



**Stockton-on-Tees Borough Council**

**2011 Strategic Housing Land Availability Assessment: Draft  
Site Assessments - Overview Report**



Introduction .....	5
Purpose of overview report .....	5
Status of the SHLAA .....	5
Reason for updating the SHLAA .....	6
Purpose of consultation .....	6
Methodology .....	6
The steering group .....	6
Assessment of whether and when sites could be developed .....	7
Overview Report .....	10
Core Area .....	10
Conurbation sites .....	13
A19 - Billingham .....	19
Potential urban extensions .....	21
The rural part of the Borough .....	27

Appendix 1: Draft Site Assessments of Core & Urban Extension Sites

Appendix 2: Draft Site Assessments of Village Sites

Appendix 3: Sites Assessed as having zero housing potential.



## **Introduction**

In order for Local Planning Authorities to identify sufficient land to meet the housing demand determined by the Regional Spatial Strategy, Planning Policy Statement 3: Housing sets out the requirement for Local Planning Authorities to carry out a Strategic Housing Land Availability Assessment (SHLAA).

The broad methodology for the SHLAA is set out in the CLG Practice Guidance. This requires potential housing sites to be tested according to the following framework:

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

### ***Purpose of overview report***

There are now over 100 sites in the SHLAA. The overview report seeks to provide a quick reference means of viewing individual sites in a wider context. It is considered that this may be helpful to persons viewing the SHLAA. The full site assessment sheets for the sites are available in appendices 1 and 2 of this report.

### ***Status of the SHLAA***

The Stockton SHLAA comprises part of the evidence base supporting the production of the Stockton Local Development Framework, and in particular the allocation of sites through the Core Strategy Review Development Plan Document (DPD) and the Regeneration DPD.

It is very important to note the distinction between the SHLAA and the Core Strategy Review DPD and the site allocations DPD (the Regeneration DPD). The SHLAA is a background paper which will inform the Regeneration DPD. The SHLAA does not allocate any sites for housing development. Its purpose is to inform the process of allocating sites for housing development. It is the Core Strategy Review and the Regeneration Development Plan Document that will set out where the Local Planning Authority proposes to allocate land for housing development.

The inclusion of particular sites and the nature of the comments made about them in the SHLAA does not in any way infer that those sites will be granted planning consent or allocated for development in the Regeneration Development Plan Document.

## ***Reason for updating the SHLAA***

The first Stockton SHLAA was published in 2008 and has been updated annually since. The 2011 SHLAA is essentially an update of the 2010 SHLAA. This is consistent with the CLG Practice Guidance (the national SHLAA guidance produced by the department for Communities and Local Government), which recommends that SHLAA work be updated annually.

## ***Purpose of consultation***

The SHLAA steering group have agreed the process for producing the SHLAA. The Council undertakes an assessment of sites (both new sites and a refresh of existing sites). The Council's assessment for the 2011 SHLAA included 2 highways workshops and 2 workshops undertaken by planning officers. The resulting assessment 'The Draft Internal Stakeholder Assessment' is then published for consultation. If there are comments that challenge the Council's draft assessment then these comments will be considered by the SHLAA steering group. The SHLAA steering group will seek to come to a conclusion on any contentious sites. It is considered that this is consistent with the ethos of 'partnership' working required in by the SHLAA guidance.

The majority of new sites within this 2011 SHLAA draft site assessment report are those being consulted upon within the Planning for Housing consultation as part of the Core Strategy review. It is intended that comments made with respect to these sites as part of the Planning for Housing consultation will be used to inform the 2011 SHLAA.

## ***Methodology***

National, regional and sub-regional guidance on the preparation of the SHLAA is set out in:

- SHLAA Practice Guidance (Department of Communities and Local Government);
- North East England SHLAA Regional Implementation Guide (North East Assembly); and
- SHLAA: The Tees Valley Guide to Implementing the National Guidance (Tees Valley Joint Strategy Unit).

## ***The steering group***

The SHLAA guidance requires a partnership-based approach to undertaking a SHLAA in order to ensure "a robust and joined-up approach". The SHLAA

guidance states “Key stakeholders should be involved at the outset of the Assessment, so that they can help shape the approach to be taken. In particular, house builders and local property agents should provide expertise and knowledge to help the partnership to take a view on the deliverability and developability of sites, and how market conditions may affect economic viability. Key stakeholders should also be involved in updating the Assessment from time to time.” A steering group was established to guide the preparation of the 2008 SHLAA and this approach has been maintained with updates. The steering group is comprised as follows:

- A Principal Planning Officer from the Council’s Spatial Planning team
- A Manager in the Council’s Regeneration team
- The Council’s Traffic and Road Safety Manager
- The Manager of the Council’s Development Services team
- The Director of Tees Valley Wildlife Trust
- A land and property agent
- Two representatives of the Home Builders Federation (HBF)
- Two representatives of Registered Social Landlords

The CLG Practice Guidance requires that “the management and scrutiny arrangements, including who is responsible for what and who makes the decisions” be set out at the outset. All steering group members agreed Terms of Reference and a Protocol for steering group membership.

### ***Assessment of whether and when sites could be developed***

Sites were assessed in terms of whether they are considered suitable, available and achievable for housing development.

#### **Suitability**

In assessing suitability regard has been had to whether the site offers a suitable location for housing development and would contribute to the creation of sustainable mixed use communities. This suitability assessment takes account of policy restrictions (such as Category 1 and 2 designations), physical limitations, potential impacts and environmental conditions.

Tees Valley SHLAA Implementation Guide identifies that Category 1 designations are those that Government policy or law dictates are inappropriate for residential (or, in most cases, any) development. Category 2 designations as those where local or regional policy would require a site not to be allocated in a DPD. The latter provides a degree of flexibility cognisant of local circumstances and should be included with the SHLAA process.

The national SHLAA guidance advises that existing planning policy restrictions should be considered when assessing sites. However, the same guidance also advises that the scope of the assessment should not be narrowed down by existing policies designed to constrain development. This

is so that the local planning authority is in the best possible position to decide its planning strategy for pursuing housing objectives.

The steering group has agreed, therefore, that it is not appropriate to exclude sites from the SHLAA solely on the grounds that they are contrary to current LDF policies (for example, being located in a green wedge or beyond the limits to development). However, the objective of the SHLAA process is to identify sites that have the potential to be realistic candidates for plan-making. For this reason the steering group has agreed that a very limited policy filter specifically in relation to the open land that separates Wolviston from Billingham. Wolviston would lose its identity as a rural village if it coalesced with Billingham.

The SHLAA has had regard to the existing policies in the adopted Core Strategy in terms of assessing when sites could potentially come forward. Those sites which are contrary to policy in the adopted Core Strategy have been classified as undeliverable within five years. However, where appropriate these sites have been classified as being potentially developable after five years. This is to reflect that amendments to existing policy may occur through the 'Planning for Housing' review of the adopted Core Strategy. The Core Strategy Review - Issues and Options was published for consultation on 11 July. The consultation runs for 10 weeks till 19 September. The assessment in the SHLAA that a site is potentially developable between five to 18 years does not imply that the site will be allocated for housing or granted planning permission.

#### Availability

Sites have been assessed as available for housing development where on the best information available there is confidence that there are no legal or ownership problems which could prevent the site coming forward.

#### Achievability

Sites have been assessed for achievability having regard to:

- Market factors. These include adjacent uses, attractiveness of the locality and level of potential market demand;
- Cost factors. These include site preparation costs such as flood risk mitigation, environmental remediation and achieving satisfactory access.
- Delivery factors. These include the estimated lead-in time for site preparation and the estimated build out rate.

