



## **Redcar & Cleveland Draft Local Plan**

# **Housing Land Supply and Allocations Background Evidence Paper**

**Regeneration Directorate**

**June 2016**



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# 1

## INTRODUCTION

## Background

- 1.1 This report provides part of the evidence base informing the Draft Redcar & Cleveland Local Plan (May 2016), which sets a minimum net requirement of 234 dwellings per annum for the 17 year period from 2015/16 to 2031/32 (approximately 4,000 in total) and is being published for consultation from June 2016.
- 1.2 The Local Plan is scheduled for adoption in August 2017, following submission to the Secretary of State and formal Independent Examination, and upon adoption it will become the new statutory development plan for the borough<sup>1</sup>, replacing the Local Development Framework (LDF).
- 1.3 This document builds on the work undertaken in the revised Strategic Housing Land Availability Assessment (SHLAA) (Consultation Draft -June 2016) which assessed sites in terms of their suitability, availability and achievability and accordingly classifies them as 'deliverable', 'developable' or 'not currently developable'.
- 1.4 The SHLAA has assessed 93 sites and estimated deliverable and developable capacity at over 11,000 dwellings, including existing development sites. Most of this potential is on Greenfield sites outside development limits. Because the potential supply far exceeds the local plan requirement, the majority of the sites, particularly those without planning consent, would not be needed for development within the plan period.
- 1.5 The SHLAA sites have therefore been subject to further assessment to consider which are the most appropriate options in planning terms, having regard to sustainability issues, the National Planning Policy Framework, and relevant policies in the draft plan. The main purpose of the document is to set out the justification for housing land allocations in the plan and explanations for rejected site options.
- 1.6 Plans showing the location of the assessed sites are attached at **Appendix A**.

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<sup>1</sup> Excluding areas falling inside the North York Moors National Park.

## National Planning Policy Framework (NPPF)

1.7 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 and includes several policies regarding housing and local plan preparation, including the following:

- 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 55: support the sustainable development and the vitality of rural communities through appropriate housing growth.
- Para 111: continue to encourage the efficient use of previously-developed land through development.
- Para 159: local plans should continue to include, as part of the evidence base, a Strategic Housing Market Assessment (SHMA) to inform housing need and demand across housing market areas, and a Strategic Housing Land Availability Assessment (SHLAA) to assess the suitability, availability and likely viability of potential housing sites over the plan period.
- The guidance also advises that local plans should be 'aspirational but realistic' (Para. 154), 'viable and deliverable' (Para. 173) and set out strategic priorities, including additional housing (Para. 156).

## Redcar & Cleveland Draft Local Plan (May 2016)

- 1.8 The draft document is to be published for six week consultation period from **Monday 27 June to Monday 8 August 2016**. As well as housing site allocations and other housing policies, the plan includes the strategic policies listed below which are also of particular relevance to housing issues.

### Policy SD2 - Locational Policy

- 1.9 To support sustainable development objectives, Locational Policy SD2 seeks to direct development to the most sustainable locations and to that ends seeks to achieve 60% of housing development in the 'urban' and 'coastal' sub areas in the north and west of the borough, which contain the majority of the population and have the best access to jobs, services and the transport network, with the remaining 40% going to the 'rural' sub-area broadly comprising Guisborough and East Cleveland, having regard to the settlement hierarchy set out in the same policy.

### Policy SD3- Development Limits

- 1.10 Policy SD3 restricts most forms of development in those areas outwith development limits to be drawn around settlement boundaries, 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

- 1.11 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 settlements of Marske and Saltburn. In the rural area, it is proposed that the majority of residential development would take place in Guisborough, which is identified as the rural service centre and sits atop the rural settlement hierarchy, 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.
- 1.12 The plan includes the following key policies in relation to housing supply:
- **Policy H1 – Housing Requirements**
  - **Policy H3 – Housing Allocations**

