



Redcar & Cleveland Submission Local Plan April 2017

Housing Land Supply and Allocations Background Evidence Paper



Contents

Tables Index

1	Introduction	7
	Background	8
	National Planning Policy Framework	10
	Redcar & Cleveland Publication Local Plan	12
	Policy H1 – Housing Requirements	13
	Policy H3 – Housing Allocations	14
	Supply Analysis	18
	Site Selection Process	25
2	Proposed Allocations	31
3	Rejected Sites	56

Appendices:

Appendix A: Site Location Plans

Appendix B: Indicative Supply Trajectory

Appendix C: Service Accessibility Assessment

Appendix D: Planning Policy Designations and Issues Summary

Tables Index

Table 1:	<i>Sites Added to the SHLAA</i>
Table 2:	<i>Major Ongoing Developments (base date 31/03/16)</i>
Table 3:	<i>Proposed Allocations</i>
Table 4:	<i>Supply Breakdown between Existing Sites and Proposed Allocations</i>
Table 5:	<i>Historic Housing Completion Rates</i>
Table 6:	<i>Indicative Periodic Supply Breakdown</i>
Table 7:	<i>Breakdown of Supply between Geographical Sub-Areas</i>
Table 8:	<i>Breakdown of Supply between SHMA Sub-Areas</i>
Table 9:	<i>Housing Types Sub-Area Breakdown between provision and aspirational demand</i>
Table 10:	<i>Service Accessibility Criteria</i>
Table 11:	<i>Policy Designations and Issues Summary</i>
Table 12:	<i>Proposed Allocations with Planning Permission</i>
Table 13:	<i>Preferred Allocations without Planning Permission</i>
Table 14:	<i>Rejected Sites within Development Limits</i>
Table 15:	<i>Rejected Sites outside Development Limits</i>

1

INTRODUCTION

Background

- 1.1 This report provides part of the evidence base supporting the emerging Redcar & Cleveland Local Plan which is to be submitted to the Secretary of State for formal examination in April 2017. The report updates and replaces the previous Housing Land Supply and Allocations Background Evidence Paper (June 2016) which supported the Draft Redcar & Cleveland Local Plan (May 2016). Upon adoption, the Local Plan will become the new statutory development plan for the borough¹, replacing the Local Development Framework (LDF).
- 1.2 The updated Strategic Housing Land Availability Assessment (November 2016)² - the "SHLAA" - provides the basis for this report. The SHLAA provides estimates of deliverable and developable housing supply, having had regard to the emerging local plan and assesses, in accordance with national Planning Practice Guidance (PPG), all identified potential housing sites in terms of suitability, availability and achievability. This report takes into account sites and comments submitted as part of the simultaneous consultations on the Draft Local Plan and the Draft SHLAA, plus any other updated information (such as in relation to subsequent planning permissions or new developments) and expands where appropriate on the responses given by the Council in the Draft Local Plan Report of Consultation (October 2016)³.
- 1.3 The SHLAA supports the preparation of the plan, but is not a formal part of it, as confirmed in the PPG at Para 003:

'the assessment is an important evidence source to inform plan-making but does not in itself determine whether a site should be allocated for development. This is because not all sites considered in the assessment will be suitable for development (e.g. because of policy constraints or if they are unviable). It is the role of the assessment to provide information on the range of sites which are available to meet need, but it is for the development plan itself to determine which of these sites are the most suitable to meet those needs'.
- 1.4 Therefore, the main purpose of this document is to provide justification for the selection of proposed allocations in the plan, and for the rejection of other options.
- 1.5 Consultation responses to the Draft Local Plan were submitted in relation to the housing requirement set out at Policy H1 and the housing allocations under Policy H3. Comments were submitted on behalf of several housebuilders, the Home Builders Federation and landowners advocating an increase in the minimum net housing supply requirement at Policy H1 from 234 dwellings per annum, to a higher figure in the region of 350 dwellings per annum. The higher figure is based on an alternative interpretation of the Objective Assessment of Housing Need (the "OAN"), which has been presented at three planning appeal inquiries, the most recent of which was heard in October 2016.

¹ Excluding areas falling inside the North York Moors National Park.

² [http://www.redcar-](http://www.redcar-cleveland.gov.uk/rcbcweb.nsf/E362D0843A70155880257D640049A543/$File/SHLAA%20November%202016.pdf)

[cleveland.gov.uk/rcbcweb.nsf/E362D0843A70155880257D640049A543/\\$File/SHLAA%20November%202016.pdf](http://www.redcar-cleveland.gov.uk/rcbcweb.nsf/E362D0843A70155880257D640049A543/$File/SHLAA%20November%202016.pdf)

³ http://redcarcleveland-consult.limehouse.co.uk/portal/local_plan/plp?tab=files

- 1.6 Linked to this, responses were received objecting to the rejection of some sites and in promoting other, additional sites for development. Sites which were added to the SHLAA following consultations are listed at *Table 1*. Of the sites listed below, Site 311 West of Lingdale was dismissed from the outset as it was not considered to be a realistic housing option due to being in a clearly unsustainable location in open countryside remote from the settlement.

Table 1: Sites Added to the SHLAA

SHLAA ID	Site	Area (Ha.)	Location	Promoter(s)
57	North of Marske Road	3.25	Saltburn	Developer agent
455	Kirkleatham Paddocks	2.9	Redcar	Landowner
454	South of Stokesley Road	14.1	Guisborough	Developer agent
453	Land off Wilton Bank	0.9	Saltburn	Landowner agent
360	Former Rosecroft School Playing Field*	3.1	Loftus	Local residents
178	Deepdale Road	0.5	Loftus	Local residents
457	Former Handale Primary School	0.3	Loftus	Local residents
311	West of Lingdale	2.9	Lingdale	Landowner
310	South of Wilkinson Street	9.3	Lingdale	Landowner
308	South of Beechcroft Close	2	Lingdale	Landowner
456	Former Abattoir Site & Adjacent Land	2.9	Boosbeck	Landowner agent
82	East of Balmoral Road	1.8	Lingdale	Landowner casual enquiry

**Extension to site boundary of existing site to incorporate part of former playing field.*

- 1.7 Brief responses to the submissions to the Draft Local Plan were set out in the Report of Consultation (October 2016) and provided the basis for the changes in the Publication Local Plan (November 2016). Housing policies in the Publication Local Plan do not, however, deviate significantly from those in the Draft Local Plan. Critically, the Council maintains that the assessed minimum housing requirement of 234 dwellings per annum for the 17 year period from 2015/16 to 2031/32 is correct and has been retained at Policy H1.
- 1.8 As such, there has been limited need to allocate further housing sites at Policy H3. The sites at the Former Handale Primary School, Loftus (Policy H3.28) and Abattoir Site & Adjacent Land, Boosbeck (Policy H3.30) which were added to the SHLAA following the consultation, have been included as allocations. Outline planning permission was subsequently granted at the Boosbeck site, for 69 dwellings. The site at Belmangate Field, Guisborough (SHLAA ID 284), which was included in the Draft Plan, was removed following significant objections and further consideration of the impact of development on the character of Guisborough Conservation Area. Two allocation sites were deleted because development has since started; they are the Former Eston Town Hall (the Fabian Place development) and the Former Connexions Campus, Redcar (Scholars Park development).
- 1.9 Plans showing the location of the assessed sites, as per the updated SHLAA, are attached at **Appendix A**.

National Planning Policy Framework (NPPF)

1.10 The NPPF, which was published in 2012, replaced much of the national guidance set out principally in Planning Policy Statements and Planning Policy Guidance notes. The NPPF sets out the government's policies to support the achievement of sustainable development, with the planning system playing a key role in fulfilling simultaneous economic, social and environmental gains through guiding development to sustainable solutions (Para. 8). The NPPF must be taken into account in plan preparation and is a material consideration in determining planning applications.

1.11 Several policies in the NPPF relate explicitly to issues of housing supply:

- Para. 47: local authorities should identify specific deliverable and developable sites in seeking to '*boost significantly*' the supply of housing and achieve a continuous five year deliverable supply against policy requirements, using an appropriate evidence base to ensure local plans meet the full, objectively assessed needs for market and affordable housing in the housing market area.
- Para. 50: local authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community.
- Para. 52: the development of new settlements and strategic greenfield extensions should be considered where appropriate as a means to increase housing supply and support the achievement of sustainable development.
- Para.159: the preparation of local plans should include, as part of the evidence base a Strategic Housing Market Assessment (SHMA) to identify housing requirements over the plan period across tenures and for the needs of different groups, and a Strategic Housing Land Availability Assessment (SHLAA) to establish realistic assumptions about the suitability, availability and likely viability of potential housing sites over the plan period.

1.12 A number of policies also have particular relevance to planning for housing including the following:

- Para. 38: for large scale residential developments in particular, planning policies should promote a mix of uses and where practical key facilities such as primary schools and local shops should be located within walking distance of most properties.
- Para. 55: support the sustainable development and the vitality of rural communities through appropriate housing growth.
- Para 111: the efficient use of previously-developed land through development is encouraged.
- Para 154: Local Plans should be aspirational but realistic.

- Para.157: Local Plans should (among other things):
 - plan positively for the development and infrastructure requirements to meet the objectives, principles and policies of the NPPF;
 - be drawn up over an appropriate time scale, preferably a 15-year time horizon, take account of longer term requirements and be kept up to date;
 - allocate sites to promote development and flexible use of land, ring forward new land where necessary, and provide detail on form, scale, access and quantum of development where appropriate; and
 - identify land where development would be inappropriate, for instance because of its environmental or historic significance

- Para 173: Local plans and development sites should be deliverable and viable, having regard to requirements for affordable housing, infrastructure and other contributions.

Redcar & Cleveland Publication Local Plan (November 2016)

- 1.13 The Publication Local Plan was subject to a six week formal consultation period from **Tuesday 6 December 2016 to Tuesday 31 January 2016**. Housing allocation sites in the plan are tabulated at Policy H3 and corresponding site allocation policies are set out from Policy H3.1 onwards, augmented by Policy REG3, which proposes a major mixed-use development at Skelton, including up to 400 dwellings. Details of ongoing developments are listed in the plan at Table 3 under Para. 6.32.
- 1.14 32 representations were submitted in relation to Policies H3 in the Publication Local Plan. The Council's response is set out in the **Comments and Response Schedule** and, for more detailed submissions, in a separate report '**Summary of Detailed Representations in relation to Policies H3 and Council Response**' (April 2017). Both of these documents are being presented as part of the submitted plan.
- 1.15 Following on from the consultation period, **proposed modifications** to the Publication Local Plan include the removal of Policies H3.2 and H3.21 - Land at Swan's Corner, Nunthorpe, and H3.21 Cleveland Gate, Guisborough - as development has subsequently commenced on both of these sites the allocation policies should be removed, and the sites should be added to Table 3 as part of the ongoing supply. The analysis in this paper takes into account these proposed changes to the plan.
- 1.16 The emerging plan seeks to achieve the sustainable long term economic growth of the borough, covering the period from 2015 to 2032. Central to this objective, the plan seeks to achieve a significant, sustained and realistic increase in housing supply in order to meet household growth projections and promote population retention and rebalancing in favour of working-age households.
- 1.17 In allocating housing sites, regard has been had to the existing supply including sites under development and other sites with planning permission for C3 residential dwellings, and to the strategic policies listed below.

Policy SD2 - Locational Policy

- 1.18 To support sustainable development objectives, Locational Policy SD2 seeks to direct development to the most sustainable locations and to that end seeks to achieve a minimum 60% development in the 'urban' and 'coastal' sub areas in the north and west of the borough, which contain around two-thirds of the residential population and have the best access to jobs, services and the transport network. The supporting text at Policy SD2 (rather than the policy itself), confirms that approximately 40% of development should go to the 'rural' sub-area broadly comprising Guisborough and East Cleveland having regard to the settlement hierarchy set out in the same policy.
- 1.19 In order to align with the NPPF, through the main modifications to the plan it is proposed to amend the policy from the stated sequential approach to one which gives priority, where possible, to the development of previously developed land and the reuse of existing buildings, and to limiting development in the countryside.

Policy SD3- Development Limits

- 1.20 Policy SD3 restricts most forms of development outside development limits, with a few exceptions including the following:
- housing essential for forestry, farming or the operation of a rural-based enterprise;
 - housing meeting the rural exceptions policy;
 - isolated single dwellings of exceptional quality, design and sustainability standards; and
 - the redevelopment of previously developed land.

Policies LS1, LS2 and LS3 - Local Spatial Strategies

- 1.21 The plan includes area-specific spatial policies including in relation to the 'urban area' (Policy LS1), the 'coastal area' (Policy LS2) and the 'rural area' (Policy LS3). The urban area refers to the western residential neighbourhoods based around Greater Eston. The coastal area comprises Redcar, together with the smaller coastal settlements of Marske and Saltburn. In the rural area, covering the rest of the borough, it is proposed that the majority of development would take place in Guisborough, which is identified as the rural service centre and sits atop the rural settlement hierarchy at Policy SD2, and the principal East Cleveland settlements of Skelton, Brotton and Loftus. Development in the service villages of Boosbeck, Lingdale, Carlin How and New Marske and in other, smaller villages, would be limited and of an appropriate scale.
- 1.22 The plan includes the following key policies in relation to housing supply:
- **Policy H1 – Housing Requirements**
 - **Policy H3 – Housing Allocations**
 - **Policy REG3 – Skelton Regeneration Site**

Policy H1 – Housing Requirements

- 1.23 Having considered a range of population-based scenarios, Policy H1 sets a preferred minimum requirement of 234 dwellings per annum over the plan period from 2015 to 2032, and is based on meeting assessed objective housing needs plus a 'sustainable population growth' scenario of 250 people per annum above official projections, which is in line with the Council's strategic objective to return the resident population to 2001 levels (an increase of about 4,000). Taking account the undersupply of 21 dwellings from 2015/16, the housing requirement over the plan period from 2016/17 to 2031/32 is 3,765 dwellings.
- 1.24 Details of the calculated requirement are set out in the 2016 Strategic Housing Market Assessment (the "SHMA") using the 2012-based CLG household growth projections as a starting point. A supplementary analysis paper (September 2016), took into account the 2014-based household growth projections and concluded the proposed requirement was appropriate. In order to ensure a continuous supply of deliverable housing land which

meets the requirement, the policy includes a 20% additional supply buffer to allow for market flexibility and guard against any under-delivery (a further 753 dwellings).

Policy H3 – Housing Allocations

- 1.25 In meeting the housing requirement, ongoing developments and commitments on smaller sites have been taken into account, with new allocations (including unimplemented planning permissions) making up the supply balance.
- 1.26 Ongoing developments, together with estimated outstanding deliverable commitments on smaller sites and conversion schemes (some of which had also started) and an extant permission at Hummersea Hills, Loftus, are shown in *Table 2*.
- 1.27 The combined contribution of 2,179 dwellings leaves a residual of 1,586 against the minimum requirement to be met through allocations (2,339 allowing for a 20% buffer). A significant proportion of the ongoing supply (45%) is on five greenfield extension sites outside the adopted development limits which were approved on appeal or at application stage on account of not then having a deliverable five year housing supply.

Policy REG3 – Skelton

- 1.28 Policy REG3 supports the mixed-use development of a 52 hectare site at Long Acre Sidings, Skelton for commercial and residential developments, including up to 400 dwellings on the western portion of the site, between the ongoing residential development at Annandale Park, and commercial uses to the east.

Table 2: Major Ongoing Developments and Commitments on Smaller Sites (base date 31/03/16)

SHLAA ID	Sites	Location	Units Outstanding
24	Swan's Corner	Nunthorpe	128
256	High Farm	Teesville	174
396	Barnaby House	Eston	51
130	Fabian Place	Eston	52
378	The Dunes	Redcar	64
342	Wheatlands Chase	Redcar	91
391	Havelock Park	Redcar	85
9	Rowan Garth	Redcar	138
106	Scholars Park	Redcar	126
218	The Willows	Marske	4
111	Marske Mill Lane	Saltburn	14
029	Galley Hill	Guisborough	317
30/66	Pine Walk	Guisborough	179
118	Enfield Mews	Guisborough	46
410	Highcliffe View	Guisborough	23
139	Beckside Gardens	Guisborough	38
47(b)	Middlesbrough Road	Guisborough	14
320	Cleveland Gate	Guisborough	134
352	Annandale Park	Skelton	209
389	Hummersea Hills (Extant Permission)	Loftus	107
Commitments on smaller sites ⁴			185
Total			2,179

⁴ The estimate is based on figures as at 31 March 2016, as recorded in in the Five Year Housing Land Supply Assessment (September 2016) and includes a non-delivery allowance of 10%.

- 1.29 Proposed allocation sites are listed in *Table 3* and include 13 sites (highlighted in **bold** type) which, as of April 2017, had an unimplemented planning permission and a combined estimated supply of 1,501 dwellings. To provide increased certainty about development, and subject to consideration of deliverability issues, major unimplemented planning permissions of at least 10 dwellings have been included as allocations.
- 1.30 Not all sites with planning consent for C3 dwellings were included as allocations; justification for their exclusion is set out in the next section of the report along with that for other rejected sites. In most cases, however, the exclusion of these sites as allocations would not in itself prevent them coming forward for residential development.
- 1.31 The supply does not include any allowance for windfall developments, and it has been assumed that the delivery of 1,250 units on two sites (Low Grange Farm and Long Acre Sidings) would be carried over beyond the plan period.

Table 3: Proposed Allocations

Policy Ref.	SHLAA ID	Site	Location	Gross Area (Ha.)	Dwelling Est.	By 2032	After 2032
H3.3	393	Gypsy Lane	Nunthorpe	0.43	10	10	
H3.4	407	Morton Carr Lane	Nunthorpe	4.3	30	30	
H3.5	294	Longbank Farm	Ormesby	21.2	320	320	
H3.6	18	Spencerbeck Farm	Ormesby	2.4	61	61	
H3.7	316	Normanby Hall	Normanby	3.6	25	25	
H3.9	452	Land at Former Eston Park School	Eston	3	100	100	
H3.8	419	Normanby High Farm	Normanby	10	150	150	
H3.1	135	Low Grange Farm Strategic Site	South Bank	32	1,250	200	1,050
H3.10	206	Corporation Road	Redcar	2.4	86	86	
H3.11	213	St. Hilda's Church	Redcar	0.9	30	30	
H3.12	387	Land Adj. Ryehills School	Redcar	1.2	30	30	
H3.13	413	Wykeham Close	Redcar	0.3	35	35	
H3.14	420	Grosmont Close	Redcar	0.15	12	12	
H3.15	103	Roseberry Road	Redcar	0.2	10	10	
H3.16	451	Land at Mickle Dales	Redcar	4.3	100	100	
H3.17	450	West of Kirkleatham Lane	Redcar	23	550	550	
H3.18	77	Marske Road	Saltburn	6.3	116	116	
H3.19	136	Wilton Lane	Guisboro'	0.3	14	14	
H3.20	376	Park Lane	Guisboro'	0.5	40	40	
H3.22	400	Land NE of Galley Hill Estate	Guisboro'	4.1	50	50	
REG3	51	Long Acre Sidings	Skelton	24.5	400	200	200
H3.23	409	Home Farm	Skelton	1.6	47	47	
H3.24	405	Stanghow Road	Skelton	0.33	10	10	
H3.25	43/92	Kilton Lane / Kilton Hall Farm	Brotton	12	270	270	
H3.26	411	Newbury Road	Brotton	0.7	25	25	
H3.27	360	Rosecroft School	Loftus	3.1	100	100	
H3.28	456	Former Handale Primary School	Loftus	0.3	10	10	
H3.29	44	Low Cragg Hall Farm	Carlin How	2	46	46	
H3.30	457	Abattoir Site & Adjacent Land	Boosbeck	2.9	69	69	
Total Within Plan Period						2,746	

Supply Analysis

- 1.32 As shown in *Table 4*, taking into account current developments and planning permissions, including small sites and conversions⁵, and the proposed modifications outlined above, the plan allows for the development of over 4,900 dwellings, which comfortably meets the minimum requirement. 70% of the supply would be on existing developments and other sites with planning permissions with a small proportion (13%) on further greenfield extensions outside development limits.