The initial assessment of suitability, availability and achievability of sites has been used to group developable sites into 3 timeframes for potential development:

- Sites which are deliverable within 5 years
- Sites which are potentially developable between 5 and 10 years



- Sites which are potentially developable between 10 and 18 years

Sites that have not been assessed as suitable, available and achievable have been categorized as sites that are not part of the 18 year supply.

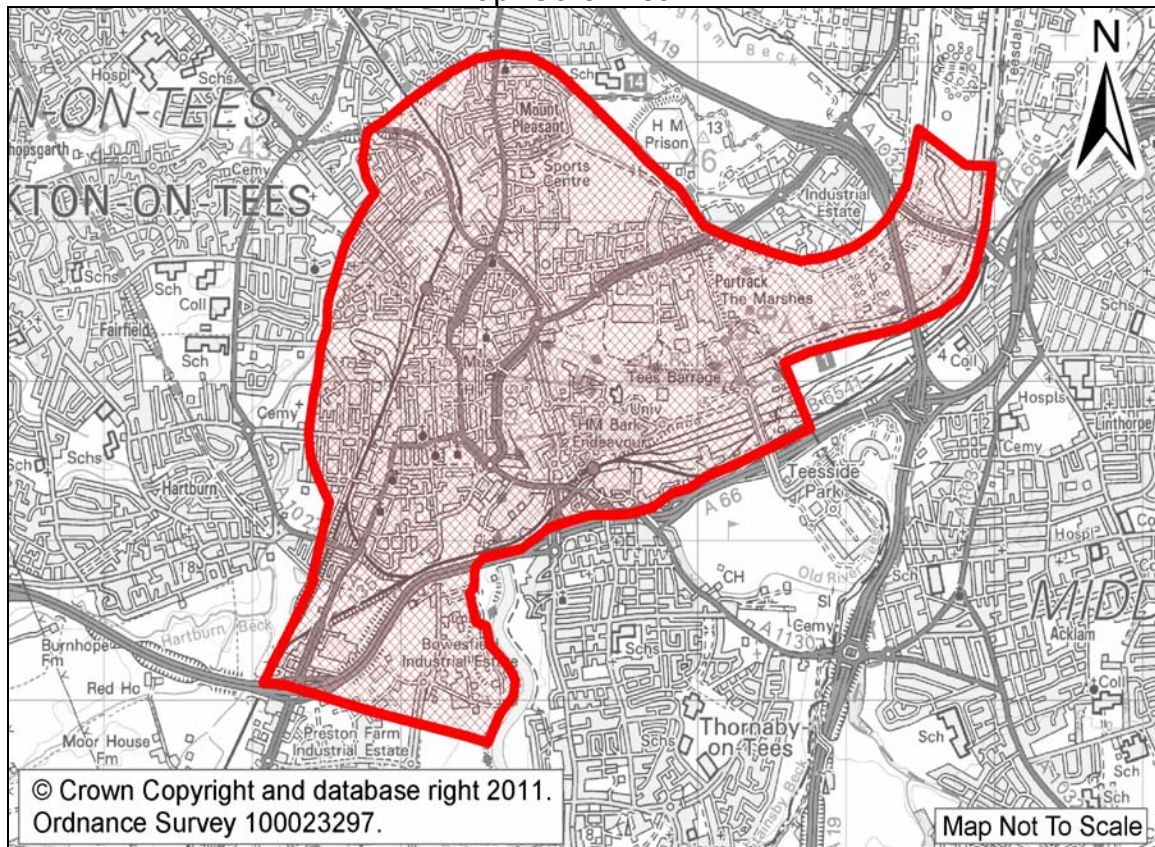
The fundamental aim of a SHLAA is to assess the potential of a district to accommodate housing development over a period of 15 years from the date of adoption of the relevant development plan document. The core strategy is the relevant development plan document in this instance with the SHLAA covering a period of 18 years as the Core Strategy Review which will plan for a 15 year period is not scheduled for adoption for a number of years.

# Overview Report

**Core Area** (sites with an estimated dwelling potential of 100 or more)

The Core Area is a housing sub-division identified in the adopted Core Strategy (see map below). A number of sites were previously identified as having the potential to contribute to meeting the housing requirement of which the 3 most significant are Tees Marshalling Yard, Chandler's Wharf and Bowesfield North. Another Core Area site with significant dwelling potential but which has never been identified as having the potential to contribute to meeting the housing requirement is Land off Grangefield.

Map: Core Area



## Tees Marshalling Yard (SHLAA 1 and 2)

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. The site is still considered to be achievable. However, owing to the uncertainty over funding no delivery is currently projected until 2025/26. This will be reviewed on an annual basis.

## Chandler's Wharf (SHLAA 3)

The funding sources that were previously available to support the delivery of infrastructure, such as providing flood defences, have now been significantly reduced. The site is still considered to be achievable. However, owing to the uncertainty over funding and over the availability of the site no delivery is currently projected during the plan period. This will be reviewed on an annual basis.

Land off Grangefield (Millfield) (SHLAA 4)

The site is suitable but further information is required before a definitive view can be taken on the achievability of the site particularly with regard to the owners intentions. Owing to this uncertainty no delivery is currently projected from the site during the plan period. This will be reviewed on an annual basis.

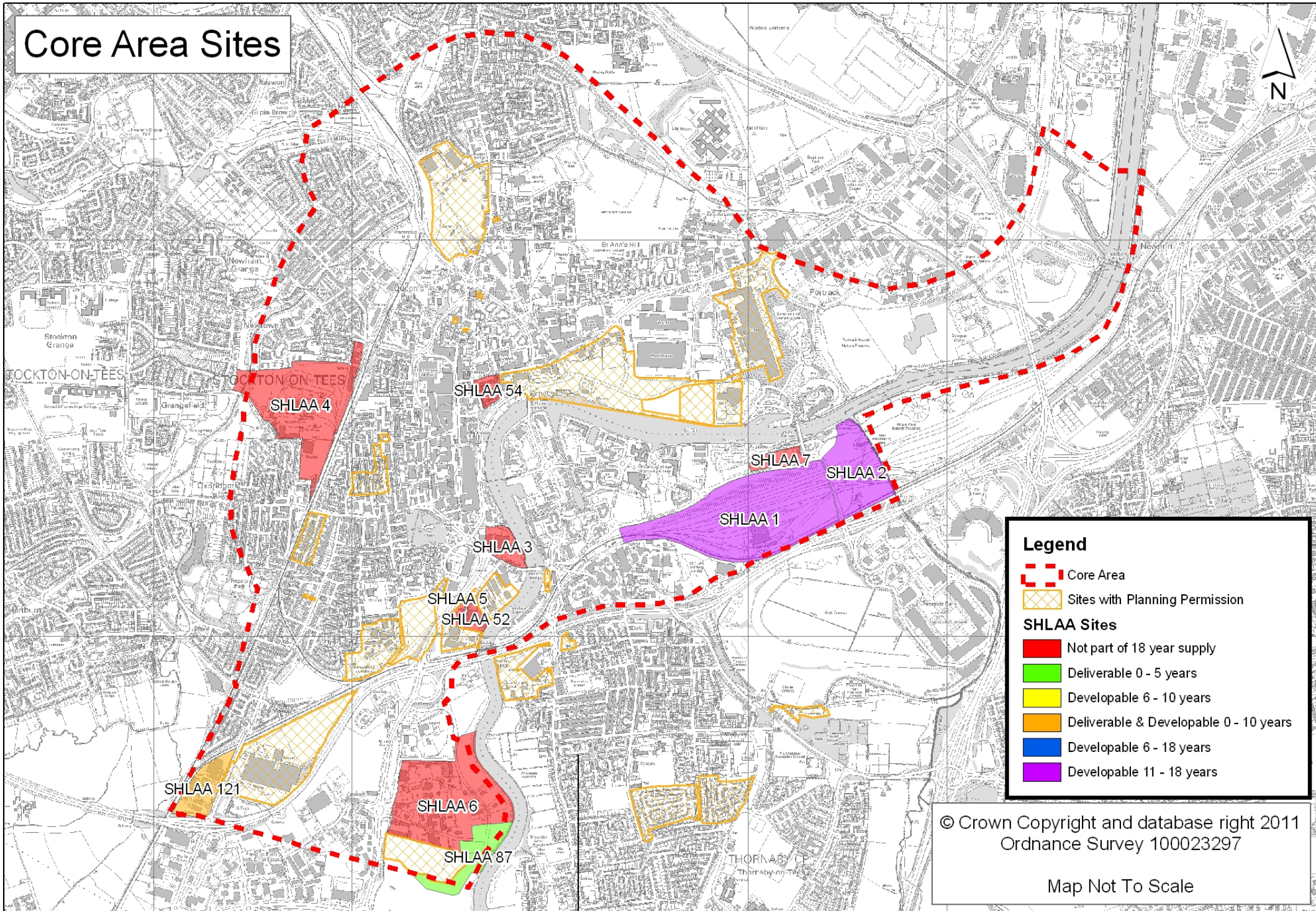
Bowesfield North Phase 2 (SHLAA 6)