## Policy H1 – Housing Requirements

- 1.13 The Redcar and Cleveland Strategic Housing Market Assessment (SHMA) was published in February 2016. It calculates that the borough's objectively assessed need (OAN) for housing during 2015 – 2032 is 132 dwellings per annum, equivalent to 2,256 net additional dwellings during the plan period.
- 1.14 The OAN is based on the CLG 2012-based household projections, plus a 10% market signals uplift. This uplift is in response to evidence which suggests that planned land supply in previous years may have constrained housing development – not necessarily because the quantity of land identified for development was too low, but due to a qualitative mismatch between demand and supply.
- 1.15 The SHMA states that, in line with the NPPF, the assessed need for 132 net new dwellings per annum should form the basis of housing targets in the Local Plan. However, in setting those targets, the Council should also have regard to other considerations. These would include policy objectives, such as planning for a different future population from that currently projected.
- 1.16 The population of the borough has been steadily declining over the last three decades, with Redcar and Cleveland amongst a small group of local authorities that lost population during the last census period between 2001 and 2011. Throughout this period, there has been a growing imbalance between an increasing elderly population reliant on public services, and a diminishing working-age population to service those needs.
- 1.17 The 2012-based Office for National Statistics sub-national population projections (2012-SNPP) suggest that, for the plan period, the overall population of the borough is likely to remain relatively stable. However, there will be a significant change to the demographic profile of the borough, with approximately 8,800 additional people aged 65 and over, and approximately 8,900 fewer aged 64 and under.
- 1.18 In determining a housing requirement, the Council has considered a number of options, ranging from meeting our OAN in full to highly ambitious, policy-led options involving exceptional population growth strategies. Each option, including the OAN, would involve a level of population retention/growth which is higher than that implied by the 2012-SNPP.
- 1.19 In order to model the housing implications of the various options, the Council has worked with the Demography and Modelling Officer of the Tees Valley Combined Authority (TVCA). TVCA use the projection software POPGROUP, which allows alternative scenarios to be run against different population bases by varying the components within (i.e. births, deaths and migration), or against different sets of age/sex specific rates (e.g. Household Representative Person (HRP) rates or economic activity rates).
- 1.20 POPGROUP was developed by Manchester University, and is maintained by Edge Analytics, to closely replicate ONS methodology in the way population projections are calculated. It is widely used amongst local authorities and is also used by consultants and private companies working with the building industry.



- 1.21 TVCA used the 2012-SNPP, with the starting population updated to the latest available (mid-2014). For each of the alternative options, POPGROUP then uses the 2012-SNPP age specific migration rates to determine the age and sex of the population being retained. The HRP rates from the 2012-based CLG household projections are then applied to arrive at a household projection. Finally, the Census 2011 vacancy rate is used to estimate the projected dwelling requirement for each option.
- 1.22 *Table 1*, below, shows the annual population growth and total annual housing requirement for each of the six options considered:

*Table 1: Summary of Housing Requirement Options*

Option	Annual Population Growth (above 2012-SNPP)	Annual Housing Requirement
1. Objectively Assessed Need	25	132
2. Historical Average Delivery	144	186
3. Sustainable Population Growth	250	234
4. Significant Population Growth	375	290
5. Aspirational Population Growth	500	340
6. Exceptional Population Growth	625	404

- 1.23 The Council's corporate plan, Our Plan 2015 – 2017, recognises the need to retain the borough's working age population, in order to assist with our objectives to increase employment, stimulate economic growth, reduce dependency ratios and rebalance the population profile. However, having experienced more than three decades of such losses, it is recognised that it would be unrealistic to reverse this trend completely.
- 1.24 As such, Our Plan sets a corporate objective to grow our population by approximately 250 people per annum more than the 2012-SNPP, with a particular focus on working age households and families. This represents approximately half of projected losses to our working age population, and is consistent with option 3 above.
- 1.25 The population growth strategy for option 3 would return the borough's overall population to that recorded at the 2001 Census. The rate of population growth required would be ambitious, but realistic and achievable. The provision of suitable housing is considered to be critical in helping to deliver this growth.
- 1.26 The housing requirement associated with this option is significantly above the borough's OAN and its historical average delivery rate. This would, therefore, meet the NPPF requirement to significantly boost the supply of housing in the borough.
- 1.27 For these reasons, option 3 has been selected, with a housing requirement for the borough of 234 net additional dwellings per annum. In order to ensure a continuous supply of deliverable

housing land which meets this requirement, the supply has been supplemented by a substantial buffer to allow for market flexibility and guard against under-delivery.

## Policy H3 – Housing Allocations

- 1.14 In meeting the housing requirement, ongoing developments and potential developments have been taken into account, with new allocations making up the supply balance. In selecting further sites to meet the supply balance, the sequential approach under Policy SD2 has been followed with priority has been given to brownfield sites within current development limits, then vacant greenfield land within development limits, and finally greenfield extensions outside of development limits.
- 1.15 Policy H3 has listed the sites in *Table 2*, below, as being under development as at 31 March 2016, which together with an estimated outstanding deliverable commitments<sup>2</sup> (some of which had also started) resulted in a combined contribution of about 1,800 dwellings.