Table 4: Supply Breakdown between Existing Sites and Proposed Allocations

Source	Units 2015- 2032	%
Sites Under Development ⁶	1,994	40%
Allocations With Permission	1,501	30%
Other Allocations - Within Development Limits	645	13%
Other Allocations - Outside Development Limits	600	12%
Development and permissions on smaller sites and conversions (incl. 10% discount)	185	4%
Net Supply	4,925	
Minimum Requirement 2016/17-2031/32	3,765	
Buffer	1,160	31%

(any differences due to rounding)

- 1.33 An indicative site delivery trajectory over the plan period is set out at **Appendix B**. The estimated supply of 4,925 dwellings over the plan period is equivalent to 307 per annum net and the ensuing surplus of 1,160 provides a buffer of 31% above the assessed minimum requirement, thereby comfortably exceeding the target set out at Policy H1.
- 1.34 Furthermore, the emerging plan provides for a package of sites which can meet housing needs and aspirations across different market areas, communities and demographic sectors, while delivering a level of development which is considered realistically achievable on a site-by-site basis over the plan period.
- 1.35 A significant proportion of the supply would be on greenfield land in higher value market areas. Thirteen sites, with a combined potential of over 1,600 dwellings, are located in the higher value housing areas of West Guisborough, East Redcar, Nunthorpe/Ormesby and Saltburn. Five of these sites are currently under construction, and it is anticipated that development will get underway within the next five years on at least three others.

⁵ As set out in the Five Year Housing Land Supply Assessment (September 2016): [http://www.redcar-cleveland.gov.uk/rcbcweb.nsf/4D5028C230E744F98025751B005247B8/\\$File/Five%20Year%20Housing%20Land%20Supply%20Assessment%202016-21.pdf](http://www.redcar-cleveland.gov.uk/rcbcweb.nsf/4D5028C230E744F98025751B005247B8/$File/Five%20Year%20Housing%20Land%20Supply%20Assessment%202016-21.pdf).

⁶ Including the extant permission at Hummersea Hills, Loftus (107 units net).

- 1.36 The largest contribution within the plan period is on the site West of Kirkleatham Lane (Policy H3.17), for which outline planning permission was granted in April 2017 for 550 dwellings. The site is owned and being promoted on behalf of the landowner, the Homes and Communities Agency (HCA). As there are no identified significant physical constraints associated with the development of the site, and because the HCA is a national regeneration body tasked with increasing housing supply and has an established track record of rapidly delivering major schemes in Redcar, it would be reasonable to assume that the development will be completed within the plan period.
- 1.37 The anticipated level of development in the short term represents the continuation of an upturn in activity which reflects the high number of sites which are under development or have planning permission and are being pursued by a range of developers.
- 1.38 As shown in *Table 5*, recent reported net completions are significantly higher than historic precedent having averaged 300 per annum over the three reporting years to 31 March 2016, and 250 over the last five years from 2011/12. By comparison, the preceding five, ten and fifteen year averages were 175, 183 and 205 respectively. The level of supply proposed through the plan (equivalent to 307 dwellings per annum) also significantly exceeds historic net annual comparisons, thereby promoting the continuation of a step-change in the rate of housing delivery.

Table 5: Historic Housing Completion Rates

Year	Gross	Losses	Net
1992-1993	232	18	214
1993-1994	247	6	241
1994-1995	209	48	161
1995-1996	254	99	155
1996-1997	328	241	87
1997-1998	253	172	81
1998-1999	184	81	103
1999-2000	255	121	134
2000-2001	266	74	192
2001-2002	388	292	96
2002-2003	469	169	300
2003-2004	357	87	270
2004-2005	313	173	140
2005-2006	208	66	142
2006-2007	477	172	305
2007-2008	481	352	129
2008-2009	522	206	316
2009-2010	256	190	66
2010-2011	280	219	61
2011-2012	346	51	295
2012-2013	259	198	61
2013-2014	366	138	228
2014-2015	556	96	460
2015-2016	335	122	213
Annual Average	327	141	185

Delivery Assumptions

- 1.39 The indicative site delivery trajectory in Appendix 4 of the emerging (proposed submission) plan is included at **Appendix B**. The trajectory is informed by the SHLAA (November 2016) and the Five Year Housing Land Supply Assessment (September 2016) which estimated the net additional supply at 1,839 dwellings for 2016/17 to 2020/21, equivalent to 7.3 years supply.
- 1.40 The five year supply position will be reviewed from April 2017 to account for completions for the year ending 31 March 2017, and outstanding commitments at that date. The Local Plan housing requirement will replace the OAN in determining the five year supply position from 2017/18. However, as shown in *Table 6*, if the Local Plan minimum requirement of 234 dwellings per annum is applied against the projected delivery for 2015/16 to 2020/21, a five year supply would continue to be evidenced:

Table 6: Indicative Periodic Supply Breakdown

Supply	Years 1-5	Years 6-10	Years 11-16
Projected Supply 2016/17-2031/32	1,867	1,856	1,160
Cumulative Supply	1,867	3,723	4,925
Cumulative Requirement	1,429	2,597	3,765
Balance	438	1,126	1,160
Years Supply	6.5	14.3	20.9

- 1.41 For years 1 to 5, commitments on smaller sites, as shown in *Table 3* of the Local Plan (185 dwellings), have been included in the supply and a 20% buffer has been added to the requirement. Reflecting the high proportion of supply on current development sites and other commitments, it is anticipated that delivery would be “front-loaded”. This would mean that a surplus would be accrued from early in the period, and the minimum requirement could conceivably be met within the first 10 years.

- 1.42 In *Table 7*, the distribution of supply within the plan period, excluding small sites and conversions, is considered in terms of the Locational Policy SD2 and specifically the objective to achieve a minimum 60% development in the urban and coastal sub areas of the borough.

Table 7: Breakdown of Supply between Geographical Sub-Areas

Sub-Area	Estimated Households*	%	Housing Sites	Dwelling Estimate	%
Urban	17,197	28.0%	12	1,301	27.4%
Coastal	23,932	39.0%	16	1,491	31.4%
Rural	20,193	32.9%	21	1,948	41.1%
Total	61,322	100%	49	4,740	100%

(any differences due to rounding)

**Based on SHMA (2016, Volume 1, p.31) and 2011 Census data for New Marske.*

- 1.43 The combined supply in the urban and coastal areas (59%) is marginally below target. It should be noted however that the distribution is significantly influenced by the high proportion of the supply on sites which are under development or have planning permission and because 43% of this supply is on sites in the rural area. Furthermore, although the 60% policy target has been used as a guideline in selecting allocations, it applies to development generally, not just C3 dwellings.
- 1.44 Most of the projected balance of supply beyond the plan period is focussed on the urban area, on the strategic site at Low Grange Farm, South Bank where a conservative delivery estimate has been assumed within the plan period (200 dwellings).

- 1.45 In *Table 8*, the supply distribution is further broken down between nine notional market sub-areas, as defined in the SHMA, and further confirms that the supply is broadly balanced across the borough.

Table 8: Breakdown of Supply between SHMA Sub-Areas

SHMA Market Area	H/holds*	%	Housing Sites	Dwelling Estimate	%
Greater Eston North	11,258	18%	6**	727**	15%
Greater Eston South	5,939	10%	6	574	12%
Redcar	16,663	27%	13	1,357	29%
Marske/New Marske	5,463	9%	1	4	0.1%
Saltburn	3,121	5%	2	130	3%
Guisborough	7,909	13%	10	855	18%
Skelton & Brotton CP	5,701	9%	6	761	16%
Loftus CP	3,659	6%	4	263	5%
Lockwood CP	1,609	3%	1	69	1%
Total	61,322	100%	48	4,740	100%

(any differences due to rounding)

**As per SHMA (2016, Volume 1, p.31.).*

*** Includes all of Normanby High Farm allocation (150 units), which straddles the Greater Eston North and South sub-areas.*

- 1.46 Relative variations in terms of the proportionate supply generally reflect the level of current permissions, particularly on peripheral greenfield sites. In Guisborough for example the vast majority of the supply is on sites which are under development.
- 1.47 Although no major allocations have been proposed at Marske, it is anticipated that at least part of the demand may be met on nearby developments in Redcar and Saltburn, including on three greenfield sites which fall within the corresponding wards of Longbeck and St Germain's and account for over 360 dwellings.
- 1.48 The supply in Skelton and Brotton Civil Parish includes contributions at the Skelton mixed use regeneration site at Long Acre Sidings (Policy REG3) and the ongoing major development at Annandale Park.
- 1.49 The broad spatial distribution of supply also aligns with gaps in provision relative to household aspiration as indicated in the SHMA. This is illustrated in *Table 9*, which has been extracted from the SHMA (Vol. 1, Table 3.9, p.56) and confirms an undersupply of bungalows and smaller detached dwellings across the borough, and larger detached dwellings with the exception of Guisborough. Where there are insufficient dwellings available relative to aspiration, the figures in the table are expressed in negative (-) terms. Policy H2 in the emerging plan seeks to achieve an appropriate mix of house types including bungalows and detached dwellings and these aspirations are reflected where appropriate in the site allocation policies.

Table 9: Housing Types Sub-Area Breakdown between provision and aspirational demand

Dwelling stock relative to aspirations										
Dwelling type	Sub-area									
	Greater Eston North	Greater Eston South	Guisborough	Lockwood	Loftus	Marske/ New Marske	Redcar	Saltburn	Skelton/ Brotton	Total
Detached house/cottage 1-3 Beds	● -12.6	● -16.0	● -9.9	● -14.6	● -7.8	● -7.6	● -8.9	● -15.6	● -13.5	● -11.1
Detached house/cottage 4 or more Beds	● -16.7	● -13.0	● 3.3	● -9.3	● -17.8	● -12.3	● -7.4	● -15.2	● -2.2	● -8.9
Semi-detached house/cottage 1-2 Beds	● 9.4	● -0.1	● 0.8	● 2.0	● 2.6	● 0.1	● 2.0	● -1.2	● 0.5	● 2.2
Semi-detached house/cottage with 3 Beds	● 20.6	● 23.5	● 16.3	● 4.7	● 6.9	● 26.0	● 23.1	● 10.0	● 15.1	● 19.2
Semi-detached house/cottage 4 or more Beds	● 0.1	● 3.0	● 1.5	● -2.7	● -2.4	● 4.2	● 0.0	● 3.6	● -0.7	● 0.9
Terraced house/cottage 1-2 Beds	● 2.0	● 2.9	● 2.9	● 15.4	● 13.4	● 1.3	● 1.3	● 3.2	● 7.6	● 3.6
Terraced house/cottage 3+ Beds	● 11.5	● 8.6	● 5.4	● 25.4	● 27.5	● 3.4	● 9.1	● 17.5	● 10.1	● 10.3
Bungalow	● -15.9	● -7.8	● -22.3	● -20.4	● -23.9	● -12.6	● -20.7	● -25.2	● -15.7	● -18.0
Flat	● 2.0	● -0.2	● 2.6	● -0.2	● 0.5	● -2.5	● 2.4	● 21.4	● -0.3	● 2.2
Other	● -0.5	● -0.9	● -0.5	● -0.1	● 1.1	● 0.0	● -0.9	● 1.6	● -0.9	● -0.4
	●	Insufficient dwellings available relative to aspiration								
	●	Sufficient dwellings available relative to aspiration								

Site Selection Process

1.50 In seeking to direct development to the most suitable and sustainable locations, the site selection process has involved giving further and comparative consideration to sites in the SHLAA. In addition to meeting the quantitative supply requirement, the plan should seek to provide a package of housing sites which:

- is well-aligned with meeting housing needs and demand in the borough over the plan period as confirmed in the SHMA;
- can contribute significantly to improving the residential offer in the borough by increasing the choice and range of housing, including higher value and aspirational properties where demand is strongest; and
- promote environmental sustainability by maximising the development of viable and acceptable sites within existing residential areas, directing required greenfield development to the most appropriate locations and striking a balance between encouraging economic investment and conserving natural assets.

1.51 The selection of allocations, and the rejection of alternative options, is informed by the assessed numerical housing requirements as set out under Policy H1, and by the following considerations:

- current developments and planning permissions;
- the policies in the NPPF;
- sustainability issues, environmental conservation designations and any other pertinent issues including, where appropriate, existing and nearby land uses and the physical relationship between the site and settlement form;
- the nature and geographical distribution of site options;
- any known potential development constraints and issues; and
- the draft Infrastructure Delivery Plan, which also forms part of the Local Plan evidence base.

1.52 Within the above contextual framework, the assessment has sought not only to identify sufficient sites which can be reasonably be expected to meet the preferred minimum requirement, but also provide a package of sites which collectively would be capable of delivering a range of developments across different sectors of the market and market localities and support the achievement of affordable housing targets.

1.53 To inform the assessment process, the following broad issues were taken into account:

- **The locational strategy, as set out in Policy SD2.**
- **Giving priority to sites of least environmental value.**
- **Access to services.**
- **Policy designations and issues.**
- **Viability considerations.**

Locational Strategy

- 1.54 In accordance with locational strategy at Policy SD2 achieving a minimum 60% development in the urban/coastal sub-areas has underpinned the site selection process.
- 1.55 Priority has been given, where possible, to available and deliverable brownfield land and other acceptable sites within the existing development boundaries as they tend to have better access to facilities including public transport, are usually connected to service infrastructure networks and are likely to be of less environmental value than peripheral greenfield sites.
- 1.56 After taking into account commitments and sites within settlement limits, the most sustainable and acceptable greenfield extension sites were selected to make up the identified residual requirement. As part of the plan preparation, preferred sites were subsequently considered alongside reasonable alternatives through the sustainability appraisal process.

Access to Services

- 1.57 Selecting realistic development sites in the most sustainable locations involves giving consideration to variations in access to services such as public transport, retail, employment, education and leisure and community facilities including healthcare. Developments in locations with the best access to services will ostensibly require fewer and shorter trips thereby promoting reduced carbon emissions and less reliance on motorised transport, particularly the private car, and will moreover help to support the viability of community facilities and businesses. These issues broadly informed the locational strategy and settlement hierarchy policies in Policy SD2 Locational Strategy.
- 1.58 To provide an indication of location sustainability, sites have been broadly mapped using GIS and compared in terms of proximity to key (trip-generating) services including public transport networks and are based on distance thresholds, as shown in *Table 10* below. The thresholds are based on straight-line distances measured from the approximate centre of each site.
- 1.59 The distance threshold reflects the varied frequency and significance of different types of facilities. For example, sites are more likely to be located near bus routes and primary schools than a railway station or a major employment site so average trip distances will be shorter. In the case of primary schools in particular there is some divergence at different distances, so a further threshold has been added to help distinguish sites in more sustainable locations.

Table 10: Service Accessibility Criteria

Facility	Definition	Distance Threshold
Bus Routes	Regular bus route with at least one service running during the daytime.	250m
Railway Station	Any station on the Darlington-Saltburn or Middlesbrough-Whitby lines.	1km
Town Centre	Redcar Town Centre as per the Draft Local Plan Policies Map.	2km
District Centre	Any of the six district centres as defined on the Policies Map.	1km
Local Centre	Any of the ten local centres as defined on the Policies Map.	500m
Neighbourhood Centre	Other shopping parades or convenience stores which are not defined as local centres and include at least one convenience store e.g. Ings, Redcar and Woodhouse, Guisborough.	250m
Retail Park / Major Store	Cleveland Retail Park and the larger out-of-centre supermarkets at Redcar (Tesco/Morrisons), Guisborough (Sainsbury's), South Bank (Tesco and Asda) and Skelton (Asda).	2km
Employment Site	The main general industrial estates and areas and business parks, namely: Kirkleatham, Skippers Lane, Grangetown / South Bank, Dormanstown, Longbeck, Morgan Drive/Cleveland Gate, Skelton, Skinningrove and Boulby.	1km
South Tees Complex	Area east of A1053 incorporating Teesport, Tata Steel and Wilton processing sites.	2km
Secondary School	Any community or RC 11-16 secondary school.	1km
Primary School	Any community or RC primary school.	250m
Primary School	Any community or RC primary school.	500m
FE College	Includes VI form colleges in Eston, Nunthorpe and Guisborough and Redcar & Cleveland College.	2km
Public Open Space	Major space of approximately at least two hectares or smaller multi-functional sites incorporating formal play and amenity areas.	500m
Leisure Centre	Any of the five main leisure centres at Redcar, Eston, Guisborough, Saltburn and Loftus.	2km

1.60 The mapping exercise has provided a convenient, realistic and simple way for assessing and comparing a large number of sites in terms of access to services. However, this is in turn a basic analysis and the following caveats should be noted:

- There will be differences generally in terms of distances, which are compounded by the straight-line approach which masks variations in the actual distances travelled 'on the ground'.
- There is scope for variation in the quality and significance of services and facilities. For example, the frequency or range of bus services on different routes varies and some employment or retail locations may be more buoyant or extensive than others.
- Facilities such as supermarkets are more trip-intensive and more car-dependent than, say, open spaces and as such are more critical in terms of carbon emissions.

- Some sites may have access to a broader choice of services e.g. more than one primary school, and a larger range of open spaces and leisure facilities, but these issues are not reflected in the survey.
- There may be significant distance variations between sites which fall within or outside the catchment thresholds of particular facilities.
- There is overlap between some facilities e.g. Low Grange, South Bank which functions as a district centre and contains a major supermarket, and Cleveland Retail Park is integral to Skippers Lane Industrial Estate.
- On very large sites, accessibility will be limited as the shorter distances may not extend to the site boundary from the centre, thus distorting the results.
- Where major developments are proposed, community services and infrastructure and open space may be required as part of the development, thus improving site sustainability credentials.

1.61 The results of the service accessibility assessment are tabulated at *Appendix C*. The table generally confirms that sites integral to settlements tend to be closer to a broader range of services than those in peripheral locations.

Policy Designations and Issues

- 1.62 In the SHLAA, the suitability of each site was broadly considered in terms of its location and physical characteristics and any policy designations. Where any physical or policy constraints apply, the development potential of the site may be affected. In some cases, constraints or abnormal development costs may render development unviable, particularly in locations where residential land values are low.
- 1.63 As it is recognised that development on peripheral greenfield land will be needed to meet preferred housing requirements over the plan period, it is important that the approach taken to site selection should seek to minimise the likely impacts of development on the local environment.
- 1.64 To that end, all candidate sites have been further considered in terms of the significance of any environmental policy designations and, using GIS data, any other policy issues such as flooding from watercourses or poor surface water drainage, evidence of archaeological value, and in terms of existing and nearby land uses.
- 1.65 The policy designations and issues which have been considered are shown in *Table 11* below.

Table 11: Policy Designations and Issues Summary

Site Type	Previously Developed Land (PDL)
	Greenfield
	Greenfield / PDL
Restrictive Policy Designations and Other Development Issues	Outside Development Limits
	Green Wedge
	Strategic Gap
	Sensitive Landscape Area
	Strategic Landscape Area
	Wildlife Corridor / Site
	Flood Zone 2/3
	Conservation Area
	Listed Building
	Heritage Coast
	HSE Consultation Zones
	Archaeological
	Surface Water Drainage
Existing Land Use or Allocation	Community use including public open space
	Commercial use
	Agricultural Land

- 1.66 The results of the exercise are tabulated at **Appendix D** and include notification of any significant adjacent designations. The assessment of service accessibility and policy and development issues has helped to identify which sites would be most acceptable for residential development in planning policy terms and therefore provides some justification, along with other issues such as economic viability and physical development constraints, for selecting particular sites over alternative options.

Proposed Sites and Strategic Overview

- 1.67 In selecting housing allocations, the unique characteristics of each site were considered carefully and, where appropriate, reference is made to alternative sites in justifying the inclusion or rejection of site options. For each proposed allocation, yield estimates and delivery profiles are set out and justified.
- 1.68 As noted above, to promote the sustainable development and regeneration of the borough, a sequential approach has been applied which seeks to give priority to suitable sites inside development limits and with good access to services. At the same time, regard has been had to viability issues in selecting sites and projecting deliverability. The NPPF attaches particular significance to the viability of local plans (see for example paras. 47,158, 159 and 173). Therefore, for the plan to be found sound under public examination, it is important that allocations are seen to be realistically capable of development within the plan period. With this in mind, a number of sites which are inside development limits, including some with planning permission, have been rejected on the grounds of deliverability constraints having regard to the SHLAA. However, subject to any other considerations, this would not prevent

these and other sites coming forward for housing during the plan period, potentially without allocation.