There site has current industrial uses and there is a history of former industrial uses. Current uses include skip waste handling, a cement batching plant and a mineral plant. A detailed contamination investigation and subsequent treatment would be required. The funding sources that were previously available to support the delivery of infrastructure have now been significantly reduced. The site is still considered to be achievable. However, owing to the uncertainty over funding and the availability of the site no delivery is currently projected during the plan period. This will be reviewed on an annual basis.

Nifco site, Yarm Lane (SHLAA 121)

Development would have the potential to improve a gateway site into Stockton from the A66. The site is considered to be suitable.

# Core Area Sites



© Crown Copyright and database right 2011  
Ordnance Survey 100023297

Map Not To Scale

**Conurbation sites** (sites with an estimated dwelling potential of 100 or more)

Conurbation sites include sites that are contrary policy in the adopted Core Strategy. Where a site has been assessed as potentially suitable it is without reference to its current policy status. It is also without reference to the fact that if the authority ever did support development of the site then further plan-led work would be undertaken by the authority to determine the precise site boundary and other development requirements.

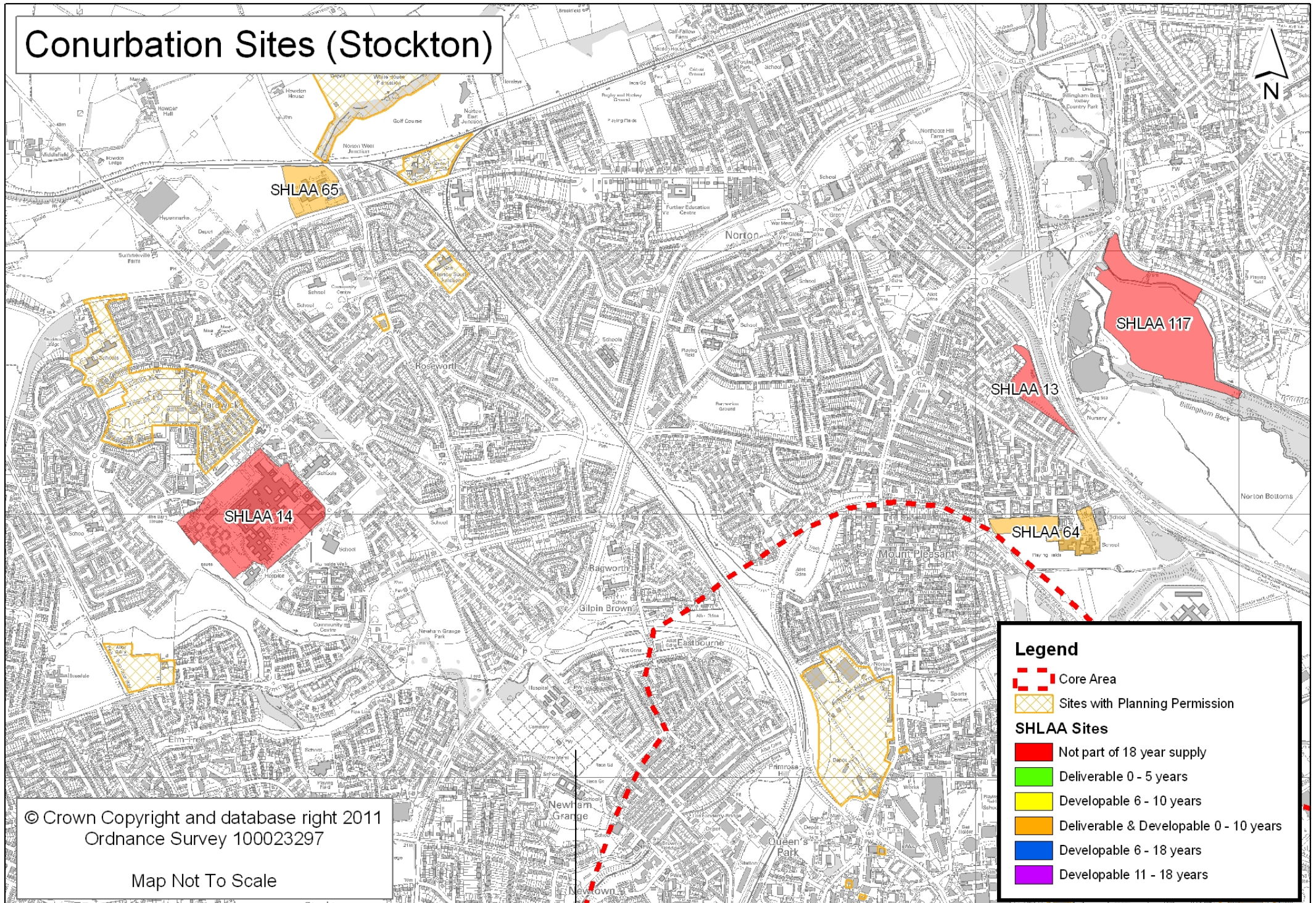
University Hospital of North Tees (SHLAA 14)

The site is considered to be achievable, subject to overcoming highway network implications. 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). The Primary Care Trust is actively seeking private finance following the withdrawal of Government funding for a new hospital at Wynyard. These plans may well have a positive outcome in which case the delivery of housing at SHLAA 14 would be projected within the plan period. However, pending a positive outcome no housing delivery at SHLAA 14 has been projected.

Billingham Bottoms (SHLAA 117)

The site is not considered to be achievable as it would require a new access to New Road over Thorpe Beck which is likely to be prohibitively expensive. The site is almost completely encircled by land at risk from flooding which means that it would be necessary to ensure safe access and egress during a flooding event. This would also be relevant in a viability context.

# Conurbation Sites (Stockton)



© Crown Copyright and database right 2011  
Ordnance Survey 100023297

Map Not To Scale

**Legend**

- Core Area
- Sites with Planning Permission

**SHLAA Sites**

- Not part of 18 year supply
- Deliverable 0 - 5 years
- Developable 6 - 10 years
- Deliverable & Developable 0 - 10 years
- Developable 6 - 18 years
- Developable 11 - 18 years

Land to the south of Preston Farm industrial estate (SHLAA site references 10, 53, 57, 93, 94, 112 and 120)

There are a number of SHLAA sites within this area. The most notable is SHLAA 120 which is potentially suitable subject to achieving satisfactory noise attenuation and to overcoming the major highways network implications. This is without reference to the current status of the majority of the site as green wedge and greenfield.