*Table 2: Major Developments as at 31/03/16*

SHLAA ID	Sites	Location	Units Outstanding
256	High Farm	Teesville	174
396	Barnaby House	Eston	51
378	The Dunes	Redcar	64
342	Wheatlands Chase	Redcar	91
391	Havelock Park	Redcar	85
9	Rowan Garth	Redcar	138
218	The Willows	Marske	4
111	Marske Mill Lane	Saltburn	14
29	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
352	Annandale Park	Skelton	209
389	Hummersea Hills	Loftus	107
	Smaller sites / conversion schemes with permission (incl. 10% lapse allowance)		244
	Total		1,798

<sup>2</sup> The estimate on small sites / conversion scheme comprises 271 units less a non-delivery allowance of 10%.

- 1.16 Although Hummersea Hills is partly developed, the next phase of the scheme (extra care housing) has yet to commence and will be subject to a separate planning application. Private housing development on the site linked to the activated permission has stalled due to lack of demand.
- 1.17 Policy H3 identifies 31 sites as housing allocations, supported by site specific policies, including the mixed use Skelton Regeneration site (Policy REG 3). These sites are listed in *Table 3*.
- 1.18 The list includes 15 sites with an unimplemented planning permission as at 31 March 2016. To provide increased certainty about development, and subject to consideration of deliverability, major unimplemented planning permissions of at least 10 dwellings have been included as allocations alongside the other sites.
- 1.19 Therefore, not all sites with consent 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 many cases, however, the exclusion of these sites as allocations would not in itself prevent them coming forward for residential development.
- 1.20 Two sites – Low Grange Farm and Skelton Regeneration Site (Longacre Sidings) – have delivery profiled beyond 2032, for a total of 1,250 dwellings.

**Table 3: Preferred Allocations**

Policy Ref.	SHLAA ID	Site	Location	Gross Area (Ha.)	Dwelling Estimate	By 2032	After 2032
H3.2	24	Swan's Corner	Nunthorpe	7.65	115	115	
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	130	Former Redcar & Cleveland Town Hall	Eston Grange	1.4	51	51	
H3.10	452	Former Eston Park School	Eston Grange	3	100	100	
H3.8	419	South of High Farm	Normanby	10	150	150	
H3.1	135	Low Grange Farm Strategic Site	South Bank	32	1,250	200	1,050
H3.11	206	Corporation Road	Redcar	2.4	86	86	
H3.12	213	St. Hilda's Church	Redcar	0.9	30	30	
H3.13	106	Connexions Campus (South)	Redcar	3.8	126	126	
H3.14	387	Land Adj. Ryehills School.	Redcar	1.23	30	30	
H3.15	413	Wykeham Close	Redcar	0.3	35	35	
H3.16	420	Grosmont Close	Redcar	0.15	12	12	
H3.17	103	Roseberry Road	Redcar	0.2	10	10	
H3.18	451	Land at Mickle Dales	Redcar	4.3	100	100	
H3.19	450	West of Kirkleatham Lane	Redcar	23	550	550	
H3.20	77	Marske Road	Saltburn	6.3	116	116	
H3.21	136	Wilton Lane	Guisboro'	0.3	14	14	
H3.22	376	Park Lane	Guisboro'	0.5	40	40	
H3.23	320	Cleveland Gate	Guisboro'	4.9	135	135	
H3.24	284	Belmangate Field	Guisboro'	2.1	40	40	
H3.25	400	Land NE of Galley Hill Estate	Guisboro'	4.1	50	50	
REG3	51	Long Acre Sidings	Skelton	24.5	400	200	200
H3.26	409	Home Farm	Skelton	1.6	47	47	
H3.27	405	Stanghow Road	Skelton	0.33	10	10	
H3.28	43/92	Kilton Lane / Kilton Hall Farm	Brotton	12	270	270	
H3.29	411	Newbury Road	Brotton	0.7	25	25	
H3.30	360	Rosecroft School	Loftus	1.7	50	50	
H3.31	44	Low Cragg Hall Farm	Carlin How	2	46	46	
Total Within Plan Period						2,884	

## Supply Breakdown

- 1.21 As shown in *Table 4*, taking into account current developments and planning permissions, the plan allows for the development of approximately 4,900 dwellings, which comfortably meets the minimum requirement. Over 50% of the supply would be on existing development and other sites with planning permissions with a relatively small proportion on allocated greenfield extensions.