- 1.69 The emerging plan allows for a number of settlement extensions including sites of at least 100 dwellings at Nunthorpe, Ormesby, Normanby, Redcar, Saltburn and Brotton, along with the surplus greenfield employment allocations at Redcar and Skelton. These allocations, together with ongoing peripheral greenfield developments at Redcar, Guisborough and Nunthorpe, collectively account for a substantial proportion of the supply.
- 1.70 After current developments and permissions are taken into account, the supply of available land significantly exceeds the residual requirement, even allowing for the substantial supply buffer noted above. Therefore, the rejection of all other greenfield extension sites needs to be seen within this wider supply context, in addition to site-specific considerations.

2

PROPOSED ALLOCATIONS

Overview

- 2.1 The Publication Local Plan includes 30 housing allocation sites, plus a mixed-use site at Skelton incorporating a residential element. As development has subsequently commenced on two allocation sites at Swan's Corner, Nunthorpe (Policy H3.2) and Cleveland Gate, Guisborough (Policy H3.21), these sites have been added to the current supply set out above.
- 2.2 With the exception of two new sites (refs H3.30 and H3.28), the allocations have been assessed as deliverable or developable in successive iterations of the SHLAA which have been subject to consultation with relevant housebuilders, landowners and agents.
- 2.3 The risk assessment in the November 2016 SHLAA distinguished between the substantial proportion of sites and supply expected to be delivered in the short-term, and other sites, including the two new allocations, may take longer to come forward and have provisionally been assessed as developable, beyond the first five year period. The delivery prospects on five of these sites, in the rural area, have been questioned in one representation to the plan (ref. PLP_126). The Council's rebuttal to this is set out in the submission paper, '**Summary of Detailed Representations in relation to Policies H3 and Council Response**'.

Proposed Allocations with Planning Permission

- 2.4 As noted above, the plan includes allocations with planning consent in place housing. As at March 2017, the sites listed below in *Table 12* had a planning permission awaiting implementation. As the principal of development in planning terms has in effect already been established, limited attention is given here to justifying the inclusion of these sites as preferred allocations, with comments largely focused on delivery prospects.

Table 12: Proposed Allocations with Planning Permission

Policy Ref.	SHLAA ID	Site	Locatio	Gross Area (Ha.)	Dwelling Estimate	Within Plan Period
H3.3	393	Gypsy Lane	Nunthorpe	0.43	10	10
H3.5	294	Longbank Farm	Ormesby	21	320	320
H3.6	18	Spencerbeck Farm	Ormesby	2.4	61	61
H3.1	135	Low Grange Farm Strategic Site	South Bank	32	1,250	200
H3.13	413	Wykeham Close	Redcar	0.3	35	35
H3.14	420	Grosmont Close	Redcar	0.15	12	12
H3.15	103	Roseberry Road	Redcar	0.2	10	10
H3.17	450	West of Kirkleatham Lane	Redcar	23	550	550
H3.18	77	Marske Road	Saltburn	6.3	116	116
H3.23	409	Home Farm	Skelton	1.6	47	47
H3.26	411	Newbury Road	Brotton	0.7	25	25
H3.29	44	Low Cragg Hall Farm	Carlin How	2	46	46
H3.30	457	Abattoir Site & Adjacent Land	Boosbeck	2.9	69	69
Total Within Plan Period						1,501

Gypsy Lane, Nunthorpe

Policy Ref.	SHLAA ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
H3.3	393	Gypsy Lane	Nunthorpe	0.79	10	10

- 2.5 This is a small rectangular and sloped site fronting the north side of Gypsy Lane between existing housing and Gypsy Lane railway station. There are hedgerows along the southern and western boundaries. The site forms part of a larger agricultural field which is outside development limits and falls within the Green Wedge between Nunthorpe and Ormesby and inside Ormesby Hall Conservation Area.
- 2.6 The site was identified as a preferred allocation in the 2013 Draft Local Plan and outline planning consent for 10 dwellings was granted in March 2014 on account of the borough not having a deliverable five-year housing supply. A subsequent outline application for 10 large detached dwellings but with a similar development footprint, but over an extended area (in order to incorporate drainage infrastructure) was approved in November 2016 (application ref. 2016/0489/OOM). The extended site is included as an allocation in the publication plan.

Longbank Farm, Ormesby

Policy Ref.	SHLAA ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
H3.5	294	Longbank Farm	Ormesby	21	320	320

- 2.7 This is a large, linear hillside area adjoining suburban housing area at the eastern edge of Ormesby mostly comprising agricultural fields.
- 2.8 Outline planning consent, subject to conditions, was granted by the Planning Inspectorate on appeal for 320 dwellings in March 2016 to a major housebuilder (application ref. 2013/0803/OOM) on the grounds of deliverable five year housing supply. It is anticipated that a reserved matters application will be forthcoming in the near term and that development can be completed within the plan period subject to meeting conditions, including the provision of vehicular access from Ormesby Bank.

Spencerbeck Farm, Ormesby

Policy Ref.	SHLAA ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
H3.6	18	Spencerbeck Farm	Ormesby	2.4	61	61

2.9 This is a square site at Ormesby Road on the border between Normanby and Ormesby and partially within the Spencer Beck green wedge. The site comprises the area occupied by former farm buildings and cottage dwellings and surrounding paddock areas, with the latter falling inside the green wedge. Detailed planning permission for redevelopment for 41 dwellings expired in June 2016. Outline planning approval for the development of 41 dwellings on the paddock land was secured on appeal in March 2016. A new outline application to redevelop the farm buildings area was approved in December 2016, subject to a Section 106 agreement (application ref. R/2016/0410/OOM).

2.10 The site is adjacent to a mature residential area at Normanby and securing consent for the entire site will presumably make it more attractive to housing developers.

Low Grange Farm Strategic Site, South Bank

Policy Ref.	SHLAA ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
H3.1	135	Low Grange Farm Strategic Site	South Bank	32	1,250	200

2.11 This is a major strategic site which was historically mostly farmland and housing between the A1085 and A66. The site was included as an allocation in the 2013 Draft Local Plan for which outline consent for up to 1,250 dwellings granted in March 2016 to a volume housebuilder.

2.12 The proposals have been pursued for several years by the developer, which indicates that housing can be delivered on the site. Given the size and location of the site, it is anticipated that the development would take place over a lengthy period, extending beyond the plan period to 2032, and reflecting these issues the outline consent allows for an extended period of up to 10 years for the submission of a reserved matters application. Consequently, it has been assumed in the plan that delivery rates will be low and the majority of completions will be achieved after 2032.

Wykeham Close, Redcar

Policy Ref.	SHLAA ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
H3.13	413	Wykeham Close	Redcar	0.3	35	35

2.13 This is a small cleared brownfield site, formerly housing, with detailed planning consent for 35 assisted living apartments (application ref. 2014/0718/FFM), and grant funding secured from the Homes and Community Agency (HCA). The planning consent expires in February 2018, but following changes in government legislation the proposals have been put on hold, which may delay short-term delivery.

Grosmont Close, Redcar

Policy Ref.	SHLAA ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
H3.14	420	Grosmont Close	Redcar	0.15	12	12

2.14 This is a small cleared brownfield site, formerly housing, with detailed planning consent for 12 assisted living dwellings (application ref. 2014/0718/FFM), and grant funding secured from HCA. The site is in Council ownership and transfer to the prospective developer is currently progressing.

Roseberry Road, Redcar

Policy Ref.	SHLAA ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
H3.15	103	Roseberry Road	Redcar	0.2	10	10

2.15 Cleared brownfield site, formerly a petrol filling station, which backs onto an area of older person’s bungalows and for which planning consent for 10 dwellings was granted in 2015 (application ref. 2014/0504/OOM). The site has been advertised on the open market, though this has not generated any detailed proposals. Nonetheless, the site has previously attracted developer interest from a Registered Provider, has since undergone remediation and is located in part of Redcar which is benefitting from significant regeneration. It is considered therefore that development will be forthcoming, within the plan period, potentially for low cost market or affordable housing.

West of Kirkleatham Lane, Redcar

Policy	ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
H3.17	450	West of Kirkleatham Lane	Redcar	23	550	550

2.16 This is a large area of flat vacant former agricultural land at the western edge of Redcar which was allocated for employment uses in the 1999 Local Plan as an extension to Kirkleatham Business Park but remains undeveloped The Employment Land Review (2016) has indicated that there is a surplus of employment land in this area and that consideration should be given to re-allocating it for alternative uses.

2.17 In April 2017 outline consent was granted for the development of up to 550 dwellings on part of the site, subject to meeting a range of conditions (application ref. R/2016/0663/OOM). All matters apart from access are to be determined via a reserved matters application. This is a large greenfield site which is in the ownership of and is being actively promoted by the HCA which, as the government's public body tasked with increasing housing supply, is committed to ensuring the delivery of the proposals.

Marske Road , Saltburn

Policy Ref.	SHLAA ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
H3.18	77	Marske Road	Saltburn	6.3	116	116

2.18 This is an area of gently sloping farmland south of A174 and to the west of Saltburn and outside development limits. Outline planning consent for housing was secured, on appeal, in December 2015. A reserved matters application for 116 dwellings was approved in September 2016 (application ref. R/2016/0154/RMM). The site does not have any significant delivery constraints, is being pursued by a major housebuilder and Saltburn is an area of high demand. It is anticipated therefore that the development will be completed in the short-term.

Home Farm, Skelton

Policy Ref.	SHLAA ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
H3.23	409	Home Farm	Skelton	1.6	47	47

2.19 This is a sizeable backland site comprising the vacant and derelict agricultural buildings in the Skelton Conservation Area adjacent to Skelton High Street and the Grade II* Listed All Saints Church. Detailed consent for 47 dwellings was secured in 2017 (application ref. R/2015/0475/CAM). As there is a permission in place and the site is located in an established residential area it is assumed that this relatively small development can be completed in the short-term.

Newbury Road, Brotton

Policy Ref.	SHLAA ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
H3.26	411	Newbury Road	Brotton	0.7	25	25

2.20 Cleared brownfield site, formerly housing, with planning consent for 25 assisted living bungalows (application ref. 2014/0718/FFM), with grant funding secured from the HCA. The site is one of several ongoing or proposed developments in the borough for supported living

accommodation and the developer indicated an in August 2016 in response to consultation on the Five Year Housing Land Supply Assessment that the scheme was being appraised and development expected to start within 12 months.

Site 44: Low Cragg Hall Farm, Carlin How

Policy Ref.	SHLAA ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
H3.29	44	Low Cragg Hall Farm	Carlin How	2	46	46

- 2.21 The site comprises a sloping area of grazing land to the west of Carlin How fronting the A174 and is outside the adopted development limits. On account of the borough not having a demonstrable five-year deliverable housing supply and in accordance with NPPF guidance, outline planning consent was granted in 2013 for 46 dwellings, subject to incorporating underground surface drainage tanks to alleviate off-site flooding risks.
- 2.22 The planning consent, which expired in 2015, applied for two years and was granted with a reduced time period stipulated to promote short term delivery to help make up the supply shortfall, and to allow the local planning authority to reconsider the development the site through the local review process. A further outline consent was granted in January 2016, also for a period of two years (application ref. R/2015/0496/OOM).
- 2.23 The site is currently on the open market and if developed could broaden the range and choice of housing in Carlin How, though this may be dependent on a market upturn; in the previous decade an adjacent brownfield site was redeveloped for 24 dwellings. Hence the site has been assessed as developable over the plan period rather than deliverable in the short-term.

Abattoir Site & Adjacent Land, Boosbeck

Policy	SHLAA ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
H3.30	457	Abattoir Site & Adjacent Land	Boosbeck	4.3	70	70

Background

- 2.24 This site comprises the Boosbeck abattoir site, which has become vacant, and an area of adjacent open space, in RCBC ownership, which currently forms part of the Pit Park green space and is outside development limits. Outline consent for 69 dwellings and public open space was granted in February 2017 to the new landowner.

- 2.25 Boosbeck has experienced relatively significant development in the last fifteen years, including the Greenside View development (50 dwellings) which is situated near the allocation site. Prior to the 2008-2011 recession, the abattoir site had attracted interest from a major housebuilder. It is therefore reasonable to expect, in light of the extended development area and historic completion levels in the village, that development would be realistically achievable within the next 15 years

Proposed Allocations without Planning Permission

2.26 Proposed allocations without planning permission are shown in *Table 13*. The justification for including these sites is set out over subsequent pages.

Table 13: Proposed Allocations without Planning Permission

Policy Ref.	ID	Site	Location	Gross Area (Ha.)	Dwelling Estimate	By 2032	After 2032
H3.4	407	Morton Carr Lane	Nunthorpe	4.3	30	30	
H3.7	316	Normanby Hall	Normanby	3.5	25	25	
H3.8	419	Normanby High Farm	Normanby	10	150	150	
H3.9	452	Land at Former Eston Park School	Eston	3	100	100	
H3.10	206	Corporation Road	Redcar	2.4	86	86	
H3.11	213	St. Hilda's Church	Redcar	0.9	30	30	
H3.12	387	Land Adj. Ryehills School	Redcar	1.23	30	30	
H3.16	451	Land at Mickle Dales	Redcar	4.3	100	100	
H3.19	136	Wilton Lane	Guisborough	0.3	14	14	
H3.20	376	Park Lane	Guisborough	0.5	40	40	
H3.22	400	Land NE of Galley Hill Estate	Guisborough	4.6	50	50	
REG3	51	Long Acre Sidings	Skelton	24.5	400	200	200
H3.24	405	Stanghow Road	Skelton	0.3	10	10	
H3.25	43/92	Kilton Lane	Brotton	12	270	270	
H3.27	360	Former Rosecroft School	Loftus	3.1	100	100	
H3.28	456	Former Handale Primary School	Loftus	0.28	10	10	
Total Within Plan Period						1,245	

Site 407: Morton Carr Lane, Nunthorpe

Policy	SHLAA ID	Site	Location	Gross Area (Ha.)	Total Units	Indicative Delivery Trajectory		
						Within Plan Period	Within 5 Years	Year 6 +
H3.4	407	Morton Carr Lane	Nunthorpe	4.3	30	30	0	30

Background

- 2.27 This is an area of greenfield land between housing and the A1043 Nunthorpe by-pass. The Middlesbrough–Whitby railway line passes to the west. A Public Right of Way and Nunthorpe Academy playing fields border the easterly boundary. The site, which is in RCBC ownership, is situated to the rear of a mature lower density residential area at Morton Carr Lane and was formerly a garden nursery, is outside development limits and comprises vacant land partially planted-up with trees, some of which appear to be self-seeding. The site is surplus to RCBC requirements and access would be feasible from Morton Carr Lane.
- 2.28 The site is identified in the emerging plan for the limited development of lower density executive-style housing, to be built to a particularly high standard and augmented by open space and substantial woodland buffers. The yield estimate assumes development on up to approximately 50% of the land area in the core of the site and at a net density of approximately 15 dwellings per hectare.
- 2.29 The indicative delivery trajectory assumes completions towards the end of the plan period, which reflects the high level of commitments in this locality. However, it is conceivable that development may be achieved over an earlier timeframe.
- 2.30 Parts of the site are evidently used for informal recreation such as dog-walking and the policy seeks to retain public use of the woodland area and other open space.

Justification

- 2.31 The land is underused and is in a sustainable residential location within 500m of Nunthorpe rail station, local centre and Nunthorpe schools. The site is well-related to the built-up area with the A1043 Nunthorpe by-pass establishing a defensible boundary to the south. The proposals would complement those for residential development on the adjacent land to the west, as set out in the adopted Middlesbrough Local Plan.
- 2.32 The site is suitable for limited lower density development, within the core of the site, for the following reasons:
- to improve the residential offer in Redcar & Cleveland by increasing the stock of detached dwellings, thereby helping to retain or attract more mobile households;
 - to respect typical nearby housing densities and local area character;
 - potential traffic-handling capacity limitations of the adjacent suburban road network;
 - to enable the provision of effective visual and noise attenuation buffer with the railway and the bypass; and

- to minimise and mitigate for the loss of existing planted areas.

Site 316: Normanby Hall

Indicative Housing Yield:

Policy	ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
H3.7	316	Normanby Hall	Normanby	3.5	25	25

Background

- 2.33 This site comprises Normanby Hall, an unused Grade II-listed manor house and surrounding parkland containing mature protected trees and a woodland belt. The hall, which has been vacant for over a decade, has fallen into a dilapidated state along with its grounds and the building is on the English Heritage ‘at risk’ register. The Hall was last used as a care home which ceased operating over 10 years ago and subsequently the site has generated interest from different housebuilders.
- 2.34 A partly culverted watercourse, Middle Gill, crosses the site in a north-westerly direction. There are three drainage channels entering the site at different points, two of which appear to discharge into Middle Gill which may also provide a valuable wildlife corridor between the urban area and the Eston Hills. The site was included as an allocation in the 2013 Draft Local Plan for a conservation-led scheme for limited development of up to approximately 25 dwellings, potentially including residential sub-division of the Hall.
- 2.35 Due to the sensitive nature of the site and its physical constraints this is not a straightforward proposal and this is evidenced by the lack of progress in securing its re-use. A balance needs to be achieved between limiting the physical impact of proposals (on and off-site) and achieving the critical mass of development required to achieve a viable scheme including the sustainable re-use of the Hall.
- 2.36 The preliminary view from RCBC highways engineers indicates that the existing road network may be capable of serving a development of up to about 25 dwellings. It is understood that since the previous proposal the main access has been transferred into different ownership. The potential to serve development from an alternative or supplementary access point from the west via Coach House Mews appears to be limited.
- 2.37 Subject to a more detailed investigation, realistic development opportunities may be restricted to the following areas:
- the area due south of the hall avoiding protected trees;
 - the hall building itself;
 - the Coach House area to the north of the hall; and
 - a small area towards the northern entrance avoiding Middle Gill.

2.38 It is assumed that the above areas would have the potential to achieve the indicative capacity of 25 dwellings and support the restoration of the woodland and parkland areas. The area to the south of the hall towards the site boundary, avoiding valuable protected trees, appears to provide the principal area for new development.

Justification

2.39 The site is in a sustainable location within 1km of Normanby centre and 300m of major bus routes to Redcar and Middlesbrough. Sensitive residential development, potentially including sub-division of the hall into residential units would secure the conservation and sustainable re-use of the listed building and restoration of its setting. Residential development would also widen the housing offer in Greater Eston. The site is in a higher value residential area has the potential to achieve a highly distinctive scheme in an unusual location and to broaden the housing offer in Greater Eston.

2.40 Bearing in mind the abnormal cost and limited site development potential, it is important that encouragement is given where possible to support development value and enable investment to proceed. To that end, consideration should be given to waiving affordable housing requirements.

Site 419: Normanby High Farm, Normanby

Indicative Housing Yield:

Policy	ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
H3.8	419	South of High Farm	Normanby	10	150	150

Background

2.41 This is an area of former agricultural land between the ongoing High Farm development and Normanby which was put forward in response to the 2013 Draft Local Plan consultation through two different representations. The site falls within the Green Wedge separating Teesville and Normanby from east Middlesbrough. Together with SHLAA Site 418, this land forms part of the community woodland agreement linked to the High Farm planning consent but covers a larger area to the south, and extending south-west of the High Farm development further into the Green Wedge. As such, a deed of variation would be required against that permission as part of an application for any part this site.

2.42 The submitted site extends to 12.5ha, incorporating an area to the west of Skippers Lane and north of Meadowcroft Road. However, the plan proposes development only on land to the south of the existing High Farm development site, in order to promote a logical extension to the residential area which would minimise the impact on the depth and integrity of the Green Wedge, and for partial development of up to 150 dwellings to reflect junction capacity limitations at the Ormesby Road junction.

- 2.43 Development would need to be served by extending the existing highway from the south (which currently becomes a track). Previous applications and proposals going back over twenty years have identified highway junction capacity constraints, specifically the traffic handling capacity of the Skippers Lane and Ormesby Road junction.