SHLAA site references 10, 53, 57, 93, 94 and 112 form part of SHLAA 120. These sites have been assessed as follows:

- SHLAA 57, 93 and 94 are suitable.
- SHLAA 10 and 53 are not suitable in isolation as they would not be well related to the built up area.
- SHLAA 112 is not suitable. There are uses on the industrial estate that do not have control over their operating hours and which would be incompatible with residential amenity. Satisfactory access is unlikely to be achieved.

Land at Durham Lane Industrial Estate (SHLAA 82)

The site is suitable subject to overcoming the major highway network implications. This is without reference to the fact that residential development in this location would be inconsistent with the spatial strategy for the distribution of housing in the adopted Core Strategy and its identification as one of the main locations for general employment land in Policy 4 of the adopted Core Strategy, supported by the Council's Employment Land Review.

Land at Allens West (SHLAA 110)

The site has an extant planning permission for a mixed use development including 500 dwellings. It has been submitted to the SHLAA for assessment on the basis of removing the employment units and replacing them with residential development, thus increasing the housing yield. The site is suitable. This is without reference to the fact that residential development in this location would be inconsistent with the spatial strategy for the distribution of housing in the adopted Core Strategy and the recommendation in the Council's Employment Land Review that the existing employment land should retain planning policy protection. Opinion is reserved on whether the increased yield would be achievable. The extra highway cost is considered to be significant. The Highways Agency would be required to carry out Transport Assessment on Elton Interchange as the increased yield could require major improvements to Elton Interchange. Notwithstanding the policy issues and the need to overcome the major highway network implications, the site has been provisionally allocated to the 18 year supply.

Land at Urray Nook (SHLAA site references 69, 122 and 123)

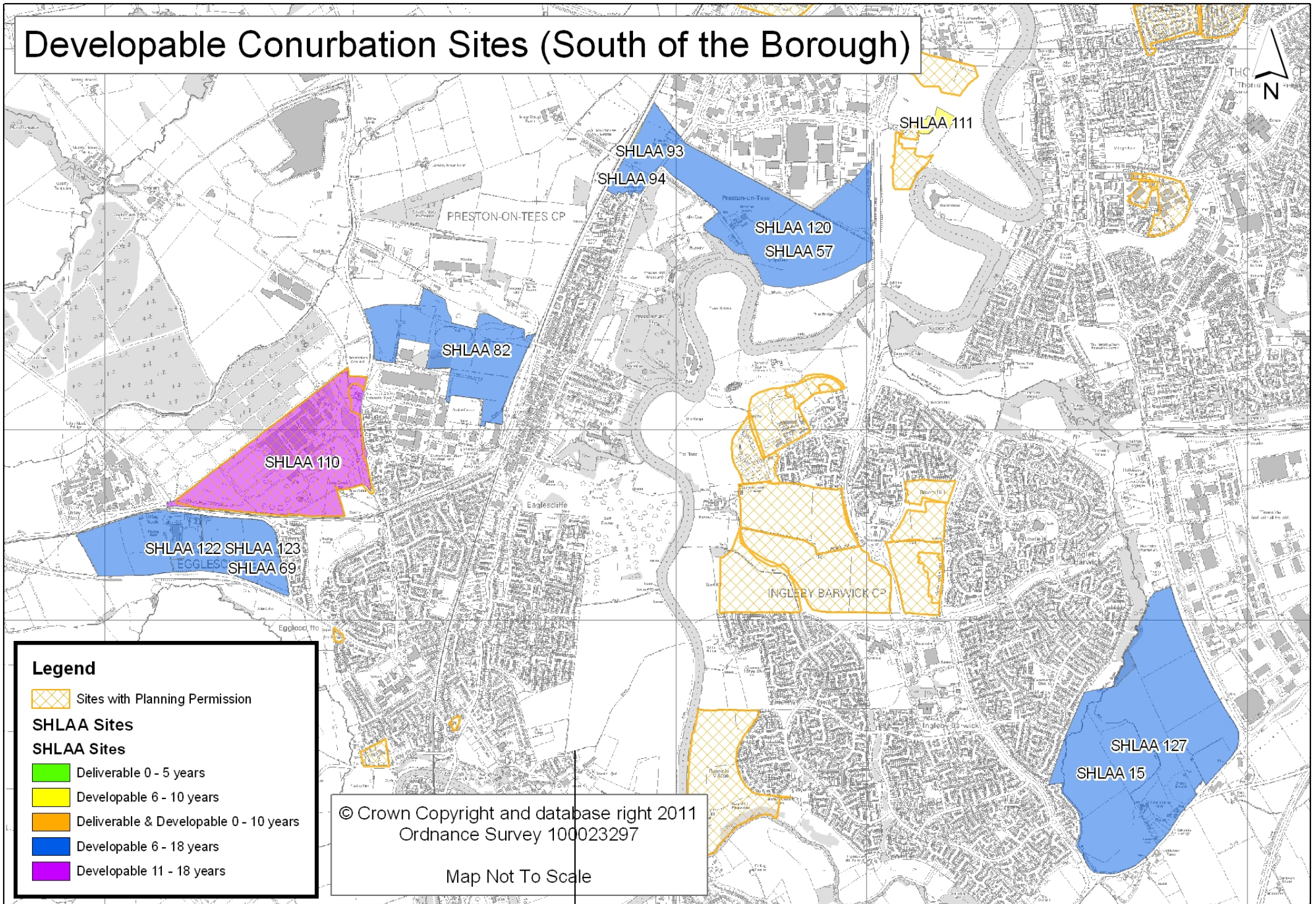
SHLAA 122 is the largest site in this location and is considered to be suitable subject to overcoming the major highway network implications. This site is suitable subject to overcoming the major highway network implications. This is without reference to the fact that residential development in this location would be inconsistent with the spatial strategy for the distribution of housing in the adopted Core Strategy and the identification of part of the site as one of the main locations for general employment land in Policy 4 of the adopted Core Strategy, supported by the Council's Employment Land Review. It is also notwithstanding the fact that the western part of the site 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. SHLAA 123 is part of SHLAA 122 and the same policy framework applies. SHLAA 69 also forms part of SHLAA 122, but does not include any employment land, and is also suitable.

Land at Ingleby Barwick (SHLAA 15, 70 and 127)