*Table 4: Supply Breakdown*

Source	Units	%
Under Development	1,554	32%
Major Permissions	1,022	21%
Small Sites with Permission	244	5%
Allocations - Urban Brownfield	267	5%
Allocations - Urban Greenfield	1,040	21%
Allocations - Greenfield Extensions	755	15%
Total	4,882	

(any differences due to rounding)

- 1.22 As shown in *Table 5* the plan achieves a balanced proportional development split between the urban/coastal and rural areas in accordance with the locational strategy at Policy SD2.

*Table 5: Supply Comparison with Locational Strategy*

Source	Urban / Coastal	Rural	Total
Under Development	621	933	1,554
Major Permissions	890	132	1,022
Allocations - Urban Brownfield	167	100	267
Allocations - Urban Greenfield	705	335	1,040
Allocations - Greenfield Extensions	395	360	755
Total	2,778	1,860	4,638
Proportional Split	60%	40%	

(any differences due to rounding)

An indicative supply trajectory over the plan period is set out at **Appendix B**.

## Site Selection Process

- 1.23 The site selection process has involved giving further consideration to sites in the SHLAA which are not under development.
- 1.24 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;
  - 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
  - promotes 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.
- 1.25 The selection (and rejection) of sites is governed by numerical housing requirements and the following issues:
- sustainability, environmental policy and any other planning considerations;
  - the policies in the NPPF and the Draft Local Plan;
  - any known potential development constraints and issues; and
  - the draft Infrastructure Delivery Plan, which is also part of the Local Plan evidence base.
- 1.26 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 the achievement of affordable housing targets.
- 1.27 To inform the assessment process, the following broad issues have been considered:
- The locational strategy, as set out in Policy SD2
  - Sequential approach to site selection, also in SD2.
  - Access to services
  - Policy designations and issues

### Sequential Approach

- 1.28 In accordance with locational strategy, the distinction between the conurbation and the rural area is retained in assessing and selecting sites: candidate sites in the conurbation have been compared with each other but not with those in the rural area, and vice versa.

- 1.29 Priority has been given 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 or agricultural value than peripheral greenfield sites.
- 1.30 After taking into account commitments and sites within settlement limits, the most sustainable and acceptable greenfield sites have been selected to make up the identified residual requirement.

#### Access to Services

- 1.31 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 CO<sup>2</sup> 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 the LDF Core Strategy.
- 1.32 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 6* below. The thresholds are based on straight-line distances measured from the approximate centre of each site.
- 1.33 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 6: 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 sixth-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

1.34 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 also a very basic and therefore imprecise analysis. The following caveats are 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 importance of services. For example, the frequency or range of bus services on different routes varies and some employment or retail locations may be more buoyant 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 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 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 essentially part of 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.

The results of the accessibility assessment are tabulated at **Appendix C**.

#### Policy Designations and Issues

- 1.35 In the SHLAA, the suitability of each site was assessed in terms of its location and physical characteristics and any policy designations, with the developable area and housing density estimated accordingly to reflect any constraints. Where development, availability or viability constraints are deemed to be particularly prohibitive, in accordance with SHLAA practice guidance sites were classified as ‘not currently developable’ and given a ‘nil’ return in terms of housing potential.
- 1.36 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 immediate environment.
- 1.37 To that end, all candidate sites have been further considered in terms of the significance of any environmental policy designations, any other policy issues such as flood risk areas and in terms of existing land uses.
- 1.38 The policy designations and issues which have been considered are shown in *Table 7* below.

*Table 7: Policy Designations and Issues Summary*

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

- 1.39 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.
- 1.40 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 different options. For each preferred allocation, yield estimates and delivery profiles are set out and justified.
- 1.41 As noted above, to promote the sustainable development and regeneration of the borough, a sequential approach has been applied which seeks to maximise realistic brownfield development potential and give priority within the plan period to sites within development limits.
- 1.42 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 preferred sites 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. **However, subject to any other considerations, this would not prevent these and other sites coming forward during the plan period, potentially as ‘windfall’ developments without allocation.**



# 2

## PREFERRED SITES

- 2.1 As noted above, some allocated sites in the Draft Local Plan have planning permission. As at 31 March 2016, 13 sites had an implemented consent; these sites are listed in *Table 8*. 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.

