and make changes to existing buildings. Some minor changes are allowed without planning permission which is known as permitted development.
- **Regeneration Site**
An area that has been specifically identified for its regeneration needs.

- **Regional Spatial Strategy (RSS)**
Statutory regional planning policy and guidance document. The RSS is currently a material consideration when determining planning applications but is due to be revoked by the Localism Bill.
- **Soundness**
A term referring to the justification of a DPD. A DPD is considered 'sound' and based upon good evidence unless it can be shown to be unsound.
- **Statement of Community Involvement (SCI)**
The SCI sets out standards to be achieved by the local authority in involving the community in the preparation, alteration and continuing review of all local development documents and development control decisions.
- **Strategic Environmental Assessment (SEA)**
A generic term used internationally to describe environmental assessment as applied to policies, plans and programmes.
- **Strategic Housing Land Availability Assessment (SHLAA)**
The SHLAA is an assessment of potential housing sites within an assessment framework of suitability, availability and achievability. The SHLAA does not in itself determine whether a site should be allocated for housing and the inclusion of a site in the SHLAA does not imply it will be allocated for housing or that alternative uses should not be considered. This information will form part of the evidence base for the Local Development Framework (LDF).
- **Strategic Housing Market Assessment (SHMA)**
An assessment of housing need and demand carried out by local authorities which inform the housing mix and requirement policies of LDDs, as set out in Planning Policy Statement 3: Housing.
- **Strategic Road Network (SRN)**
The SRN includes most motorways and some major "A" classified roads, which is the responsibility of the Secretary of State for Transport as highway authority, and managed by the Highways Agency (an Executive Agency of the Department for Transport).
- **Sustainability**
Sustainability is the aim of sustainable development, which is a core principle underpinning the planning system. The concept of sustainability relates to the maintenance and enhancement of environmental, social and economic resources, in order to meet the needs of current and future generations.
- **Sustainability Appraisal (SA)**
The process of weighing all the policies in developments plan for their global, national and local implications. (See also Strategic Environmental Assessment).
- **Sustainable Community Strategy**
A strategy prepared by Stockton Renaissance to help deliver local community aspirations, under the Local Government Act 2000.

- **Urban Extension**
A development that involves the planned expansion of a city or town which can contribute to creating more sustainable patterns of development, with well-planned infrastructure including access to a range of facilities, at appropriate densities.
(Planning Portal Glossary)
- **Yield**
A measurement of the number of dwelling houses, which can be built on a particular site.