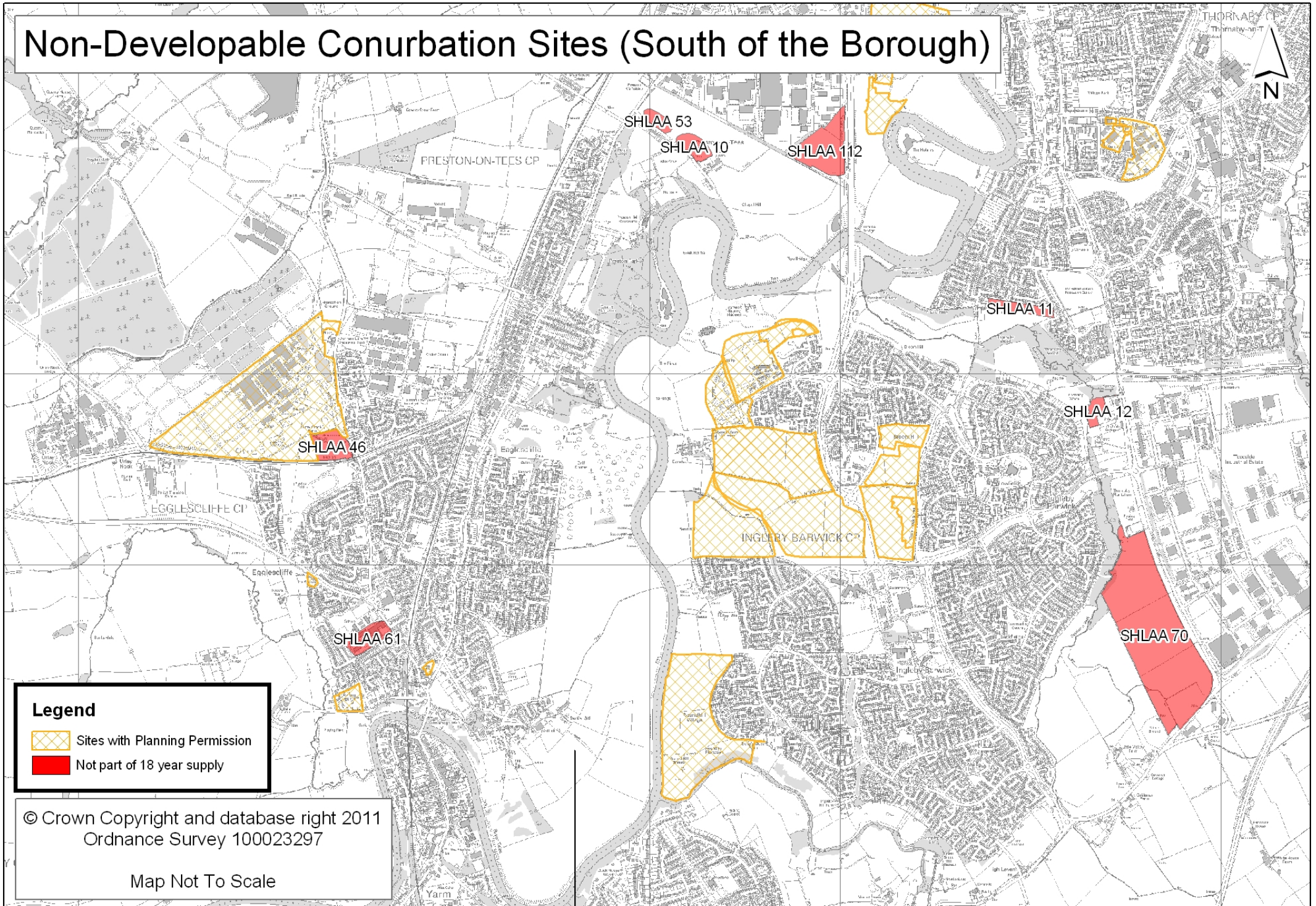
SHLAA 127 is suitable, subject to overcoming the highways constraints. This is without reference to its current status as greenfield and green wedge. It is also notwithstanding the probable need to realign the north eastern boundary as it is currently close to Teesside Industrial Estate. It would be logical if this site boundary was redrawn further to the west or if any development incorporated a substantial green buffer on this boundary in order to mitigate the impact of the industrial estate. SHLAA 15 and SHLAA 70 form part of SHLAA 127. SHLAA 15 is suitable. SHLAA 70 is not suitable as it would not, if developed independently of SHLAA 127, be well related to existing residential communities.





# Developable Conurbation Sites (South of the Borough)



# Non-Developable Conurbation Sites (South of the Borough)



## Legend

-  Sites with Planning Permission
-  Not part of 18 year supply

© Crown Copyright and database right 2011  
Ordnance Survey 100023297

Map Not To Scale

**A19 - Billingham** - Wolviston corridor (SHLAA 20, 30, 56, 74, 105 and 116)

There are numerous sites located around the Wolviston. These sites have been assessed as follows:







- SHLAA 20 is not suitable as it would not be a logical extension to the village of Wolviston. It is not well related to the layout of the existing built form and it would be difficult to achieve suitable pedestrian access to existing village services.
- SHLAA 30 is not suitable as it would not be a logical extension to the existing urban area. It protrudes beyond the existing built form. However, part of this site forms SHLAA 116, which has been found suitable as its northern boundary aligns with the existing built form.
- SHLAA 56, 74 and 105 are not suitable as the development of any of these sites would erode the corridor that acts as a buffer between Wolviston and North West Billingham and which contributes to maintaining the separate identity of Wolviston.

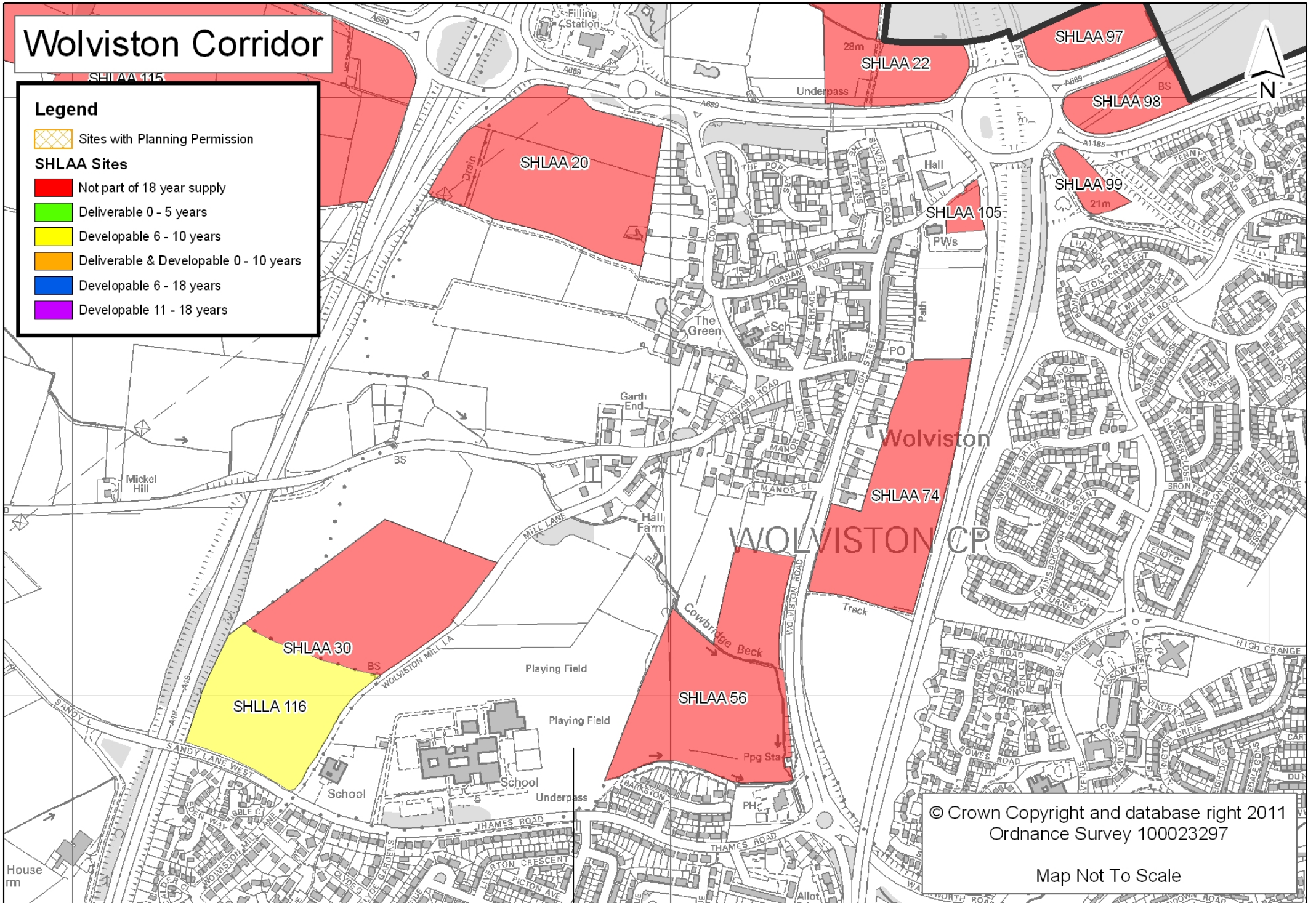
# Wolviston Corridor

## Legend

 Sites with Planning Permission

### SHLAA Sites

-  Not part of 18 year supply
-  Deliverable 0 - 5 years
-  Developable 6 - 10 years
-  Deliverable & Developable 0 - 10 years
-  Developable 6 - 18 years
-  Developable 11 - 18 years



© Crown Copyright and database right 2011  
Ordnance Survey 100023297

Map Not To Scale

## ***Potential urban extensions***

Urban extensions are contrary to policy in the adopted Core Strategy. Where a site has been assessed as potentially suitable it is without reference to its current policy status. It is also without reference to the fact that if the authority ever did support an urban extension then further plan-led work would be undertaken by the authority to determine the precise site boundary and other development requirements.