Justification

- 2.44 This site adjoins the ongoing High Farm housing development to the north. The partial release of this land for housing (covering a gross area of 10 hectares and excluding the land due north of Meadowcroft Road and west of Skippers Lane), as a logical southerly extension to that development, would result in an extension of the residential footprint while retaining a similar depth to the Green Wedge, and helping to ensure the residual housing supply requirement can be met.
- 2.45 The housing estimate of 150 dwellings is a ceiling and reflects the need to strike a balance between allocating sites for development in the most sustainable locations (those which are well related to existing residential areas, are of limited ecological value and have good access to service provision), and the potential impacts of development on residential amenity and infrastructure capacity. This estimate is however provided without the benefit of an independent transport assessment and, as such, a lower level of development could also be justified. Unless developed at an untypically low density, it is not anticipated that all 10 hectares would be needed to meet the housing figure, therefore the remaining land should be retained as community woodland in line with the existing planning consent.
- 2.46 The site is in a sustainable location within the urban core and, subject to improving footpath links, there is good access to a range of services including a primary school (500m) and a secondary school (800m). Normanby Road (600m east) contains leisure and further educational facilities and is served by a main bus route into central Middlesbrough. Normanby centre is within 1.3 km to the south-east and contains local shops and business. Larger scale retail facilities, businesses, services and employment areas are located at Cleveland Retail Park / Skippers Lane Industrial Estate and at Low Grange Farm District Centre (1.5 km directly to the north).
- 2.47 To promote continuity of supply and to ensure that a co-ordinated extension can be achieved, proposals should be subject to the prior completion of the existing High Farm site. Development has been ongoing since 2011 and, as at 31 March 2016, records show there were 174 dwellings awaiting completion including a permission granted to the landowner for 116 dwellings on 3ha at the southern end of the permission site. It is anticipated therefore that this scheme would be delivered later on in the plan period.
- 2.48 Submitted representations from the site promoter have contended that the junction could accommodate up to 200 dwellings, and that the site should be developed independently without recourse to the completion of the existing development. The Council's response is stated in the Draft Local Plan Report of Consultation (p.168), and in the rebuttal to the representation submitted on the Publication Local Plan.

Site 452: Land at Former Eston Park School, Eston

Indicative Housing Yield:

Policy	ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
H3.9	452	Former Eston Park School	Eston	3	100	100

Background

2.49 This site, which has become surplus to educational requirements comprises unused facilities at the former Eston Park School, which has amalgamated with the former Gillbrook School to create the Hillsview Academy at the Gillbrook site. The site abuts the former town hall site (ID 130), which is currently being redeveloped as ‘Fabian Place’, for 52 dwellings. Development will be dependent achieving satisfactory access, which would logically be via the town hall site; the planning application layout for that site allows for that eventuality. It has also become apparent that, subject to consideration by highways engineers, it may also be possible to achieve access via an extension to Burns Road.

Justification

- 2.50 This is a surplus, partly brownfield site comprising former school buildings and playing fields which have become vacant following the amalgamation of Eston Park with Gillbrook schools to create the Hillsview Academy.
- 2.51 The site is in a highly urbanised area and a sustainable location adjacent to a bus route, secondary school and sixth form college and within 800m of Low Grange Farm District Centre and Eston Leisure Centre.
- 2.52 The site would be suitable for residential development, following on from Fabian Place.
- 2.53 Redevelopment for market housing will support the regeneration of Greater Eston, complementing recent and ongoing investments and will contribute to achieving a more balanced housing stock between market and social tenures.
- 2.54 The yield estimate would be in keeping with nearby residential densities and those pertaining to a previously submitted layout from a major housebuilder for the wider Fabian Place / Eston Park site.

Site 206: Corporation Road, Redcar

Indicative Housing Yield:

Policy	ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
H3.10	206	Corporation Road	Redcar	2.4	86	86

Background

2.55 This is a rectangular cleared brownfield site in a highly visible location in central Redcar fronting the Corporation Road (A1085) cross-town route. The above yield estimate reflects the most recent detailed developer’s layout for the site.

2.56 This is a site is in an established housing location and was pursued by a major housebuilder for several years during which time solutions to surface water drainage arrangements were agreed with Northumbrian Water.

2.57 The site has been declared surplus to Council requirements, and available for redevelopment subject to lifting an educational covenant, which is not considered to be prohibitive.

Justification

2.58 This is the largest available brownfield site in Redcar and is situated in an established residential neighbourhood and a highly sustainable location which is:

- adjacent to a main bus route and the RC educational campus;
- opposite Redcar & Cleveland college and Locke Park; and
- within 600m of Redcar town centre.

2.59 Development as proposed would promote the efficient and sustainable re-use of a major urban site, support the regeneration of Redcar and provide an opportunity to help to meet the need for more housing including affordable dwellings.

2.60 As the site is located close to Locke Park and other open spaces the draft layout does not incorporate any formal public open space. An off-site contribution towards open space enhancements would be appropriate.

2.61 A recent marketing exercise, undertaken in 2016, attracted renewed interest from two major housebuilders.

Site 213: St. Hilda’s Church, Redcar

Indicative Housing Yield:

Policy	ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
H3.11	213	St Hilda's Church	Redcar	0.9	30	30

Background

2.62 This site comprises the existing 1960’s church and the surrounding grassed open space. Ownership of the open space is split between the church and RCBC. For several years the church has been seeking to replace the current building with a more manageable facility, and would seek to achieve this through realising residential value on the open space, including the land in RCBC ownership. The dwelling estimate reflects a previous submitted draft detailed layout.

Justification

2.63 The site is in an established residential area and a highly sustainable location being adjacent to a bus route, opposite Roseberry Square shopping area and within 300m of primary and secondary schools. Residential development will help to meet local housing requirements, including affordable housing

2.64 It is understood the church building requires replacement due to structural decay and prohibitive maintenance costs. The release of the adjacent public open space (0.3 hectares) is needed to enable the redevelopment to proceed. The replacement facility will provide an enhanced community resource and complement recent and ongoing investments nearby.

2.65 Although the proposals will result in the loss of public open space, this is of limited environmental and amenity value due to the position of the existing church towards the centre of the site. Provision within the local area also meets the proposed minimum quantity standard and the loss of the open space to development will have a negligible effect on supply. It is recommended however that in mitigation an off-site contribution towards the enhancement of existing local spaces should be sought.

2.66 The site has recently been marketed and has attracted housing developer interest.

Site 387: Land adjacent Ryehills School, Redcar

Indicative Housing Yield:

Policy	ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
H3.12	387	Land adjacent Ryehills School	Redcar	1.2	30	30

Background

2.67 This site comprises most of the land formerly occupied by the original buildings abutting the northern boundary of the redeveloped school. The site is surplus to school requirements and now falls outside its boundary. The site abuts mature suburban housing the north. To the west is the Redcar Lane (B1269) arterial route.

Justification

2.68 This is a vacant brownfield site in an established residential area and a sustainable location adjacent to a secondary school and a bus major route along Redcar Lane. Housing would therefore be an appropriate development option and promote the efficient re-use of vacant urban land.

2.69 The dwelling estimate assumes that the development would not include formal open space due to the irregular configuration of the site, its modest size and the relatively high level of local provision including nearby Borough Park.

2.70 The site has recently been marketed and has attracted housing developer interest.

Site 451: Land at Mickle Dales, Redcar

Indicative Housing Yield:

Policy	ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
H3.16	451	Land at Mickle Dales	Redcar	4.3	100	100

Background

2.71 This site forms part of an area of loosely defined and largely flat arable land between Taylor Wimpey’s existing Rowan Garth development and the A174 and would effectively form a second phase to Rowan Garth. This site abuts the Rowan Garth development to the north

which recently commenced and will provide 138 dwellings served by a new access from Redcar Road and enclosed by an accessible woodland belt (application ref. 2015/0152/RMM). Development would be accessed from the Rowan Garth site, the layout for which would facilitate that. It is anticipated that the existing access from Redcar Road would be able to accommodate the additional quantum of development envisaged. There is footpath crossing the northern boundary of the site which would need to be retained in the event of development.

Justification

- 2.72 The subsequent appropriate development of this land, following on from Rowan Garth, would result in a logical extension to that development while retaining a similar depth to the Green Wedge. The site is in a sustainable location adjacent to the Redcar built-up area and is broadly within 900m of a main bus route at Redcar Road to the north, 2km of two primary schools and on Redcar Road and Longbeck Railway station and 2.2km of shops, businesses and services in Marske District Centre.
- 2.73 It is assumed that access would be gained directly from the southern boundary of the Rowan Garth site, through the existing peripheral planting buffer. The A174 provides a definitive and defensible boundary to the southern edge of Redcar and, following the completion of Rowan Garth, development would 'round-off' the built-up area at that point, reinforced by a strategic landscape buffer to soften the urban edge and reduce the visual impact of development.

Note:

Since the Publication Plan was issued for consultation, it has become apparent that a substantial part of the Mickle Dales site falls within the proposed route of the Dogger Bank Teesside A and B cable routes, which are the subject of a Development Consent Order (DCO) granted in August 2015 by the Planning Inspectorate to the Forewind Consortium as a Nationally Significant Infrastructure Project. The DCO runs for seven years to August 2022 and safeguards land to enable the provision of a works corridor to a width of 18 metres for each cable route and includes a works compound within the Mickle Dales site. Upon completion of the works, a permanent easement of 7 metres width is prescribed for each route and would evidently undermine the potential to achieve residential development within the site.

However, as neither Forewind nor Taylor Wimpey have subsequently indicated that the housing allocation should be removed, the allocation has been provisionally retained subject to any implementation of the DCO.

Site 136: Wilton Lane , Guisborough

Indicative Housing Yield:

Policy Ref.	SHLAA ID	Site	Location	Gross Area (Ha.)	Dwelling Estimate	Within Plan Period
H3.19	136	Wilton Lane	Guisborough	0.3	14	14

Background

2.74 This is a cleared, rectangular brownfield site which was formerly a school. The site is bordered by housing on three sides and slopes gently downwards to the north. Detailed planning permission expired in March 2017 after the landowner and prospective developer, having commenced remediation works, put the site on the market.

Justification

2.75 The site is in a sustainable location within a mature residential area close to central Guisborough. Interest has previously been forthcoming from other providers of low-cost market or affordable housing and it is considered that a similar development can be achieved within the plan period.

Site 376: Park Lane, Guisborough

Indicative Housing Yield:

Policy	ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
H3.20	376	Park Lane	Guisborough	0.5	40	40

Background

2.76 This is a cleared brownfield site, formerly a care facility, which is the subject of detailed proposals for a block of assisted living apartments for which funding has been secured from the HCA.

Justification

2.77 Development would bring about the appropriate re-use of a vacant brownfield site in a mature residential area and a highly sustainable location adjacent to a bus route and within 300m of Guisborough district centre.

- 2.78 As the number and proportion of older and retired households across the borough increases, there is ongoing demand for specialist accommodation. Redevelopment as indicated will help to meet changing long-term needs.
- 2.79 The site is seen as developable rather than deliverable because, following legislative changes, the proposals have been put on hold. It is anticipated that development could be achieved within the plan period subject to renewed interest in the housing scheme, or for alternative housing proposals bearing in mind the site is in area which has attracted recent residential development and it presents a straightforward redevelopment opportunity.

Site 400: Land NE of Galley Hill Estate, Guisborough

Indicative Housing Yield:

Policy	ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
H3.22	400	Land NE of Galley Hill Estate	Guisborough	2.1	40	40

Background

- 2.80 This is a linear and sloped area of grassland north of the Galley Hill housing estate and to the east of Taylor Wimpey’s ongoing Galley Hill development. The land slopes down towards A171 and Middlesbrough Road. This site has been put forward along with the more substantive Site 404 to the west as later phases of development, with this being phase 2. The site promoters have submitted an indicative proposal for both elements, with relatively limited development proposed to take account of the natural features of the land.

Justification

- 2.81 This linear site is situated between established housing to the south, the ongoing Galley Hill residential development to the west (326 dwellings) and the A171 dual carriageway to the north. It, therefore, presents a logical residential infill opportunity, largely following on from and linked to the existing development.
- 2.82 The site is in a sustainable location being close to Middlesbrough Road (convenience retail at Woodhouse junction services, bus routes and a direct link into central Guisborough) and within 500m of Stokesley Road (local primary schools, bus routes and convenience store). The provision of a footpath and cycleway link as part of the development will, moreover, improve connectivity between the wider Galley Hill area and central Guisborough.
- 2.83 Housing potential is chiefly restricted by the narrow and sloping topography, proximity to the A171 and Woodhouse Junction and land towards the southern boundary which is identified at risk of surface water flooding. The development will need to be carefully designed in response to these constraints.

Site 405: Stanghow Road, Skelton

Indicative Housing Yield:

Policy	ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
H3.24	405	Stanghow Road	Skelton	0.3	10	10

Background

2.84 This is a cleared, sloping and triangular brownfield site in a highly visible location towards the top of the bank on the approach to Skelton High Street. The site is enclosed by a perimeter wall and is on the edge of an older terraced housing area and opposite Skelton Cemetery. The site was formerly occupied by a former school building, converted to flats.

Justification

2.85 The site is previously developed and, in a sustainable location adjacent to a main bus route and approximately 250m from Skelton Primary School and 500m from Skelton local centre. Development would bring a vacant brownfield sites back into use and support local housing needs, potentially to provide starter homes or social housing. Due to the prominent location near a main road, a good quality scheme would noticeably enhance the appearance of the area.

Site 51: Long Acre Sidings, Skelton

Indicative Housing Yield:

Policy	ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
REG3	51	Long Acre Sidings	Skelton	24.5	400	200

Background

2.86 Long Acre Sidings is a substantial and partially developed site at the northern edge of Skelton between Skelton Industrial estate and the bypass (A174). The site was identified in the previous local plan for employment uses as an extension to the industrial estate. However, land take has been limited to recent retail supermarket development. It is understood the site promoter is working up detailed proposals for a mixed use commercial and residential scheme.

2.87 In order to encourage development on the site, and support the wider employment situation the Council is advocating that Long Acre Sidings should be given over to a mixed use-regeneration scheme, to include partial residential development (Policy REG3). The site is integral to the Skelton built-up area being located broadly between modern housing and a

major supermarket, with the by-pass to the north providing a hard and logical settlement boundary, though the mineral railway which follows the southern boundary to some extent isolates the site from areas to the south and west.

- 2.88 The site would be accessible from Saltburn Lane, though there is a pinch point to the south where the road runs beneath the railway line. The site is within a former ironstone mineworking area close to the pithead, so a land stability investigation would be required along with associated biodiversity and archaeological studies and any required mitigation.

Justification

- 2.89 The Redcar & Cleveland Employment Land Review (2016) indicates that whilst Skelton Industrial Estate should continue to be safeguarded for general industrial and business use, there is no quantitative need to retain the extension land for industrial uses. Further justification for the allocation from an economic perspective is set out at Policy REG3.
- 2.90 The Council is proposing to allocate the existing industrial estate and the former industrial estate extension area for a mixed use regeneration site, comprising a range of commercial and residential uses, in order to improve the commercial offer and safeguard its position as the principal industrial estate serving East Cleveland.
- 2.91 The site is integral to the Skelton built-up area being as it is located broadly between modern housing and a major supermarket, with the by-pass to the north providing a hard and logical settlement boundary, though the mineral railway which follows the southern boundary to some extent provides a barrier from residential areas to the south and west.
- 2.92 It is important that the development is well connected to the existing settlement, to take advantage of existing shops and services and provide a more sustainable form of development. It will also be necessary for the developer to provide contributions towards off-site infrastructure enhancements, where required, and on-site facilities including community green spaces and contributions towards the enhancement of local off-site facilities.
- 2.93 The bulk of the residential development is envisaged to take place on the western part of the site, with up to 400 dwellings being provided. As there are a number of outstanding residential commitments in Skelton, and bearing in mind the large size of the site, the mixed-use nature of the proposed scheme and the physical characteristics of the site and its location, it is assumed residential completions will not materialise until later in the plan period with the site partially built-out by 2032.

Sites 43 / 92: Kilton Lane, Brotton

Indicative Housing Yield:

Policy	ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
H3.25	43/92	Kilton Lane	Brotton	12	270	270

Background

- 2.94 The site comprises arable farmland on two sites either side of Kilton Lane between Brotton and the by-pass (A174) to the south of the village. Site 43, the main site, extends to 10 hectares and straddles Kilton Lane. Site 92 is a 2ha. square field to the west of Site 43 and adjacent to East Cleveland Hospital. The sites have been included together as the sole owner of the portion of site 43 west of Kilton Lane has indicated that they would be willing to negotiate access onto the adjoining farmland at Site 92, Kilton Hall Farm, as a later phase of development; hence the combined inclusion of these sites.
- 2.95 Outline proposals for mixed use development from a major housebuilder including 158 dwellings on Site 43 on land to the east of Kilton Lane (application ref. R/2011/0301/OOM) were refused in 2011 due to being contrary to the development plan as the land is outside development limits.
- 2.96 During the application process it became apparent that part of the application site may have some archaeological value. Any proposals would therefore need to provide appropriate mitigation and it should be noted that as the yield estimate given above has not had specific regard to this it should be treated as highly indicative. It has been assumed that development to the east of Kilton Lane would not extend beyond the building line to the north, unlike the application site.
- 2.97 The land to the east of Kilton Lane is in dual ownership. Site 43 to the west of Kilton Lane is in single ownership. Site 92 is in single ownership and forms part of a larger farmholding to the south of the bypass and accessed via a footbridge. Site 92 would conceivably assume the final phase of development as access would need to be achieved via Site 43 to avoid conflict with the operational requirements of the hospital. The Site 43 landowner has indicated a willingness to co-operate in this matter.

Justification

- 2.98 Brotton is recognised as a main settlement and focus for growth in East Cleveland under Policy SD2. It is a key location from a sustainability perspective as it contains the main secondary school which serves a wide area, the local primary care hospital and it is in relatively close proximity to the major retail developments and the main industrial estate at Skelton.
- 2.99 The site is in a relatively sustainable location being broadly within 500 metres of a primary school, the hospital and a major bus route at Brotton local centre with connections to Guisborough, Redcar and Middlesbrough.
- 2.100 Situated between the built-up area and the Skelton and Brotton bypass, residential development on this land, incorporating good pedestrian connections with the core of the village, would in principle represent a logical extension to the built-up area, with the by-pass providing a strong defensible boundary. Bearing in mind the limited identified opportunities to achieve a major development within the development boundary, and considering alternative greenfield options, subject to addressing archaeological and connectivity issues, this site provides the most significant, acceptable and realistic opportunity to meet housing requirements over the plan period.

2.101 Representations to the Draft Local Plan from the site promoters have contended that the developable area should be extended further east as per the previous application site. The Council’s response is stated in the Draft Local Plan Report of Consultation (p.221), and in the rebuttal to the representation to the Publication Local Plan.

Site 360: Former Rosecroft School, Loftus

Indicative Housing Yield:

Policy	ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
H3.27	360	Former Rosecroft School	Loftus	3.1	100	100

Background

2.102 This site is in RCBC ownership and comprises the footprint of the cleared school buildings and the immediate part of the adjoining playing field. The site is within an established residential area on the southern edge of Loftus and close to open countryside. The mineral railway line serving Boulby Mine runs below the northern boundary of the site. The site borders mature woodland and a Sensitive Landscape Area along the Middle Gill beck corridor to the east. In 2011, planning consent for 51 dwellings was granted on the brownfield site subject to S106 but not implemented after the developer, a prominent housebuilder, ceased trading. The site has subsequently been unsuccessfully marketed and was included as an allocation in the Draft Local Plan.

Justification

2.103 This is a cleared, gently sloping brownfield site within an established residential area in a wooded setting close to open countryside. Redevelopment for housing is appropriate and its redevelopment will contribute to improving the residential offer in the Loftus area.

2.104 The site is in a relatively sustainable location opposite a Roman Catholic primary school and within 500m of Loftus district centre, which has local services and bus connections with Guisborough, Redcar and Middlesbrough.

2.105 In the Publication Local Plan, the land area has been extended by approximately 1.4ha to incorporate one third of the adjacent former playing field. This approach has been intended to make the site more attractive to developers, while retaining a significant area of former playing field for potential community use. A subsequent marketing exercise, undertaken in 2017 attracted renewed interest from a major housebuilder.

Site 456: Former Handale Primary School, Loftus

Indicative Housing Yield:

Policy	ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
H3.28	456	Former Handale Primary School	Loftus	0.28	10	10

Background

2.106 This is a small rectangular brownfield site, previously Loftus Junior School, which has become vacant following school amalgamation. The site mostly comprises a single storey classroom building of early Twentieth Century origin together with hardstandings and a smaller detached building. The site has been included as a housing allocation having been suggested by local residents in response to the draft local plan consultation. Subject to market testing, going off recent examples of similar sites (such as the former school site at Wilton Lane, Guisborough – SHLAA ID 136), demolition and new build rather than residential conversion would present a more feasible development option.

Justification

2.107 This is a vacant brownfield site in a highly sustainable location close to central Loftus and provides an opportunity to secure the sustainable re-use of the site and help to meet local housing needs.