### Land adjoining Blakeston Lane, Norton (SHLAA 62)

The site is not suitable. It does not relate visually to the adjacent urban form as it is separated by a railway line which is a clear and defined boundary between the urban area and the open countryside.

### Harrowgate Lane, West Stockton (SHLAA site references 35, 36, 42, 43, 96, 106, 107, 108, 109 and 118)

SHLAA 118 is the largest site in this location and is considered to be suitable. This is without reference to its current status as outside development limits and greenfield.

There are a number of sites within SHLAA 118 and they have been assessed as thus:

- SHLAA site references 35, 36, 42, 96, 106, 108 and 109 all form part of SHLAA 118 which is suitable. If SHLAA 118 were allocated for development then SHLAA these sites could form part of the development of the site. The development of any of these sites in isolation could prejudice a wider master planning exercise should an urban extension in this area ever be supported by the local planning authority (it would be contrary to current policy). However, this would be a consideration for the planning application stage. These sites are potentially suitable notwithstanding these comments.
- SHLAA 107 is also part of SHLAA 118 but could be developed independently of it as it could represent a logical urban extension independently.
- SHLAA 43 forms part of SHLAA 118 but it is detached from the settlement boundary and unsuitable in isolation.

### Yarm Back Lane, West Stockton (SHLAA site references 23, 24, 29, 44, 80 and 119)

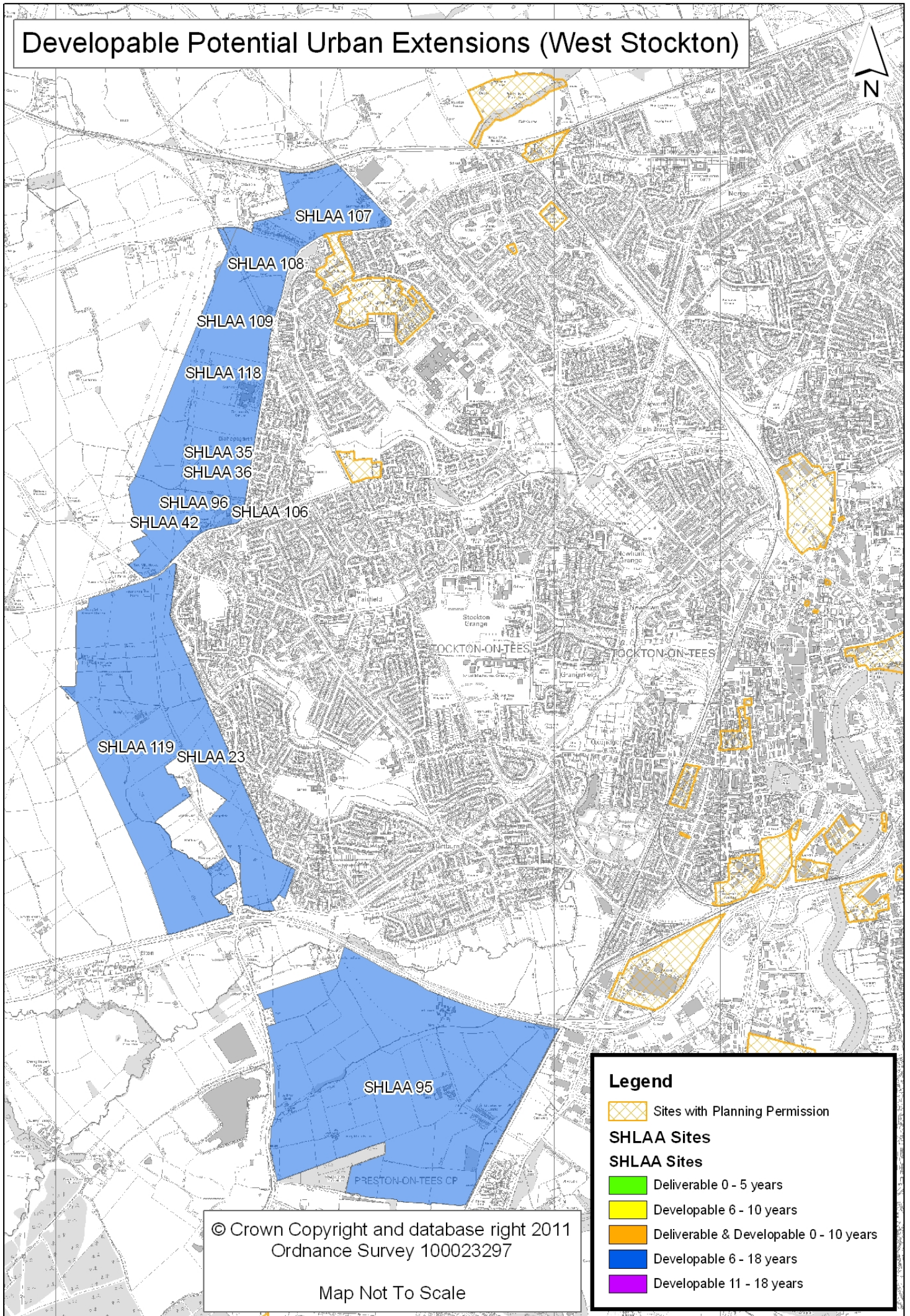
The largest site within this location is SHLAA 119 which is considered to be suitable. This is without reference to its current status as outside development limits and greenfield. There are a number of sites which form part of SHLAA 119 and they have been assessed as follows:

- SHLAA site references 24, 29, 44 and 80 are detached from the urban area and therefore not suitable in isolation.
- SHLAA 23 is suitable. This is without reference to consideration as to whether the development of SHLAA 23 in isolation could prejudice a wider master planning exercise should an urban extension in this area ever be supported by the local planning authority (it would be contrary to current policy). It is also notwithstanding the possibility that a fundamental realignment of Yarm Back Lane may be required which would mean that the current site boundary is unlikely to be tenable.

#### West Preston (SHLAA 95)

The site is considered to be potentially suitable, subject to concerns about its limited accessibility and not being well related to existing residential areas being overcome through master planning. This is without reference to its current status as outside of the limits to development and greenfield.