3

REJECTED SITES

3.1 Rejected sites, and the reasons for rejection as allocations are set out below in the following order:

- **Sites within adopted development limits (see Table 14)**
- **Sites outside adopted development limits (see Table 15)**

3.2 It is reiterated that subject to other considerations, the exclusion of sites within development limits would not prevent them coming forward for development in the future without allocation, subject to satisfying the policy requirements within the plan.

3.3 Representations have been submitted to the Publication Local Plan objecting to the exclusion of the following sites as allocations:

Sites within Development Limits:

- Site 161 – Newstead Farm, Guisborough

Sites outside Development Limits:

- Site 402 – Morton Carr Farm, Nunthorpe
- Site 21 – Woodcock Wood, Normanby
- Site 418 – North of High Farm, Normanby
- Site 158 – Mackinlay Park, Redcar
- Site 403 – Grundales, Marske
- Site 10 – West of Longbeck Road, Marske
- Site 54 – Marske Inn Farm, Marske
- Site 56 – Windy Hill Farm, Marske
- Site 57 – North of Marske Road, Saltburn
- Site 453 – Land off Wilton Bank, Saltburn
- Site 404 – N & W of Galley Hill Development, Guisborough
- Site 454 – South of Stokesley Road, Guisborough
- Site 284 – Belmangate Field, Guisborough
- Site 13 – Sparrow Park Farm, New Marske

3.4 The Council's rebuttals to the above representations are set out in the response papers to be submitted to the plan examination.

Table 14 : Rejected Sites Within Development Limits

ID	Site	Location	Area (Ha)
127	Hewley St Reservoir	Normanby	1.8
337	Former South Bank Police Station	South Bank	0.3
381	South Bank Older Housing Area	South Bank	5.8
131	North Grangetown Cleared Area	Grangetown	2.9
240	Grange Close	Grangetown	0.9
134	Rydal Avenue	Grangetown	2.1
394	Land at Broadway	Grangetown	0.6
395	St. George's Bungalows	Grangetown	0.9
48	Lazenby Allotments	Lazenby	4.3
366	Rear All Saints Church	Redcar	0.3
345	Former Olympia Gym	Redcar	0.09
442	Pierson Street	Redcar	0.13
347	Ryehills Farm	Marske	1.3
161	Newstead Farm	Guisborough	12
47a	Middlesbrough Rd (North)	Guisborough	3.1
358/359	Rear Coach Road	Brotton	1.6
164	Station Yard	Brotton	0.6
142	Highfields	Brotton	3.9
178	Deepdale Road	Loftus	0.5
318	Former Loftus Bus Depot	Loftus	0.3

Site 127: Hewley Street Reservoir, Normanby

3.5 This is a square landlocked brownfield site to the south of Normanby centre.

Reason for rejection:

- There are significant development constraints. Access would be required through third party land, potentially involving the acquisition and clearance of existing properties, in addition to the abnormal costs of site remediation. The site has been available for some time but progress has not evidently been made on resolving the access issue.

Site 337: Former South Bank Police Station

3.6 This is a cleared site on Middlesbrough Road with detailed planning permission for 28 older persons bungalows was secured in 2015 and it has since been on the open market. A renewed permission for flatted development expired in 2014.

Reason for rejection:

- There are significant deliverability concerns as the site has been vacant for some time and is in a low demand housing area with poor residential land values and limited social housing need. Although outline permission for older persons housing has been secured, the subsequent marketing exercise has not resulted in any firm indication of developer interest, and following the expiration of a previous renewed consent, there remain significant doubts that it is likely to be implemented.

Site 381: South Bank Older Housing Area

3.7 This is a large area comprising former terraced housing areas west of Normanby Road which were cleared in recent years as part of the housing market renewal programme.

Reason for rejection:

- There are significant deliverability concerns as this is an area of low demand and it is highly likely that major redevelopment would be reliant on significant levels of government grant funding which are no longer available. It is also anticipated that over the course of the plan period investment in the north of Greater Eston will focus on the developments at High Farm and Fabian Place and prospectively at the allocation sites at Low Grange Farm and the Former Eston Park School.

Site 131: North Grangetown Clearance Area

3.8 Cleared area of older housing land adjacent to housing and business uses north of Trunk Road. The site was previously identified for housing in the Redcar & Cleveland Regeneration Masterplan.

Reason for rejection:

- There are significant deliverability concerns as the site is in an area of lower housing values and it is anticipated that over the course of the plan period investment in the north of Greater Eston will focus on the developments at High Farm and Fabian Place and prospectively at the allocation sites at Low Grange Farm and the Former Eston Park School.

Site 240: Grange Close, Grangetown

- 3.9 Cleared former housing land between Church Lane Estate and 'The Laurels' housing development. The site was previously identified for housing in the Redcar & Cleveland Regeneration Masterplan.

Reason for rejection:

- There are significant deliverability concerns as the site is in an area of lower housing values and it is anticipated that over the course of the plan period investment in the north of Greater Eston will focus on the developments at High Farm and Fabian Place and prospectively at the allocation sites at Low Grange Farm and the Former Eston Park School.

Site 134: Rydal Avenue, Grangetown

- 3.10 Cleared area of post-war former Council housing and adjacent shopping parade and social club. The site was previously identified for housing in the Redcar & Cleveland Regeneration Masterplan.

Reason for rejection:

- There are significant deliverability concerns as the site is in an area of lower housing values and it is anticipated that over the course of the plan period investment in the north of Greater Eston will focus on the developments at High Farm and Fabian Place and prospectively at the allocation sites at Low Grange Farm and the Former Eston Park School.

Site 394: Land at Broadway, Grangetown

- 3.11 Linear cleared housing site fronting the A1085. The site was previously identified for housing in the Redcar & Cleveland Regeneration Masterplan.

Reason for rejection:

- There are significant deliverability concerns as the site is in an area of lower housing values and it is anticipated that over the course of the plan period investment in the north of Greater Eston will focus on the developments at High Farm and Fabian Place and prospectively at the allocation sites at Low Grange Farm and the Former Eston Park School.

Site 395: Former St. George's Bungalows, Grangetown

3.12 Cleared housing area east of Birchington Avenue. The site was previously identified for housing in the Redcar & Cleveland Regeneration Masterplan.

Reason for rejection:

- There are significant deliverability concerns as the site is in an area of lower housing values and it is anticipated that over the course of the plan period investment in the north of Greater Eston will focus on the developments at High Farm and Fabian Place and prospectively on the allocation sites at Low Grange Farm and the Former Eston Park School.

Site 48: Lazenby Allotments

3.13 This is a large (4.6ha) allotment site to the NW of the village. The site is included within a wider employment land allocation long-associated with the Wilton complex. The site was put forward for housing in the previous decade and has been on the open market. Vehicular access is poor and resolving this matter may require the acquisition of third party land and relocation of a small electricity sub-station.

Reasons for rejection:

- Although partial development (if economically viable) might address issues around the disproportionate size of the site and the loss of a community facility, Lazenby is an area of limited housing demand and no interest in the site from housebuilders has been forthcoming despite its long term availability.
- Lazenby is isolated from the main Greater Eston conurbation and, with relatively poor service provision, there are other site options in more sustainable locations.

Site 366: Rear All Saints Church, Dormanstown

3.14 Vacant land at Dormanstown between the church, which faces onto South Avenue, and modern housing at Silton Close. Renewed outline consent for approximately 12 dwellings expired in 2011.

Reason for rejection:

- There are concerns about delivery given that the site is small, is in a lower value location and the initial consent was secured during the housing boom of the previous decade.

Site 345: Former Olympia Gym, Redcar

3.15 Vacant low-rise and dilapidated building on a cramped but prominent corner site on Redcar seafront. Outline permission for 30 flats expired in 2009. Since the permission was granted

a gable end window has been fitted to the adjoining flats at 2nd floor level which could reduce development potential (and possibly economic viability) on residential amenity grounds. The site has been on the open market for several years.

Reason for rejection:

- There are significant deliverability concerns given that the site has been vacant and marketed for some time, without success, and the market for new build flats in this location generally appears to be limited. Consideration should therefore also be given to other, potentially more suitable uses to encourage the redevelopment of this high profile site.

Site 442: Pierson Street, Redcar

3.16 This is a small backland site within a predominantly residential area in central Redcar. The site is currently occupied by a builder's depot. Outline consent for 10 terraced and semi-detached dwellings was secured in May 2015 (application ref. R/2014/00744/OMM). A previously renewed outline permission expired in 2014, albeit for 6 semi-detached dwellings over a reduced land area.

Reason for rejection:

- There are doubts about deliverability bearing in mind the recent planning history of the site and its small size and cramped, backland location within a lower value housing area.

Site 347: Ryehills Farm, Marske

3.17 Vacant greenfield site at western edge of Marske which had a renewed outline planning permission which expired in 2012.

Reason for rejection:

- There are significant deliverability concerns as the original permission dates back to 1994. Development has failed to progress due to an ongoing issue relating to disposal of the late landowner's estate.

Site 161: Newstead Farm, Guisborough

3.18 This is a major linear greenfield site in the west of Guisborough with limited development potential due to its irregular configuration and varied topography along a beck valley; access and highway constraints; potential flood risk to parts of the site, and water and sewer pipelines crossing the site.

Reasons for rejection:

- There are alternative sites in Guisborough which are in more sustainable and less environmentally-sensitive locations and are less physically and environmentally constrained.
- There are significant physical and environmental constraints and the associated abnormal costs may prohibit the provision of genuine executive housing developed at a particularly low density (perhaps of 10 dwellings per hectare or less, as defined in the emerging plan), which would be similar to the adjacent housing at Stokesley Road and would be most appropriate at this site.

Site 47a: Middlesbrough Road (North), Guisborough

3.19 This is the larger part of the unimplemented employment allocation in the west of Guisborough adjacent to the by-pass; the remainder of the site is currently under construction for 14 dwellings (the Foxdale development, SHLAA ref. 47b). This part of the site is located to the north of Chapel Beck towards the by-pass and has an uneven topographical form with sloped sides and a sunken area along the beck valley.

Reasons for rejection:

- There are significant viability concerns as development potential is heavily restricted and any proposal would incur abnormal costs. The updated Environment Agency flood risk map shows the vast majority of the site falls within Chapel Beck flood catchment and therefore usefully serves as a natural sink, which should be retained in the interests of surface water management. Access would be required through third party land (via Site 47a) and across the beck and as the site was historically associated with sewage treatment, ground investigation and remediation may be required. Addressing both of these issues would increase development costs.
- The site is heavily vegetated, particularly along the beck corridor which is known to have significant biodiversity value that could be undermined by development.

Sites 358/359: Coach Road, Brotton

3.20 Two adjoining narrow backland sites between Coach Road and the mineral railway line. The sites are in the same ownership but have had individual planning permissions and were therefore treated separately in the SHLAA. A single access to serve both sites would be required from Coach Road near Site 358. The sites have been advertised on the open market for a prolonged time period.

Reason for rejection:

- There are doubts about the economic viability and therefore deliverability on these sites. Planning permissions were secured during the housing boom of the previous decade but have failed to progress. Also, the land is adjacent to a railway line which may affect development value and ground remediation may add to costs.

Site 164: Station Yard, Brotton

3.21 This is a backland brownfield site within Brotton Local Centre adjacent to the mineral railway and to the rear of existing businesses. Detailed planning permission was granted on appeal for 26 dwellings but this expired in 2011.

Reasons for rejection:

- The site is within Brotton local centre and the location may be more suited to commercial uses, particularly as there is motor repair garage adjacent.
- There are doubts about residential viability and therefore deliverability for the following reasons:
 - despite a major developer securing permission some years ago development has failed to progress; and
 - the sites is adjacent to non-conforming uses which may affect development value and ground investigation and potential remediation requirements may extend costs.

Site 142: Highfields, Brotton

3.22 Large steeply-sloping area between the A174 (Saltburn Road) and the railway line used for equine activities. The site is landlocked and was allocated as recreational open space in the previous local plan, but the allocation was not implemented.

Reason for rejection:

- The site is landlocked, and although the site promoter has indicated that an adjacent property at Saltburn Road ('Krakowia') could be removed to facilitate access onto the land, the vehicular access from Saltburn Road (<3 metres width) is inadequate to serve a major development and there is a residential home ('The White House') sharing the same access.

Site 178: Deepdale Road, Loftus

3.23 This is a small and irregularly-shaped site to the rear of existing properties towards the northern edge of Loftus adjacent to Loftus Leisure Centre. The site was included as a preferred allocation in the LDF in 2009 but rejected in the 2013 plan on achievability grounds. Local residents suggested this site in response to the consultation on the Draft Local Plan.

Reason for rejection:

- There remain significant doubts about economic viability. The site has been available for some years without proposals materialising, it is small and in a backland location and lower value market area. The site is near the major Hummersea Hills redevelopment site which is the ongoing investment priority for Coast & Country Housing in Loftus, but has failed to generate strong market interest.

Site 318: Former Loftus Bus Depot, Loftus

3.24 Vacant building on compact rectangular site in prominent location fronting Whitby Road (A174) at the eastern gateway to Loftus. Outline planning permission for the clearance and redevelopment of the site for housing was granted to the landowner in August 2016 (application ref. 2016/0351/OO).

Reason for rejection:

- There are significant doubts about housing viability bearing in mind the small size of the site, its location and the abnormal costs which would be incurred in terms of clearance and ground remediation.

Rejected Sites Outside Development Limits

- 3.25 Sites located entirely outside the adopted development limits, and rejected in the emerging plan are listed below in *Table 15*. The corresponding pages set out the reasons for rejection. However, in addition to the site specific reasons, it is reiterated that the potential supply of land on greenfield extensions far outweighs the need for additional allocations in order to meet the assessed housing requirement, plus a 20% supply buffer.
- 3.26 Nine greenfield extension sites located entirely outside the adopted development limits have been selected as allocations in the plan for a combined estimated supply of 1,092 housing units. This is in addition to ongoing developments on five greenfield extension sites. Collectively, these fourteen sites account for 2,028 dwellings within the plan period from 2015/16, equivalent to 41% of the total supply.
- 3.27 The rejected sites provide a further potential source of supply should additional greenfield extensions be required in the plan period. In that regard, there are variations between sites in terms of acceptability from a planning policy perspective and in terms of likely developability. Two sites, at Marske Inn Farm and Woodcock Wood, are the subject of ongoing appeal inquiries for 821 and 400 dwellings respectively.

Table 15: Rejected Sites Outside Development Limits

<i>ID</i>	<i>Site</i>	<i>Location</i>	<i>Gross Area (Ha)</i>
23/291	Hambleton Hill 'A' & 'B'	Nunthorpe	5.4
402	Morton Carr Farm	Nunthorpe	107
21	Woodcock Wood	Normanby	29
418	North of High Farm	Teesville	1.9
169	Mannion Park	Grangetown	17.6
158	Mackinlay Park	Redcar	9.4
455	Kirkleatham Paddocks	Redcar	2.4
403	Grundales	Marske/ Redcar	67
8	Bridge Farm	Marske	9.2
10	W of Longbeck Rd	Marske	20
54	Marske Inn Farm	Marske	48
55	Tofts Farm	Marske	49
56	Windy Hill Farm	Marske	18
14	Church Howle Crescent	Marske	4.7
57	North of Marske Road	Saltburn	3.25
453	Land off Wilton Bank	Saltburn	0.9
404	N & W of Galley Hill Development	Guisborough	19
454	South of Stokesley Road	Guisborough	14.1
284	Belmangate Field	Guisborough	2.1
193	Millholme Farm	Brotton	1.3
232	North of Brotton	Brotton	2.8
194	Hunley Hall Farm	Brotton	7.4
91	East of The Forge	Brotton	1.5
90	East of Crispin Court	Brotton	6.3
93	South of Broadbent Street	Brotton	3.2
69	South of Gladstone Street	Brotton	2.3
45	Land North of Loftus	Loftus	9.2
285	Gurney Street	New Marske	0.7
13	Sparrow Park Farm	New Marske	35
310	South of Wilkinson Street	Lingdale	9.3
308	South of Beechcroft Close	Lingdale	2
82	East of Balmoral Road	Lingdale	1.8
415	West of Skelton Green	Skelton Green	2

Site 23 / Site 291: Hambleton Hill 'A' and 'B', Nunthorpe

3.28 These are two visually prominent adjoining sites on raised ground which falls within Ormesby Hall Conservation Area and the Green Wedge separating Nunthorpe and Ormesby. The sites have been in two different ownerships within the same family estate, though it is understood that ownership recently transferred to a single party. The larger site, Hambleton Hill 'A' (4.3ha.) comprises a grassland area at the plateau of the hill which is mostly enclosed by mature trees and contains telecommunications masts, approximately 15m high. Site 'B' is a sloped and wooded area to the rear of properties on Gypsy Lane, adjacent to Site 23. Northumbrian Water (NWL) has previously indicated that major investment would be required in the water supply network due to site altitude. Current access is from Rothesay Grove via a track serving telecommunications installations. The site is within an area of low density housing.

Reasons for rejection:

- The sites are in a sensitive location and development could be visible from a wide area, would significantly reduce the Green Wedge which narrows at this point and could have an adverse impact on the character of the Conservation Area.
- Alternative sites nearby, including the ongoing development at Swan's corner, would be more acceptable in planning terms as they are less constrained by policy considerations and in some cases are more significant in terms of housing potential.

Site 402: Morton Carr Farm, Nunthorpe

3.29 Vast area mostly comprising agricultural farmland beyond the built-up area and the A1043 Nunthorpe by-pass. The site is in dual ownership and straddles the Middlesbrough-Whitby railway. There are two small woodland areas within the site. Electricity pylons and power lines and underground gas and ethanol pipelines cross the land at different points and parts of the site are inside Health and Safety Executive (HSE) consultation zones. The site falls within the Guisborough Lowlands broad landscape area identified in the Landscape Character SPD.

3.30 The joint promoters have submitted a visioning document for a development of circa 1,500 dwellings. This shows housing areas either side of the railway served by a new access link road from the A171 at an upgraded Flatts Lane junction, linking to the A1043 via slip roads near Nunthorpe Academy playing fields. The layout also shows supporting infrastructure including open space, woodlands and local shops, with easement areas along powerline and pipeline routes and potentially a land reservation for a new primary school.

Reasons for rejection:

- Significant development is already proposed nearby, including nearly 500 dwellings at Swan's Corner and allocation sites at Longbank Farm and Morton Carr Lane, which are more strongly related to the urban area and are in more sustainable locations. Preference should therefore be given to the development of these sites. Also, allocating this site would load excessive and unrealistic dwelling requirements onto the Nunthorpe area, potentially to the detriment of local infrastructure capacity including secondary school provision and the wider highway

network in Redcar & Cleveland and Middlesbrough, bearing in mind the substantial level of residential development taking place or proposed either side of the administrative boundary.

- The potential scale of development is not needed to meet overall housing requirements and aspirations, and focussing development at this location would not be in conformity with the aims of the plan to prioritise development within settlements and to achieve an appropriate balance between different geographical sub-areas and housing market areas.

Site 21: Woodcock Wood, Normanby

3.31 This is a substantial area of gently sloping woodland and former grassland on the lower slopes of the Eston Hills escarpment to the west of Flatts Lane between the Flatts Lane Country Park and the A174 Parkway. There are overhead power lines and pylons passing into and to the south of the site and drains crossing the site. Southern and eastern parts of the site are designated as Wildlife Corridor and Sensitive Landscape Area.

3.32 Substantial area of gently sloping woodland and open land on the lower slopes of the Eston Hills escarpment to the west of Flatts Lane between the country park and the A174 Parkway. There are overhead power lines crossing the site and to the south. Wooded southern and eastern parts of the site are designated as Wildlife Corridor and Sensitive Landscape Area. In September 2016, an outline application for 400 dwellings covering an area of 22.8 ha. with all matters reserved apart from access was refused on sustainability grounds (application ref. 2016/0326/OOM). The decision was in line with carefully considered officer recommendations which, following on from publication of the Draft Local Plan, arose from further work regarding access to local services. An appeal against that decision has been lodged by the applicant and is to be heard at public inquiry in April 2017.