# Developable Potential Urban Extensions (West Stockton)



SHLAA 107  
SHLAA 108  
SHLAA 109  
SHLAA 118  
SHLAA 35  
SHLAA 36  
SHLAA 96  
SHLAA 42  
SHLAA 106

SHLAA 119  
SHLAA 23







SHLAA 95

PRESTON-ON-TEES CP

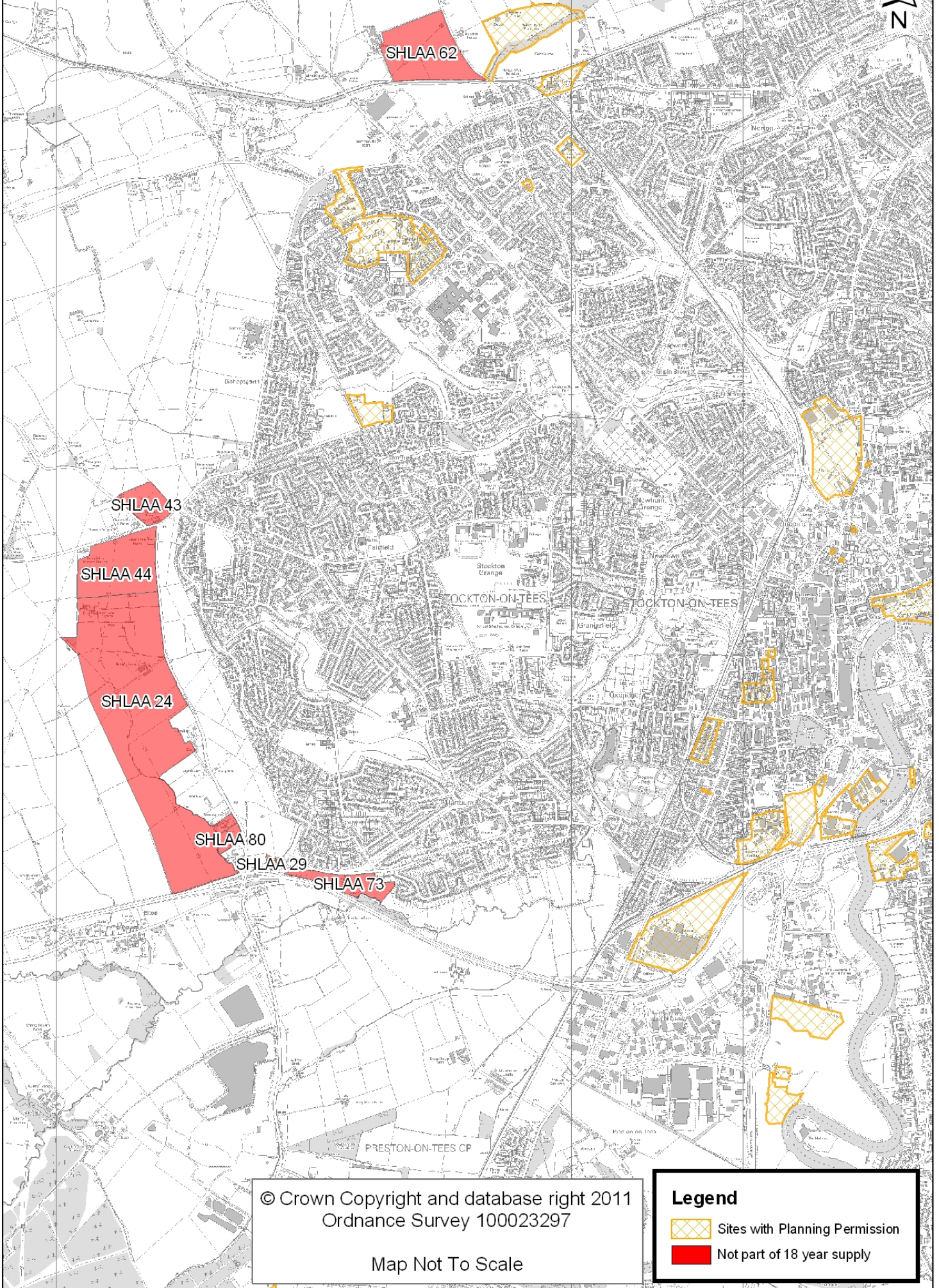
© Crown Copyright and database right 2011  
Ordnance Survey 100023297

Map Not To Scale

**Legend**

-  Sites with Planning Permission
- SHLAA Sites**
- SHLAA Sites**
-  Deliverable 0 - 5 years
-  Developable 6 - 10 years
-  Deliverable & Developable 0 - 10 years
-  Developable 6 - 18 years
-  Developable 11 - 18 years



# Non-Developable Potential Urban Extensions (West Stockton)



© Crown Copyright and database right 2011  
Ordnance Survey 100023297

Map Not To Scale

### Legend

-  Sites with Planning Permission
-  Not part of 18 year supply



West Yarm (SHLAA site references 89, 90 and 124)

SHLAA 124 is considered to be suitable. This is without reference to its current status as outside of the limits to development and greenfield. SHLAA site references 89 and 90 form part of SHLAA 124 and are suitable. This is without reference to consideration as to whether the development of SHLAA 89 or 90 in isolation could prejudice a wider master planning exercise should an urban extension in this area ever be supported by the local planning authority (it would be contrary to current policy).

Southwest Yarm (SHLAA site references 47, 88, 100 and 125)

SHLAA 125 is the largest site in this location and is considered to be suitable. This is without reference to its current status as outside of the limits to development and greenfield.

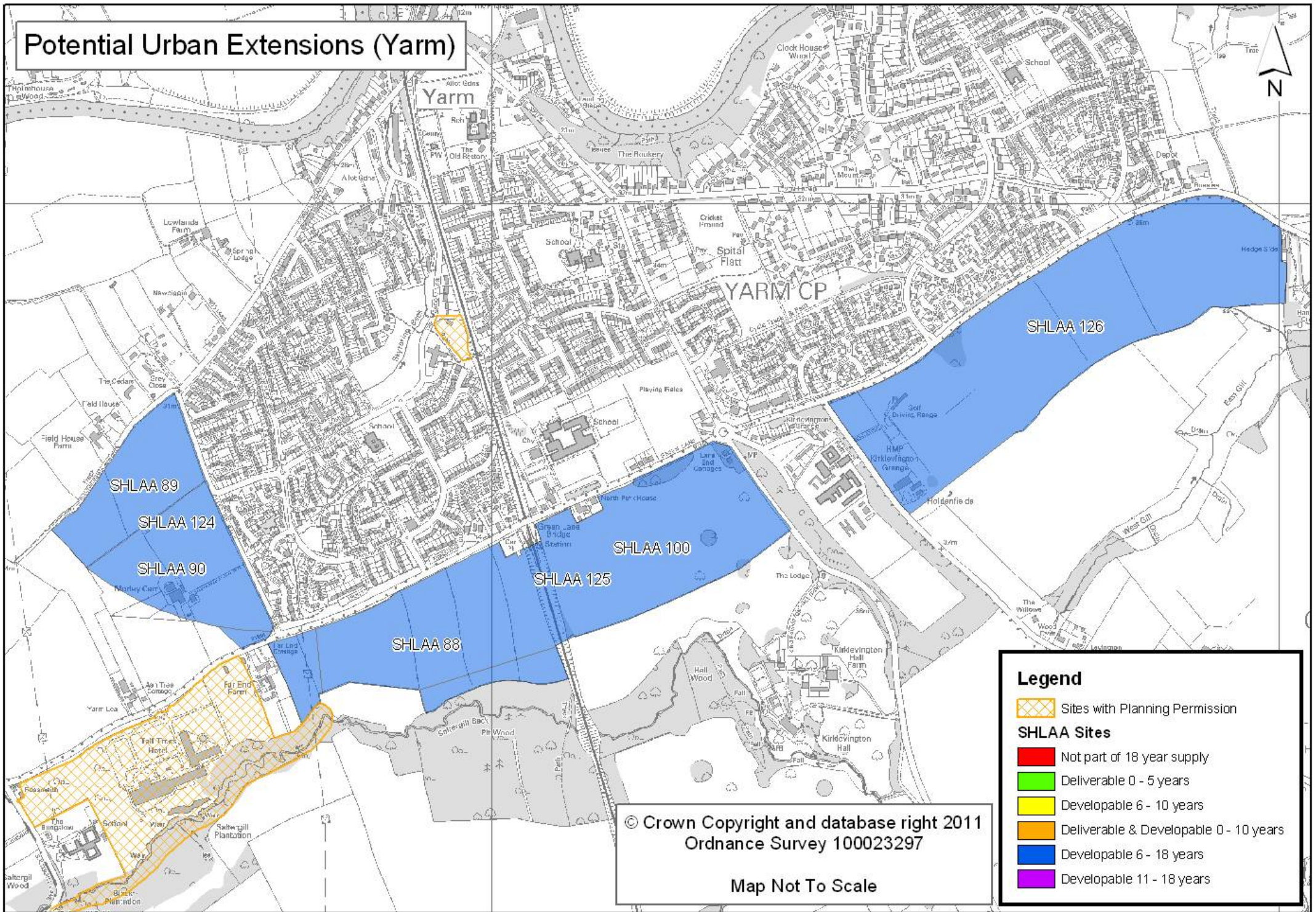
SHLAA site references 88 and 100 form part of SHLAA 125 and are suitable. This is without reference to consideration as to whether the development of SHLAA 88 or 100 in isolation could prejudice a wider master planning exercise should an urban extension in this area ever be supported by the local planning authority (it would be contrary to current policy).