Reasons for rejection:

- There are alternative options, both within and outside development limits, which are in more sustainable and less environmentally-sensitive locations and are more strongly related to nearby residential areas. Preference should therefore be given to the development of these sites.
- The proposals would remove the defensible boundary established by the A174, which helps to effectively contain the built-up area and distinguish it from the Eston Hills.
- The site effectively forms part of the tranquil urban fringe countryside encompassing the country park, which the site blends into, and the Eston Hills area and has previously been identified as having ecological and landscape value. In the event of development, these natural attributes would be lost and the character of the site would be altered irrevocably with implications for the wider area.
- Development could have an adverse impact on the landscape and the ecological value of the country park, which is a Local Nature Reserve and recorded as having European protected status and biodiversity priority species.

- The scale of development proposed may have unacceptable implications for the local road network and the capacity of local schools.
- More detailed consideration through the application process has highlighted concerns about the potential to achieve sustainable development, particularly in relation to service accessibility via sustainable transport modes.

Site 418: North of High Farm, Teesville

3.33 This is an area of green space between the ongoing High Farm development and the A1085 Trunk Road. The site forms part of the community woodland agreement linked to the High Farm planning consent and is east of the access road serving the new development. The site falls within a designated Green Wedge.

Reasons for rejection:

- The site is visually prominent from the A1085 and development would have a noticeable impact on the openness of the Green Wedge at this point.
- The site provides an attractive green area at the entrance to the High Farm development.
- Subject to access considerations, limited appropriate development on the proposed allocation on land South of the High Farm development (part of SHLAA site 418), is deemed more appropriate in terms of the potential impact on the Green Wedge and broadening the new housing offer in Greater Eston.
- A significant level of development is already proposed in the north of Greater Eston over the plan period on other sites in more sustainable locations, including the strategic site at Low Grange Farm.

Site 169: Mannion Park, Grangetown

3.34 Substantial area of vacant land, formerly a sports and social club and playing pitches within the Green Wedge which separates Grangetown from heavy industry and the A1053 dual carriageway. A renewed outline planning consent for approximately 250 dwellings and 11,500m² commercial floorspace expired in 2016.

Reasons for rejection:

- There are significant deliverability concerns. The site is close to heavy industry and in an area of lower housing demand, and successive planning consents have expired.
- There are alternative sites integral to the Grangetown built-up area in more sustainable locations.

Site 158: Mackinlay Park, Redcar

- 3.35 This is a large triangular site at the south-east edge of Redcar between the Darlington-Saltburn railway line which forms the western boundary of the site, a public bridleway at Green Lane and adjoining a mature housing area on the northern boundary. Marske Sewage Treatment Works is located beyond the southern tip of the site. The site is located within a Green Wedge, is occupied by sports pitches, a clubhouse and ancillary buildings and a car park and is currently accessed via the existing suburban roads.
- 3.36 The site promoter has submitted an indicative proposal for approximately 300 dwellings which includes the existing sports facilities relocating onto nearby farmland and allowing for some separation from the sewage plant. The adjacent farmland, which is designated as part of the Green Wedge and Sensitive Landscape Area, is also recognised as an important bird-wading site. In the interests of public safety and residential amenity, a dedicated access might also need to be provided from the coast to serve the wider site rather than the existing estate road network at Green Lane. However, if a separate access was required, bearing in mind the limited capacity of the existing network and the impact a major development might have on residential amenity, this would involve the acquisition of third-party RCBC-owned land currently used as open space.

Reasons for rejection:

- There are alternative greenfield options which are in less environmentally- sensitive locations and are more imminently developable, including the proposed allocations at Mickle Dales and West of Kirkleatham Lane.
- The prospective re-use of existing farmland with managed grassed pitches and built facilities and possible requirement for a new access road could, subject to land assembly, have an adverse impact on the character of the sensitive landscape area which is, although without formal designation, also recognised as a premier regional birding site, ('Redcar Coastal Fields') attracting a range of rare and endangered bird species and wading coastal birds.

Site 455: Kirkleatham Paddocks, Redcar

- 3.37 This is an area of vacant land comprising unmanaged grassland and woodland within the Kirkleatham Conservation Area which is to be considered by the Council for limited enabling development linked to the restoration of the historic estate. Policy REG2 in the emerging plan advocates, through the Kirkleatham Conservation Plan, the conservation-led regeneration of the historic Kirkleatham Estate within which the site is located. The site is situated between the main road through the village, Kirkleatham Lane, and the A1042 to the west. The site is well concealed by mature woodland areas and includes two former residential properties situated towards the eastern boundary which may need to be removed to facilitate a coherent scheme. A watercourse passes through the woodland on the western side of the site and this area is susceptible to surface water flooding. The Council is preparing a development brief which will underpin the marketing of the site to relevant developers and guide opportunities for the appropriate limited residential development of circa 10-20 larger, high value properties while maintaining key environmental and historical features.

Reason for rejection:

- A housing allocation policy is not appropriate as any development should be appreciated within the wider context of directly enabling the restoration and sustainable re-use of the Kirkleatham historic estate as sought through Policy REG2 in the emerging plan.

Site 403: Grundales, Marske

3.38 This is a large area of farmland to the north of Marske and falls within the Green Wedge and Sensitive Landscape Area. The site is also adjacent to a Local Wildlife Site. The site promoters have submitted an indicative proposal for an estimated 430 dwellings over approximately 15 hectares including open spaces with southern pedestrian linkages into the Marske built-up area. A dedicated new vehicular access would be provided from the A1085 Coast Road, beyond the indicative residential footprint. The proposals seek to extend the residential area in the north west of Marske with some incursion into the Green Wedge and Sensitive Landscape Area and, in mitigation, to 'soften' the urban edges. The land forms part of the broader, substantial area of agricultural land in the coastal plain between Marske and Redcar, extending to 67ha.

Reasons for rejection:

- There are alternative site options which are in less environmentally-sensitive locations and preference should be given to those sites on that basis, including the major urban greenfield site at Kirkleatham Lane (Site 450).
- Development, including the provision of a dedicated access road from the A1085, could impact on the characteristically flat and open character of the coastal landscape area which, although without formal designation, is also recognised as a premier regional birding site, ('Redcar Coastal Fields') attracting a range of rare and endangered bird species and wading coastal birds.
- Although the Green Wedge is particularly broad at this point, and development as proposed would still leave a significant gap with Redcar, in the absence of a defensible boundary, development could serve to encourage further intrusive development towards Redcar or the coast.

Site 8: Bridge Farm, Marske

3.39 Farmland on the south-western edge of Marske adjacent to the railway and inside the Green Wedge between Redcar and Marske. Any development would need to be accessed from a new junction at Redcar Road. The potential of this site is restricted by its irregular form in policy terms by the narrow depth of the green wedge, particularly in the light of the Rowan Garth development and the site promoter has submitted a brief layout showing partial development on the easterly side with the remainder of the site given over to open space.

Reasons for rejection:

- The site is not physically well-related to the adjacent built-up area and would not therefore present a logical extension to the settlement.
- The site has been classified as grade 2 (very good quality) agricultural Land, which is rare in the borough.
- The Green Wedge is particularly narrow at this point and will be further reduced as the Rowan Garth development progresses.

Site 10: West of Longbeck Road, Marske

3.40 Large area of sloping farmland between Marske and A174 adjacent to Longbeck rail station and crossing. The site falls within the broad strategic gap between Marske and New Marske. The site is in different ownerships and the part promoted by ELG Planning, at the western end, is landlocked and is dependent on securing access through third party land. This area is known to experience surface water drainage problems.

Reasons for rejection:

- Development would noticeably impact on the Strategic Gap and could establish the principle of further development between the railway and the A174 on the larger Sites 54 and 55 to the east.
- Unlike alternative sites nearby, comprehensive development would appear to be dependent on securing agreement between different landowners.

Site 54: Marske Inn Farm, Marske

3.41 This major site was previously identified as a strategic allocation in the 2013 Draft Local Plan and comprises a vast area of gently sloping farmland to the south of Marske between the Darlington-Saltburn railway and the A174. The site is bordered to the east by the A1085 (which becomes Marske High Street) and by Longbeck Road to the west. The site does not include the Scheduled Monument (Hall Close) to the NE corner or the allotment lots to the SW. Highway accesses would potentially be created from Longbeck Road to the west and the A1085 to the east. This area is known to experience surface water drainage problems.

3.42 An outline application for up to 1,000 dwellings together with ancillary use and commercial developments (application ref. R/2013/0669/OOM) was refused in March 2015 and on the grounds of the site being outside development limits, the impact on the Strategic Gap and the harm to the setting of the Scheduled Monument, which was seen to outweigh the wider community benefits of the proposals. That decision was the subject of an appeal inquiry held in October 2016, with a decision anticipated in late May.

Reasons for rejection:

- The site is no longer required in order to meet housing requirements over the plan period. Since 2013, permission has been granted on several other major sites, including sites in the Coastal sub-area at Saltburn and Redcar, and the site West of Kirkleatham Lane has become available and is considered more acceptable in planning terms.
- The scale of the site and proposed development is disproportionate to the size of the settlement and would have a noticeable impact on the Strategic Gap and Scheduled Monument.

Site 55: Tofts Farm, Marske

3.43 Substantial area of sloping arable farmland the south of Marske, east of the A1085. The site falls within the broad Strategic Gap between Marske and Saltburn. A watercourse (Spout Beck) runs through part of the site along the western side and this part of the site was historically subject to landfill activities associated with a clay pit. This general area is known to experience surface water drainage problems.

Reason for rejection:

- The scale of the site is disproportionate to the size of the settlement, is less sustainable than the adjacent Site 54 and development could have an adverse impact on the integrity of the Strategic Gap.

Site 56: Windy Hill Farm, Marske

3.44 Flat area of arable farmland to the east of Marske. Post-war housing borders the western boundary at Howard Drive and the Middlesbrough-Saltburn railway defines the southern boundary. To the north and east the land has an open aspect. The site is inside a sensitive landscape area and the Strategic Gap between Marske and Saltburn. An outline application for limited development of 75 'executive' 5 and 6-bed detached dwellings over 6.5ha. and supporting green infrastructure including mounding on 9.5ha of adjacent land (application ref. R/2014/0178/OOM), was rejected in July 2014 on the grounds that the proposals were contrary to policies DP1 (Development Limits), CS23 (in relation to Strategic Gaps) and CS22 (Sensitive Landscape Areas). The site promoter has submitted a revised proposal to develop 75-100 dwellings over a smaller, rectangular area of 5.3ha. avoiding development in some easterly parts of the site.

Reasons for rejection:

- There are alternative sites in more sustainable locations with better access to services.
- Although the indicative development area has been reduced, no supplementary evidence has been supplied to suggest that the impact on the characteristically flat and open landscape would, as a result, be removed or reduced to an acceptable level.

Site 14: Church Howle Crescent, Marske

3.45 Irregular-shaped flat area of farmland between housing and the dunes at Marske Sands. The site is inside a Sensitive Landscape Area and adjoins a Local Wildlife Site associated with the coastal dunes. There are public footpaths crossing the site and along its boundary.

Reasons for rejection:

- The site is in an environmentally-sensitive location in close proximity to the coast.
- There are more acceptable alternative options in less sensitive and more sustainable locations with better access to local services.

Site 57: North of Marske Road, Saltburn

3.46 This site, at the entrance to Saltburn, is predominantly an agricultural field between Marske Road and the Darlington-Saltburn railway line. There are hedgerows within and around the site. The site was previously included as part of Site 77 with the Taylor Wimpey permission site straddling Marske Road, but was removed from the SHLAA after the larger southern site was pursued separately through the application and appeal processes without any further reference to this site as a potential later phase. However, in response to the Draft SHLAA (June 2016) the agent has confirmed an ongoing interest from the same developer and has since submitted a promotional document. The site falls within the Strategic Gap and parts of the northern boundary are subject to surface water flooding linked to a watercourse (Pit Hills Stoll) which cuts across the NW corner. The southern periphery towards the A174 is identified as a Strategic Landscape Area in the emerging plan. A Public Right of Way forms the western boundary.

Reason for rejection:

- Intrusion into the Strategic Gap is a more significant issue in comparison with the permission site south of Marske Road as the site is closer to the eastern edge of Marske.

Site 453: Land off Wilton Bank, Saltburn

3.47 This is a small rectangular area of sloping arable land abutting the larger Taylor Wimpey permission site to the south of Marske Road. In response to the draft Local Plan, an indicative layout for 15 dwellings has been submitted on behalf of the landowner. The site falls within the Strategic Gap. A hedgerow forms the northern boundary and a Public Right of Way passes to the south. The site abuts dormer bungalows to the east. Access from Wilton Bank would appear feasible through extending the existing highway stub.

Reason for rejection:

- The site falls within the strategic gap and, being located on rising ground, it is noticeable from Marske Road, but it is not well related to the proposed development on the adjacent land to the north.

Site 404: Land N and W of Galley Hill Development, Guisborough

3.48 Substantial area of sloping farmland located to the west of Guisborough between Stokesley Road and the A171 towards the Windle Bridge junction. A watercourse (Sandswath Beck) passes through southern and eastern parts of the site and associated with this are areas identified as susceptible to surface water flooding. There are small woodland areas along the northern fringe and in the NW corner of the site. An indicative layout has been put forward on behalf of a volume housebuilder as a subsequent extension to the ongoing Galley Hill development, along with the proposed allocation on land to the east of the Galley Hill development. The indicative layout is for approximately 195 dwellings and takes into account the environmental and topographical features of the site.

Reasons for rejection:

- The site is relatively remote from central Guisborough and there are limited facilities nearby within reasonable walking distance. Development would result in a further substantial, westward extension to the built-up area, in addition to the existing major developments at Galley Hill and Pine Walk.
- There are alternative sites which are in more sustainable locations and together with existing housing sites they would be expected to provide a sufficient range of housing to meet needs and aspirations in Guisborough over the plan period.

Site 454: South of Stokesley Road, Guisborough

3.49 This site comprises an I-shaped area of undulating farmland to the west of Guisborough. The site abuts the ongoing Pine Walk development to the east, and the Guisborough Forest and Walkway Country Park, at the edge of the North York Moors National Park to the south. There is a complex of farm buildings and land to the west at Lowcross Farm and agricultural fields to the south-east. Proposals have been put on behalf of a volume housebuilder for circa 200 dwellings, with development proposed over part of the site towards the northern end with an open buffer retained where the land slopes down towards the National Park.

Reasons for rejection:

- The site is relatively remote from central Guisborough and there are limited facilities nearby within reasonable walking distance. Development would result in a further substantial, westward extension to the built-up area, in addition to the existing major developments at Galley Hill and Pine Walk.
- There are alternative sites which are in more sustainable locations and together with existing housing sites they would be expected to provide a sufficient range of housing to meet needs and aspirations in Guisborough over the plan period.

Site 284: Belmangate Field, Guisborough

- 3.50 This site, near the eastern gateway to Guisborough at Whitby Road, comprises an area of mostly vacant sloping land (historically a playing field) and scrubland towards the beck which has been most recently been used for equine activities. The lower part of the site falls within the Chapel Beck flood risk catchment and Gisborough Hall Conservation Area. Scouts and sea cadet huts abut the western boundary. Access may need to be gained from Butt Lane through the Conservation Area as the existing highway and junction at Belmangate is considered inadequate to support significant development.
- 3.51 The site was identified as a preferred allocation in the 2016 Draft Local Plan subject to flood risk management, minimising any adverse impact on the Conservation Area and if required the acceptable re-provision of community facilities elsewhere. However, the allocation proposal generated a substantial number of objections and following further consideration of the implications of development on the Conservation Area, it has been removed from the emerging plan. The site promoter has sought to address the issues through a revised layout submitted in representations to the Publication Local Plan.

Reason for rejection:

- Notwithstanding considerations arising from the revised layout, there are alternative sites which are in less sensitive locations and, together with ongoing developments, would be expected to provide a sufficient range of housing to meet needs and aspirations in Guisborough over the plan period.

Site 193: Millholme Farm, Brotton

- 3.52 This is a flat and irregular-shaped area of farmland of modest proportions (which forms part of a larger area on the western edge of Brotton). The site is accessed from Woodside, an area of inter-war public housing. Freeborough Academy abuts the site to the north. There is a footpath along the southern boundary and a watercourse along the eastern perimeter.

Reason for rejection:

- The site configuration and lack of a strong defensible boundary to prevent further expansion towards the Millholme Beck corridor (a Local Wildlife Site and Sensitive Landscape Area) indicate that development would not present a logical extension to the settlement.

Site 232: Land north of Brotton between railway & A174

- 3.53 Sloped field to the north of Brotton within a Sensitive Landscape Area and the nationally-recognised Heritage Coast. In acknowledgment of the site location, the site promoter has previously submitted an indicative scheme for 12 larger properties to be developed at a low density, with access created from Saltburn Road at the entrance to the village.

Reasons for rejection:

- Development would extend the built-up area into the nationally-recognised Heritage Coast and could have an adverse impact on the landscape and the character of the settlement.
- The site is isolated from the main built-up area of Brotton.

Site 194: Hunley Hall Farm, Brotton

3.54 Sloped grassland north of Brotton inside the Heritage Coast and a Sensitive Landscape Area. The yield estimate based on a previous submission from the site promoter on behalf of the landowner for partial development on approximately 2ha adjacent to the existing housing area to the south with separate access gained from the west at Saltburn Road and open space provided on land to in the north of the site.

Reason for rejection:

- Development would extend the built-up area into the nationally-recognised Heritage Coast and could have an adverse impact on the landscape.

Site 91: East of Ings Lane Estate, Brotton

3.55 Land in an elevated and exposed location on the eastern edge of Brotton adjacent to the nationally-recognised Heritage Coast and a Sensitive Landscape Area. The site abuts recent residential development to the west (The Forge). The site is currently inaccessible and appears to be in active use as managed allotment plots.

Reasons for rejection:

- Notwithstanding availability issues, the site is highly visible from lower ground to the east and development could have a detrimental impact on the Heritage Coast and Sensitive Landscape Area.
- There are alternative options to the south of the built-up area which are in less environmentally-sensitive locations and have the capacity to meet housing needs and aspirations over the long term.

Site 90: Land Adjacent to 'The Villa', Brotton

3.56 Rectangular area of steeply sloping farmland south-east of Brotton towards the Carlin How roundabout. Access would be achievable from the A174. The site is close to the Heritage Coast and a Sensitive Landscape Area. Realistically, it would need to be developed as part of a wider scheme, for example with Site 43 (Kilton Lane).

Reasons for rejection:

- The site is not physically well-related to the built-up area and would not, therefore, present a logical settlement extension.

- There are alternative options to the south of the built-up area which are in less environmentally sensitive locations, have better access to services and have the capacity to meet housing needs and aspirations over the long term.
- The land is on lower ground and may not be attractive to development particularly given the steep gradient and potential for surface water run-off. The rejected Kilton Lane proposals for example sought to retain the lower part of that site, between this site and the by-pass, for open space uses.

Site 93: South of Broadbent St, Brotton

3.57 Grassland (formerly a gasworks) incorporating a small allotment area between the Brickyards neighbourhood and Brotton by-pass. The site is highly visible from the west new access is likely to be required, via third party lands to the east (SHLAA Sites 43 and 92) and there are potentially prohibitive abnormal development costs associated with the access and potential sewer diversion.

Reasons for rejection:

- There are significant deliverability concerns due to access resolution and potential infrastructure and ground remediation costs.
- The Brickyards is a tightly developed residential area which is relieved by the open backdrop of the subject site and more distant countryside. This positive setting would be lost if development did proceed.

Site 69: South of Gladstone St, Brotton

3.58 Sloping land between housing (the Park area) and Brotton by-pass to the west of the freight railway. The site is highly visible from the west. The existing access through the Park area is likely to be unsatisfactory due to the limited capacity of the local road network and there are potentially prohibitive abnormal development costs associated with the access and potential sewer diversion.

Reasons for rejection:

- There are significant deliverability concerns due to access resolution and potential infrastructure and ground remediation costs.
- The subject site and more distant countryside provide an open backdrop to a fairly heavily developed residential area, the effect of which would diminish if the above constraints were overcome and development proceeded.

Site 45: Land North of Loftus

3.59 Area of undulating farmland at the northern edge of Loftus. The western end of the site is adjacent to a former landfill facility. It is apparent that access would be required through third party (RCBC) land to the south.

Reasons for rejection:

- There are significant economic viability concerns due to the location of the site in a lower value market areas and physical constraints including access and highways capacity constraints at North Road, the varied topography and concerns about gas migration from the landfill site.
- The site is isolated from the residential area and remote from some local services.