SHLAA 47 is a small site which forms part of SHLAA 125 but is not suitable owing to concerns over achieving satisfactory access.

Southeast Yarm (SHLAA 126)

SHLAA 125 is considered to be suitable. This is without reference to its current status as outside of the limits to development and greenfield.

# Potential Urban Extensions (Yarm)



© Crown Copyright and database right 2011  
 Ordnance Survey 100023297

Map Not To Scale

## ***The rural part of the Borough***

The steering group agreed that the criteria shown in table below would be used to determine whether or not a village is assessed as potentially a sustainable location for new housing. This approach has been carried forward to the 2011 SHLAA.

Village	Aislaby	Carlton	Cowpen Bewley	Elton	Hilton	Kirklevington	Long Newton	Maltby	Redmarshall	Stillington	Thorpe Thewles	Whitton	Wolviston	Wynyard
<b>Can residents access the following by sustainable means? (walking, cycling or public transport)</b>														
Employment (during normal office hours)	x	√	√	√	√	√	√	√	√	√	√	√	x	x
GP	x	√	√	x	√	√	√	√	√	√	x	√	√	x
Local, district or town centre	x	√	√	√	√	√	√	√	√	√	√	√	x	x
<b>Are any of the following located within the nearest settlement?</b>														
Shop	x	√	x	x	x	x	x	√	x	√	x	x	√	x
Primary School	x	x	x	x	x	√	√	x	x	√	√	x	√	x

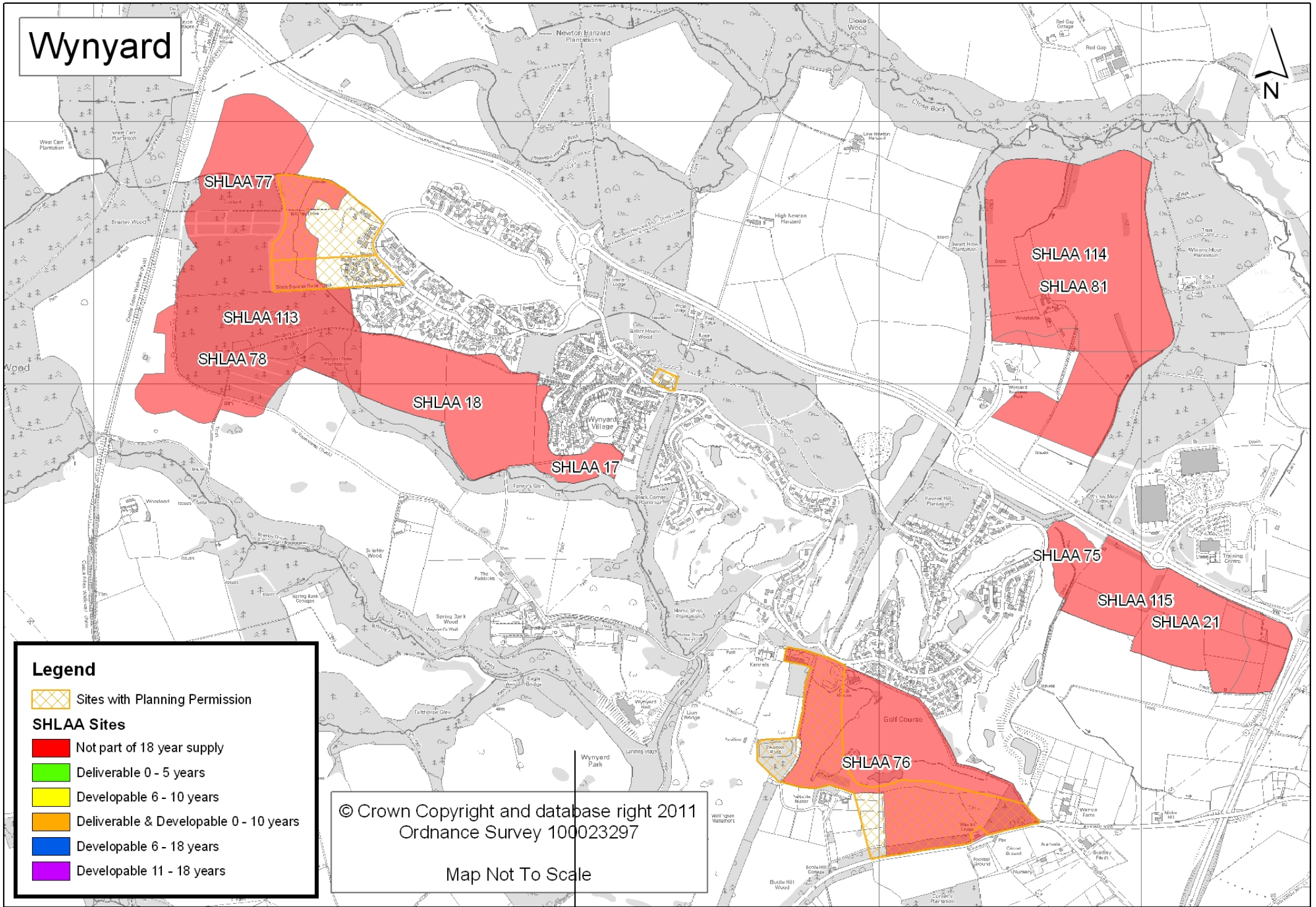
Table: Sustainability criteria used to assess whether a village is a potentially suitable location for new housing.

Using the above criteria Kirklevington, Long Newton, Maltby and Stillington have been assessed as having the potential to support new housing. This is purely for the purposes of the SHLAA. The Council's policy towards village extensions is set out in Policy 7 (CS7): Housing Distribution and Phasing of the adopted Core Strategy. Policy CS7 states that there will be no housing allocations in the rural parts of the Borough. It is also without prejudice to the outcome of the Core Strategy Review in which consideration is being given as to whether village extensions should be allowed and whether this should be on the basis of all the villages or only the most sustainable villages.

### Wynyard Area (SHLAA 17, 18, 21, 75, 76, 77, 78, 81, 113, 114 and 115)

The Wynyard Area is not currently considered to be suitable for new housing development as the location is considered to be unsustainable. The SHLAA is a point in time assessment. The assessment is without reference to the possibility of a wider masterplanning exercise to achieve a satisfactory performance against the access by sustainable means criteria. It is also without reference to the possibility that development proposals in the Wynyard area (there are proposals for a new school and a new hospital) may, if implemented, upgrade the performance of the area in sustainability terms. These issues will be considered through the LDF process and the potential for housing development in the Wynyard area assessed accordingly.







# Wynyard



## Legend

 Sites with Planning Permission

### SHLAA Sites

-  Not part of 18 year supply
-  Deliverable 0 - 5 years
-  Developable 6 - 10 years
-  Deliverable & Developable 0 - 10 years
-  Developable 6 - 18 years
-  Developable 11 - 18 years

© Crown Copyright and database right 2011  
Ordnance Survey 100023297

Map Not To Scale