Site 285: Gurney Street, New Marske

3.60 Small area of agricultural land fronting the northern perimeter of New Marske. The land is situated between a church hall and farm buildings and opposite a housing area, petrol filling station and a social club and is outside development limits. The site abuts, and melds into the much larger area of farmland at Sparrow Park Farm (Site 13) which in different ownership and is being promoted separately for development. Access could be achieved from the existing highway at Gurney Street.

Reason for rejection:

- Although this site is of an appropriately modest size and is close to local services, it is part of a much larger area of agricultural land to the north of Longbeck Lane, which provides a definitive urban edge to the settlement and allocating the land for general housing could encourage further development at this location. Development should therefore be avoided unless it becomes essential to meet an identified community need and on the assumption that needs cannot be met on any alternative and more suitable sites nearby.

Site 13: Sparrow Park Farm, New Marske

3.61 This is a large area of arable farmland which slopes down from the northern edge of New Marske towards the A174, with the southern edge of Redcar and the Marske Green Wedge beyond. The site promoters have submitted an indicative proposal for a greenfield extension to the village through partial development over approximately 19ha. for up to 350 dwellings and associated open space, with access taken from Longbeck Road.

Reasons for rejection:

- New Marske has relatively limited service provision, and reflecting this it is included towards the bottom of the settlement hierarchy at Policy SD2 as one of four rural service villages. As the policy advocates 'limited development of an appropriate scale in villages and service villages', with the majority of development directed to the urban and coastal sub areas and

higher ranking rural settlements. It is contended therefore that the proposed scale of development would be disproportionately large and contrary to the overarching policy.

- There are alternative sites in locations within or adjacent to larger settlements nearby which have a greater array of services and facilities and would, from a sustainability perspective, be more suitable for large-scale development and capable of satisfying local housing demand.
- Development could set a precedent for a further substantive northwards extension on the remaining 16ha.

Site 310: South of Wilkinson Street, Lingdale

3.62 Large I-shaped backland greenfield site to the south of Lingdale. This site has been resubmitted by the landowner in response to the Draft Local Plan, having been removed from the SHLAA several reviews ago. The site is flat and crossed by hedgerows. A large allotment area borders the eastern boundary. To the south is agricultural land and countryside.

Reasons for rejection:

- The site is disproportionately large relative to the size of the settlement and is remote from the limited range of services in Lingdale.
- It is not apparent whether satisfactory vehicular access could be achieved.
- Lingdale appears to be an area of limited market demand and the accessibility issue and backland setting of this site to the rear of public housing may detract from any market attractiveness.

Site 308: South of Beechcroft Close, Lingdale

3.63 This is a greenfield backland site at the eastern edge of Lingdale to the rear of dormer bungalows on the 1960s Little Moorsholm private housing estate. Farmland borders the site to the east and south. The land is used as equestrian paddocks and part of the site at the northern end was the subject of a tentative enquiry in 2014 from a landowner. Further investigation indicates different ownerships within the site.

Reasons for rejection:

- The site is beyond the edge of the built-up area and remote from the core of the village.
- Development would result in creeping development towards Stanghow.

Site 82: East of Balmoral Road, Lingdale

3.64 This is a greenfield backland site at the eastern edge of Lingdale to the rear of dormer bungalows on the 1960s Little Moorsholm private housing estate. Farmland borders the site

to the east and south. The land is used as equestrian paddocks and part of the site at the northern end was the subject of a tentative enquiry in 2014 from the owner of part of the site and 'Fieldcroft', a residential property beyond the northern boundary. Further investigation indicates different ownerships within the site.

Reasons for rejection:

- There are ownership issues and it is not apparent whether and where satisfactory access could be achieved from.
- The site is isolated from the centre of the village.
- The assessed level of development could have an adverse impact on the adjacent road network, including the existing narrow access which may be inadequate.

Site 415: West of Skelton Green

3.65 This is a rectangular agricultural field abutting an existing outline permission site off Cleveland View, though which access would potentially be achieved. That permission, for 8 dwellings, was granted in 2014 in the absence of a deliverable five year housing land supply. The site is in an elevated location overlooking the Skelton Beck valley and abuts a Sensitive Landscape Area.

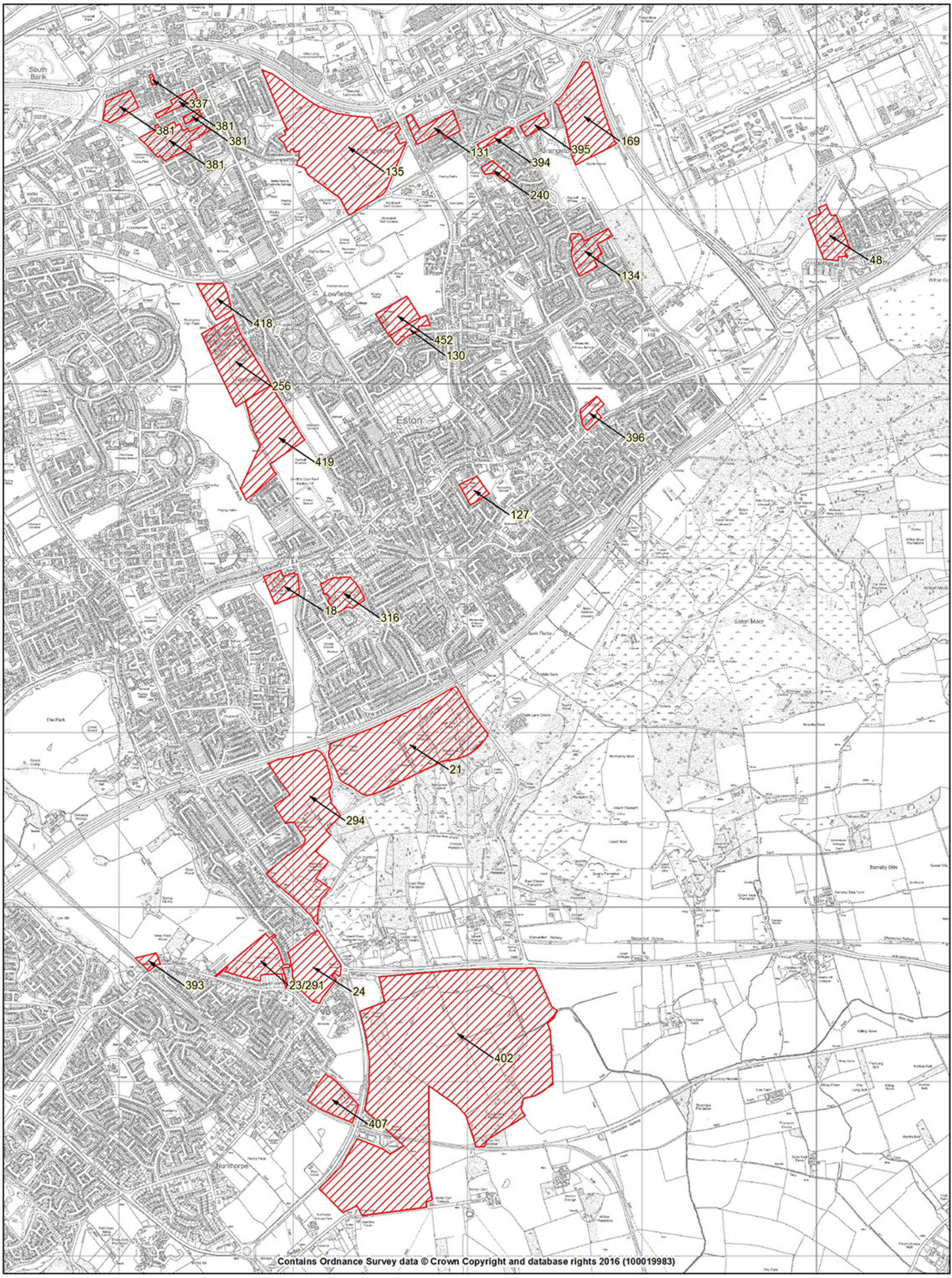
Reasons for rejection:

- Skelton Green is a small settlement with few facilities and this site is remote from the main road which connects the settlement with the larger settlement of Skelton.
- This site is significantly larger than the permission site, it is on the skyline and development could potentially have an obtrusive impact on the landscape.

APPENDICES

Appendix A

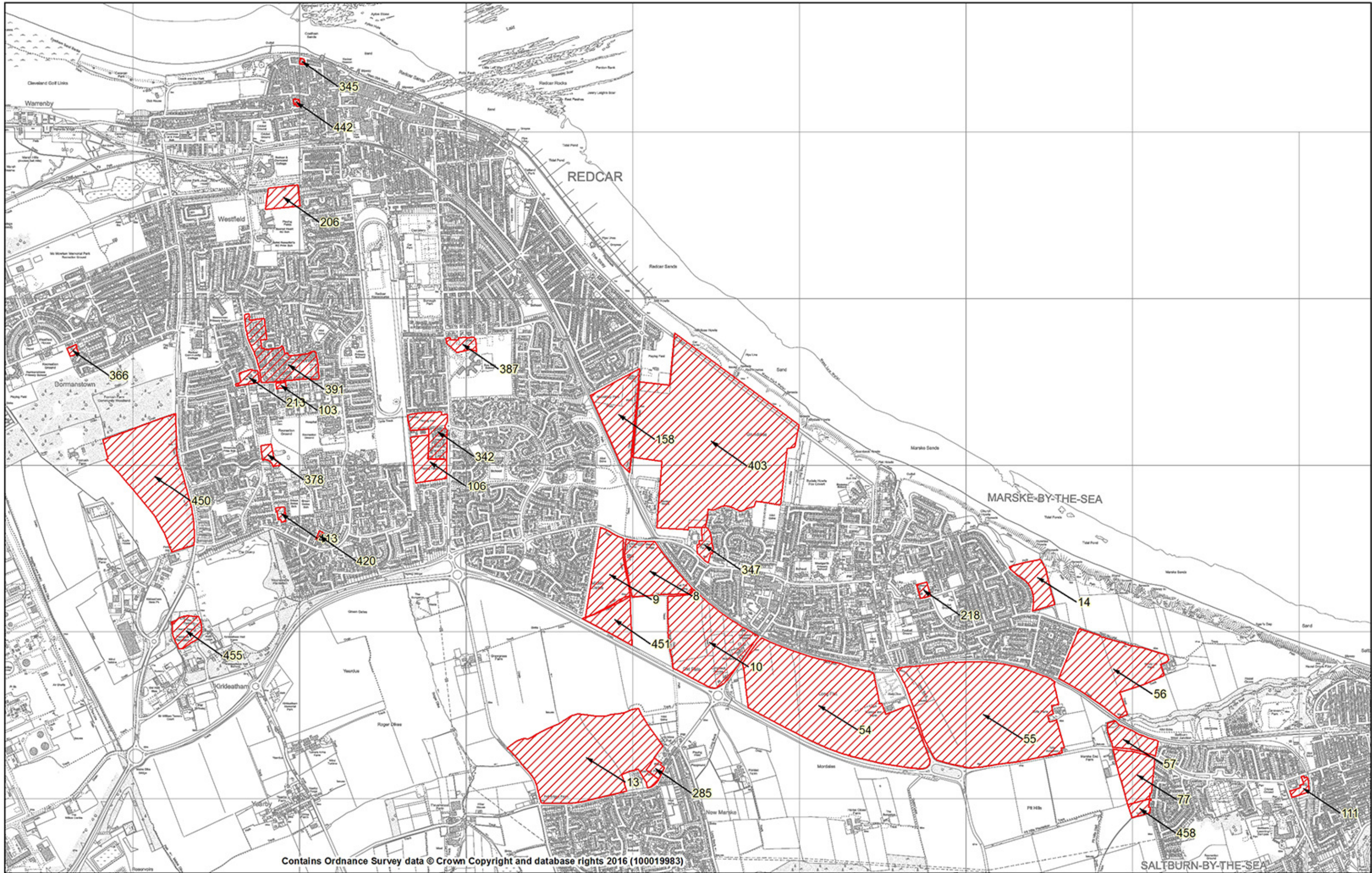
Site Location Plans



Contains Ordnance Survey data © Crown Copyright and database rights 2016 (100019983)



Date: 18/11/2016
 Drawn by: DM
 Scale = 1:18,930
 DWG No: PLNG697

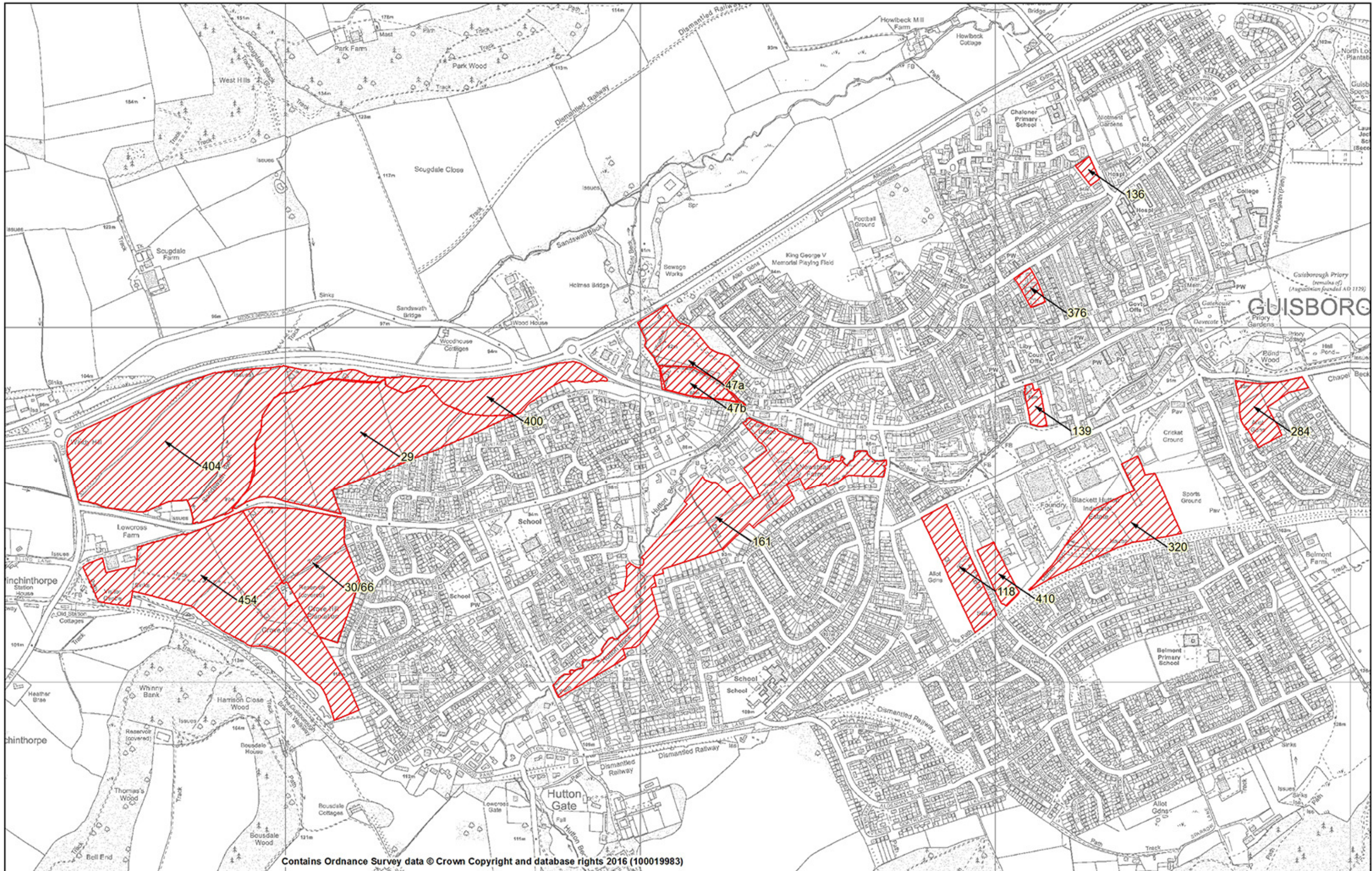


Contains Ordnance Survey data © Crown Copyright and database rights 2016 (100019983)

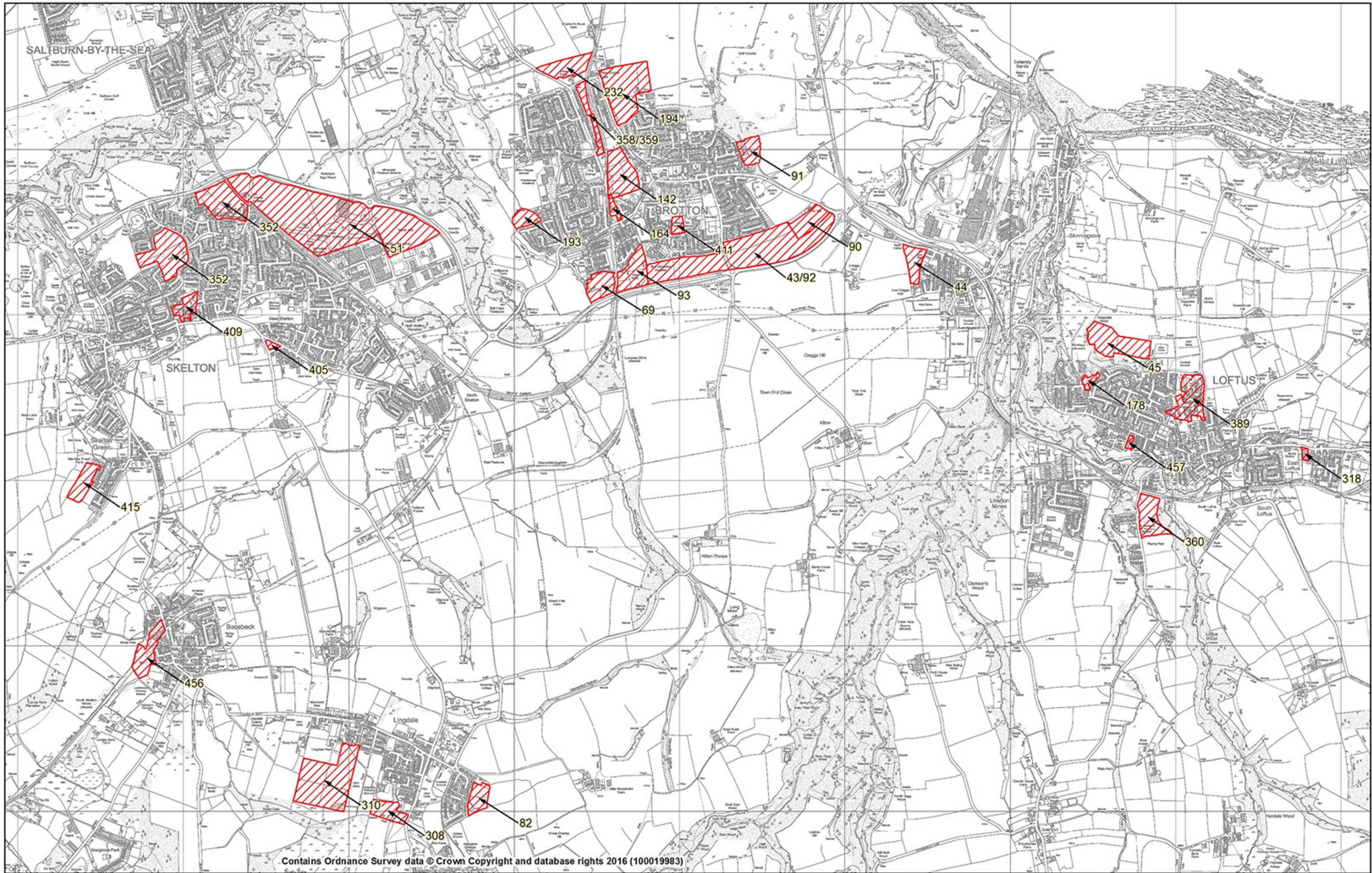
SALTBURN-BY-THE-SEA



Date: 18/11/2016
 Drawn by: DM
 Scale = 1:20,003
 DWG No: PLNG697



Date: 18/11/2016
 Drawn by: DM
 Scale = 1:9,385
 DWG No: PLNG697



Date: 18/11/2016
 Drawn by: DM
 Scale = 1:20,144
 DWG No: PLNG697

Appendix B

Indicative Supply Trajectory

Policy Ref.	SHLAA ID	Site	Status	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32
n/a	24	Swan's Corner	Preferred Allocation			15	30	30	30	23									
n/a	256	High Farm	Under Development	30	30	30	30	30	24										
n/a	396	Barnaby House	Under Development	51															
n/a	130	Fabian Place	Under Development		14	20	18												
n/a	378	The Dunes	Under Development	64															
n/a	342	Wheatlands Chase	Under Development	30	30	31													
n/a	391	Havelock Park	Under Development	30	30	25													
n/a	9	Rowan Garth	Under Development	15	35	35	35	18											
n/a	106	Scholars Park	Under Development		15	30	35	35	11										
n/a	218	The Willows	Under Development	4															
n/a	111	Marske Mill Lane	Under Development		7	7													
n/a	29	Galley Hill	Under Development	30	30	30	30	30	30	35	35	35	32						
n/a	30/66	Pine Walk	Under Development	30	30	30	30	30	29										
n/a	118	Enfield Mews	Under Development	30	16														
n/a	410	Highcliffe View	Under Development	23															
n/a	139	Beckside Gardens	Under Development	38															
n/a	47(b)	Middlesbrough Road	Under Development	7	7														
n/a	352	Annandale Park	Under Development	30	30	30	30	30	30	29									
n/a	389	Hummersea Hills	Under Development	-40					60						10	20	20	20	17
H3.3	393	Gypsy Lane	Planning Consent			2	2	2	2	2									
H3.5	294	Longbank Farm	Planning Consent			10	35	35	35	35	35	35	35	35					
H3.6	18	Spencerbeck Farm	Planning Consent			-20	15	30	30	6									
H3.1	135	Low Grange Farm	Planning Consent								10	20	20	20	20	25	25	30	30
H3.13	413	Wykeham Close	Planning Consent							35									
H3.14	420	Grosmont Close	Planning Consent								12								
H3.15	103	Roseberry Road	Planning Consent								5	5							
H3.18	77	Marske Road	Planning Consent			15	35	35	31										
H3.19	136	Wilton Lane	Planning Consent								7	7							
H3.23	409	Home Farm	Planning Consent			10	20	17											
H3.26	411	Newbury Road	Planning Consent			25													
H3.29	44	Low Cragg Hall Farm	Planning Consent									10	20	16					
H3.4	407	Morton Carr Lane	Preferred Allocation												10	20			
H3.7	316	Normanby Hall	Preferred Allocation						5	10	10								
H3.9	452	Former Eston Park School	Preferred Allocation							10	20	20	20	20	10				
H3.8	419	Normanby High Farm	Preferred Allocation							15	30	30	30	30	15				
H3.10	206	Corporation Road	Preferred Allocation						15	30	30	11							
H3.11	213	St. Hilda's Church	Preferred Allocation								15	15							
H3.12	387	Land Adj. Ryehills School.	Preferred Allocation							15	15								
H3.16	451	Land at Mickle Dales	Preferred Allocation						15	35	35	15							
H3.17	450	West of Kirkleatham Lane	Preferred Allocation						50	50	50	50	50	50	50	50	50	50	50
H3.20	376	Park Lane	Preferred Allocation						40										
H3.21	320	Cleveland Gate	Preferred Allocation				14	30	30	30	30								
H3.22	400	Land NE of Galley Hill Estate	Preferred Allocation											15	35				
REG3	51	Long Acre Sidings	Preferred Allocation									15	20	25	25	25	30	30	30
H3.24	405	Stanghow Road	Preferred Allocation							5	5								
H3.25	43/92	Kilton Lane / Kilton Hall Farm	Preferred Allocation							15	25	25	25	30	30	30	30	30	30
H3.27	360	Former Rosecroft School	Preferred Allocation							10	20	20	20	20	10				
H3.28	456	Former Handale Primary School	Preferred Allocation										5	5					
H3.30	457	Abattoir Site and Adjacent Land	Preferred Allocation								10	15	20	20	4				

Appendix C

Service Accessibility Assessment

Note: Sites in **bold** type are existing developments or proposed allocations. "+" = yes ; "-" = no.

SHLAA ID	Site	Location	250m bus	1km rail	2km town centre	1km district	500m local ctr	250m n/hood ctr	2km retail park /store	1km major empl site	2km main S Tees empl area	1km sec sch	250m primary	500m primary	2km college	500m pos	2km leisure ctr
8	Bridge Farm	Marske	+	+	-	-	-	-	-	+	-	-	-	-	-	+	-
10	W of Longbeck Rd	Marske	+	+	-	-	-	-	-	+	-	-	-	-	-	-	-
13	Sparrow Park Farm	New Marske	+	-	-	-	-	-	-	-	-	-	-	+	-	-	-
14	Church Howle Crescent	Marske	+	+	-	+	-	-	-	-	-	-	-	-	-	-	-
18	Spencerbeck Farm	Ormesby	+	-	-	-	-	-	+	-	-	+	-	+	+	+	+
21	Woodcock Wood	Normanby	-	-	-	-	-	-	-	-	-	-	-	-	+	+	-
23/291	Hambleton Hill 'A' & 'B'	Nunthorpe	-	+	-	-	+	-	-	-	-	+	-	+	+	-	-
24	Swan's Corner	Nunthorpe	+	+	-	-	+	-	-	-	-	+	+	+	+	-	-
43	Kilton Lane	Brotton	-	-	-	-	-	-	-	-	-	+	-	+	-	+	-
44	Cragg Hall Farm	Carlin How	+	-	-	-	+	-	-	+	-	-	-	+	-	+	-
45	Lands N of Loftus	Loftus	-	-	-	+	-	-	-	-	-	-	+	+	-	+	+
47a	Middlesbrough Rd (N)	Guisborough	+	-	-	-	-	+	+	+	-	-	-	-	+	-	+
48	Lazenby Allotments	Lazenby	+	-	-	-	-	-	-	-	+	-	-	+	-	+	-
51	Long Acre Sidings	Skelton	-	-	-	-	-	-	-	+	-	-	-	+	-	-	-
54	Marske Inn Farm	Marske	-	+	-	+	-	-	-	+	-	-	-	-	-	-	-
55	Tofts Farm	Marske	-	+	-	+	-	-	-	-	-	-	-	-	-	-	+
56	Windy Hill Farm	Marske	-	-	-	-	-	-	-	-	-	-	-	-	-	-	+
57	North of Marske Road	Saltburn	+	-	-	-	-	-	-	-	-	+	-	-	-	-	+
69	S. of Gladstone St.	Brotton	-	-	-	-	+	-	+	-	-	+	-	-	-	-	-
77	Marske Road	Saltburn	+	-	-	-	-	-	-	-	-	+	-	-	-	-	+
82	East of Balmoral Road	Boosbeck	+	-	-	-	-	-	-	-	-	-	-	-	-	+	-
90	Land Adjacent to 'The Villa'	Brotton	+	-	-	-	-	-	-	+	-	-	-	-	-	-	-
91	E. of The Forge	Brotton	+	-	-	-	-	-	+	-	-	-	-	-	-	-	-
92	Kilton Hall Farm	Brotton	-	-	-	-	+	-	+	-	-	+	-	+	-	+	-
93	S. of Broadbent St.	Brotton	-	-	-	-	+	-	+	-	-	+	-	+	-	+	-
103	Roseberry Rd	Redcar	+	-	+	-	+	-	+	-	+	+	-	+	+	+	+
106	Scholars Park	Redcar	+	-	+	-	-	+	+	-	+	+	-	+	+	+	+
127	Hewley St Reservoir	Normanby	+	-	-	+	+	-	+	-	-	-	-	+	+	+	+
131	North Grangetown Cleared Area	Grangetown	-	-	-	+	-	+	+	-	+	+	-	+	+	+	+
134	Rydal Av.	Grangetown	+	-	-	-	-	+	-	+	+	-	-	+	+	+	+
135	Low Grange Farm	South Bank	+	-	-	+	-	-	+	+	+	+	-	-	+	+	+
136	Wilton Lane	Guisborough	+	-	-	+	-	-	+	+	-	+	+	+	+	+	+
142	Highfields	Brotton	+	-	-	-	+	-	+	-	-	+	-	-	-	-	-
158	Redcar RUFC	Redcar	-	+	+	-	-	-	+	-	-	+	-	-	-	+	-
161	Newstead Farm	Guisborough	+	-	-	-	-	-	+	+	-	-	-	+	+	-	+
164	Station Yard	Brotton	+	-	-	-	-	-	-	+	+	-	-	+	+	+	+
169	Mannion Park	Grangetown	+	-	-	-	-	-	-	+	+	-	-	+	+	+	+
178	Deepdale Road	Loftus	+	-	-	+	-	-	-	-	-	-	-	+	-	-	+
193	Millholme Farm	Brotton	-	-	-	-	+	-	-	+	-	+	-	+	-	+	-
194	Hunley Hall Farm	Brotton	+	-	-	-	-	-	+	-	-	+	-	+	-	-	-
206	Corporation Road	Redcar	+	+	+	-	-	-	+	-	-	+	+	+	+	+	+
213	St. Hilda's Church	Redcar	+	-	+	-	+	-	+	-	+	+	-	+	+	+	+
232	N. of Brotton	Brotton	+	-	-	-	-	-	+	-	-	+	-	+	-	-	-
240	Grange Close	Grangetown	+	-	-	+	-	+	+	-	+	+	+	+	+	+	+
284	Belmangate Field	Guisborough	-	-	-	+	-	-	+	+	-	+	-	-	+	+	-
285	Gurney Street	New Marske	+	+	-	-	+	+	-	-	-	-	-	+	-	-	-
294	Longbank Farm	Ormesby Bank	+	-	-	-	-	-	-	-	-	+	-	-	+	+	-
308	South of Beechcroft Close	Lingdale	-	-	-	-	-	-	-	-	-	-	+	+	-	+	-
310	South of Wilkinson Street	Lingdale	-	-	-	-	-	-	-	-	-	-	-	+	-	-	-
316	Normanby Hall	Normanby	+	-	-	-	-	-	+	-	-	-	-	-	+	+	+
318	Loftus Bus Depot	Loftus	+	-	-	+	-	-	-	-	-	-	-	-	-	-	+
337	Former South Bank Police Station	South Bank	+	+	-	+	+	-	+	+	-	+	-	-	+	+	+
345	Olympia Gym	Redcar	+	+	+	-	-	-	-	-	-	+	-	-	+	+	+

Map ID	Site	Location	250m bus route	1km rail	2km town centre	1km district	500m local ctr	250m n/hood ctr	2km retail park /store	1km major empl site	2km main S Tees empl area	1km sec sch	250m primary	500m primary	2km college	500m pos	2km leisure ctr
347	Ryehills Farm	Marske	+	+	-	+	-	-	-	+	-	+	-	-	-	+	-
358/9	Rear Coach Rd	Brotton	-	-	-	-	-	-	+	-	-	+	-	+	-	+	-
360	Former Rosecroft School	Loftus	-	-	-	+	-	-	-	-	-	-	+	+	-	-	+
366	Rear All Saints Church	Redcar	-	-	+	-	+	-	+	+	+	+	-	+	+	+	+
376	Park Lane	Guisborough	+	-	-	+	-	-	+	+	-	+	-	+	+	+	+
381	South Bank Older Housing Area	South Bank	-	+	-	+	+	-	+	+	-	+	-	-	+	+	+
387	Adj. Ryehills School	Redcar	+	+	+	-	-	-	+	-	-	+	-	+	+	+	+
393	Gypsy Lane	Nunthorpe	-	+	-	-	-	-	-	-	-	+	-	+	+	+	-
394	Land at Broadway	Grangetown	+	-	-	+	-	+	+	+	+	-	+	+	+	+	+
395	St. Georges Bungalows	Grangetown	+	-	-	+	-	+	+	+	+	-	+	+	+	+	+
400	Land NE of Galley Hill Estate	Guisborough	-	-	-	-	-	+	+	-	-	-	-	+	-	-	+
402	Morton Carr Farm	Nunthorpe	-	+	-	-	-	-	-	-	-	+	-	-	-	-	-
403	Grundales	Redcar	-	-	-	-	-	-	-	-	-	+	-	-	-	+	-
404	N & W of Galley Hill Estate	Guisborough	+	-	-	-	-	-	-	-	-	-	-	-	-	-	+
405	Stanghow Road	Skelton	+	-	-	-	+	-	+	+	-	-	+	+	-	+	-
407	Morton Carr Lane	Nunthorpe	-	+	-	-	+	-	-	-	-	+	-	+	+	-	-
409	Home Farm	Skelton	+	-	-	-	+	-	+	+	-	-	-	+	-	+	-
415	West of Skelton Green	Skelton Green	-	-	-	-	-	-	+	-	-	-	-	-	-	+	-
418	North of High Farm	Teesville	-	-	-	+	-	-	+	+	+	+	+	+	+	+	+
419	South of High Farm	Normanby	-	-	-	+	-	-	+	+	-	+	-	+	+	+	+
442	Pierson Street	Redcar	+	+	+	-	-	-	+	-	-	+	-	+	+	+	+
450	West of Kirkleatham Lane	Redcar	+	-	-	-	-	-	+	-	+	+	-	+	+	+	-
451	Land at Mickle Dales	Redcar	+	-	-	-	-	-	-	+	-	-	-	-	-	+	-
452	Eston Park School	Eston Grange	+	-	-	+	+	-	+	-	+	+	-	-	+	+	+
454	South of Stokesley Road	Guisborough	+	-	-	-	-	-	-	-	-	-	-	-	-	-	+
455	Kirkleatham Paddocks	Redcar	+	-	-	-	-	-	-	+	+	-	-	-	-	+	-
456	Former Abattoir Site & Adjacent Land	Boosbeck	+	-	-	-	-	-	-	-	-	-	+	+	-	+	-
457	Former Handale Primary School	Loftus	+	-	-	+	-	-	-	-	-	-	+	+	-	-	+
458	Land off Wilton Bank	Saltburn	-	-	-	-	-	-	-	-	-	+	-	-	-	-	+

Appendix D

Planning Policy Designations and Issues Summary

Site Info			Status			Policy Designations & Issues											Land Use			Notes		
SHLAA ID	Site	Location	PDL	Greenfield	Greenfield / PDL	Outside DL	Green Wedge	Strategic Gap	Sensitive Landscape Area	Strategic Landscape Area	Wildlife Corridor / Site	Flood Zone 2/3	Conservation Area	Listed Building	Heritage Coast	Archaeological	HSE CZ	Surface Water Drainage	POS/Community Use / Alloc.	Commercial Use / Allocation	Agricultural Land	
8	Bridge Farm	Marske		✓		✓	✓											✓			✓	Grade II agricultural land
10	W of Longbeck Rd	Marske		✓		✓		✓		✓								✓			✓	
13	Sparrow Park Farm	New Marske		✓		✓		✓													✓	
14	Church Howle Crescent	Marske		✓		✓			✓												✓	SSSI adjacent.
18	Spencerbeck Farm	Ormesby		✓		✓	✓															
21	Woodcock Wood	Normanby		✓		✓			✓		✓						✓					Partial designations
23/291	Hambleton Hill 'A' & 'B'	Nunthorpe		✓		✓	✓					✓										
24	Swan's Corner	Nunthorpe		✓		✓												✓				
43	Kilton Lane	Brotton		✓		✓									✓						✓	
44	Cragg Hall Farm	Carlin How		✓		✓												✓				
45	Lands N of Loftus	Loftus		✓		✓													✓			
47a	Middlesbrough Rd (N)	Guisborough			✓					✓	✓									✓		Known biodiversity interest
48	Lazenby Allotments	Lazenby		✓															✓			
51	Long Acre Sidings	Skelton			✓	✓														✓	✓	
54	Marske Inn Farm	Marske		✓		✓		✓		✓								✓			✓	Archaeological site adjacent
55	Tofts Farm	Marske		✓		✓		✓		✓				✓	✓			✓			✓	Historical landfill activities on part of site
56	Windy Hill Farm	Marske		✓		✓		✓	✓												✓	
57	North of Marske Road	Saltburn		✓		✓		✓		✓								✓			✓	Sensitive Landscape Area adjacent
69	S. of Gladstone St.	Brotton		✓		✓															✓	
77	Marske Road	Saltburn		✓		✓		✓										✓			✓	
82	East of Balmoral Road	Boosbeck		✓		✓																
90	Land Adjacent to 'The Villa'	Brotton		✓		✓															✓	Heritage Coast adjacent
91	E. of The Forge	Brotton		✓		✓															✓	Heritage Coast adjacent
92	Kilton Hall Farm	Brotton		✓		✓															✓	
93	S. of Broadbent St.	Brotton	✓			✓															✓	
103	Roseberry Rd PFS	Redcar	✓																			
127	Hewley St Reservoir	Normanby	✓																			
131	North Grangetown Cleared Area	Grangetown	✓																			
134	Rydal Av.	Grangetown	✓																			
135	Low Grange Farm	South Bank	✓							✓								✓				
136	Wilton Lane	Guisborough	✓																			
142	Highfields	Brotton		✓																		
158	Mackinlay Park	Redcar			✓	✓	✓												✓			Sensitive Landscape Area adjacent
161	Newstead Farm	Guisborough		✓							✓							✓				
164	Station Yard	Brotton	✓																	✓		
169	Mannion Park	Grangetown			✓	✓	✓									✓						
178	Deepdale Road	Loftus	✓																			
193	Millholme Farm	Brotton		✓		✓															✓	
194	Hunley Hall Farm	Brotton		✓		✓									✓						✓	Known biodiversity interest
206	Corporation Road	Redcar	✓															✓				
213	St. Hilda's	Redcar		✓																		
232	N. of Brotton	Brotton		✓		✓			✓						✓							
240	Grange Close	Grangetown	✓																			
284	Belmangate Field	Guisborough		✓		✓					✓	✓										Partial Designations. Sensitive Landscape Area adjacent
285	Gurney Street	New Marske		✓		✓															✓	
294	Longbank Farm	Ormesby Bank		✓					✓		✓										✓	Partial Designations. Wildlife site (country park) adjacent.
308	S. of Beechcroft Close	Lingdale		✓														✓				Part /adjacent M&W sand & gravel protection area (MW5)

310	S. of Wilkinson Street	Lingdale		✓																Part /adjacent M&W sand & gravel protection area (MW5)	
316	Normanby Hall	Normanby			✓							✓								Mature woodland and TPOs prominent	
318	Loftus Bus Depot	Loftus	✓																		
337	Former Police Station	South Bank	✓																		
345	Olympia Gym	Redcar	✓									✓									
347	Ryehills Farm	Marske		✓																Green Wedge and Sensitive Landscape Area adjacent	
358/9	Rear Coach Rd (N)	Brotton			✓																
360	Rosecroft School	Loftus	✓																	Sensitive Landscape Area / Local Wildlife Site adjacent	
366	Rear All Saints Church	Redcar		✓																	
376	Park Lane	Guisborough	✓																		
381	South Bank Older Housing Area	South Bank	✓																		
387	Adj. Ryehills School	Redcar	✓																		
393	Gypsy Lane	Nunthorpe		✓		✓	✓													✓	
394	Land at Broadway	Grangetown	✓																		
395	St. Georges Bungalows	Grangetown	✓																		
400	Land NE of Galley Hill Estate	Guisborough		✓		✓														✓	
402	Morton Carr Farm	Nunthorpe		✓		✓														✓	
403	Grundales	Redcar		✓		✓	✓		✓											✓	Local Wildlife Site adjacent
404	N & W of Galley Hill Estate	Guisborough		✓		✓														✓	
405	Stanghow Road	Skelton	✓																		
407	Morton Carr Lane	Nunthorpe		✓		✓														✓	Adjacent SSSI
409	Home Farm	Skelton	✓									✓	✓								
415	West of Skelton Green	Skelton Green		✓		✓														✓	Sensitive Landscape Area adjacent
418	North of High Farm	Teesville		✓		✓	✓													✓	
419	South of High Farm	Normanby		✓		✓	✓													✓	
442	Pierson Street	Redcar	✓			✓															
450	West of Kirkleatham Lane	Redcar		✓																✓	
451	Land at Mickle Dales	Redcar		✓		✓	✓		✓											✓	
452	Eston Park School	Eston Grange			✓																
454	South of Stokesely Road	Guisborough		✓		✓														✓	NYMNP and minerals protection area adjacent.
455	Kirkleatham Paddocks	Redcar		✓		✓						✓		✓	✓	✓					
456	Former Abattoir Site & Adjacent Land	Boosbeck			✓									✓	✓	✓					Minerals protection area adjacent.
457	Former Handale Primary School	Loftus	✓																		
458	Land off Wilton Bank	Saltburn		✓		✓	✓													✓	