**Table 8: Preferred Allocations with Planning Permission**

Policy Ref.	ID	Site	Location	Gross Area (Ha.)	Dwelling Estimate	Within Plan Period
H3.3	393	Gypsy Lane	Nunthorpe	0.43	10	10
H3.5	294	Longbank Farm	Ormesby	21.2	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	106	Connexions Campus (South)	Redcar	3.8	126	126
H3.15	413	Wykeham Close	Redcar	0.3	35	35
H3.16	420	Grosmont Close	Redcar	0.15	12	12
H3.17	103	Roseberry Road	Redcar	0.2	10	10
H3.20	77	Marske Road	Saltburn	6.3	116	116
H3.21	136	Wilton Lane	Guisboro'	0.3	14	14
H3.26	409	Home Farm	Skelton	1.6	47	47
H3.29	411	Newbury Road	Brotton	0.7	25	25
H3.31	44	Low Cragg Hall Farm	Carlin How	2	46	46
Total Within Plan Period						1,022

### Site 393: Gypsy Lane, Nunthorpe

- 2.2 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.
- 2.3 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. Although detailed proposals have yet to be forthcoming, this may reflect the fact that subsequent proposals to extend the development footprint further into the green wedge and Conservation Area were dismissed on appeal in 2015. This is a small site in a higher value residential area and as such it is reasonable to assume short-term delivery can be achieved.

### Site 294: Longbank Farm, Ormesby

- 2.4 This is a large, linear hillside area adjoining suburban housing area at the eastern edge of Ormesby mostly comprising agricultural fields.
- 2.5 The site was identified as a preferred allocation in the 2013 Draft Local Plan. 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 detailed 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.

### Site 18: Spencerbeck Farm, Ormesby

- 2.6 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, which has detailed planning permission for redevelopment for 41 dwellings (application ref 2011/0589/FFM), though this expires in June 2016, and surrounding paddock areas, which sits within a green wedge and for which outline permission was secured on appeal in March 2016 for 41 dwellings (ref 2013/0803/OOM), giving total consent for 82 dwellings (61 net).
- 2.7 Subject to securing detailed consent for the entire site and engaging developer interest in the near future, it is assumed that redevelopment can be completed within five years. The site is adjacent to a mature residential area at Normanby and as consent has been secured for the entire site, this will presumably make it more attractive to development.

#### Site 135: Low Grange, South Bank

- 2.8 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 was recently granted to a major housebuilder.
- 2.9 The proposals have been pursued for some time by a major housebuilder which indicates that housing can be delivered on the site. Given the size and location, 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.

#### Site 413: Wykeham Close, Redcar

- 2.10 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). As this is a small scheme and grant-funded, it is assumed it can be completed in the short-term.

#### Site 420: Grosmont Close, Redcar

- 2.11 This is a small cleared brownfield site, formerly housing, with planning consent for 12 assisted living dwellings (application ref. 2014/0718/FFM), and grant funding secured from the Homes and Community Agency (HCA). As this is a small scheme and grant-funded, it is assumed it can be completed in the short-term.

#### Site 106: Connexions Campus (South), Redcar

- 2.12 This is an-l-shaped former playing field comprising the remaining part of the former Connexions Campus at Redcar & Cleveland College, adjacent to the Wheatlands Chase Development (Site 342). Detailed consent was granted to Bellway Homes 2015 and first completions are anticipated in 2016/17.

#### Site 103: Roseberry Road, Redcar

- 2.13 Cleared brownfield site, formerly a petrol filling station, with planning consent for 10 dwellings which was granted in 2015 (application ref. 2014/0504/OOM and is currently on the open market. 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 conceivable therefore that development may be forthcoming, potentially in the short-term given the small size of the site.

#### Site 77: Marske Road, Saltburn

- 2.14 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 in December 2015 on appeal, on the basis of five-year housing land supply. A reserved matters application for 116 dwellings is awaiting determination. The site does not have any significant delivery constraints, is controlled by a major housebuilder and Saltburn is an area of high demand. It is anticipated therefore that the development can be completed in the short-term.

#### Site 136: Wilton Lane , Guisborough

- 2.15 This is a cleared, rectangular brownfield site which was formerly a school. The site is bordered by housing on three sides and slopes downwards to the north. The site was identified as an allocation in the 2013 Draft Local Plan. Detailed planning permission has been secured (application ref. R/2013/0858/FFM) and expires in March 2017. The site is in an established housing area with no evident constraints, is in the hands of a housing provider and, therefore, It is assumed that development can be achieved within the plan period if not the short-term.

#### Site 409: Home Farm, Skelton

- 2.16 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. As there is 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.

#### Site 411: Newbury Road, Brotton

- 2.17 Cleared brownfield site, formerly housing, with planning consent for 25 assisted living properties (application ref. 2014/0718/FFM), with grant funding secured from the Homes and Community Agency (HCA).The sites one of several ongoing or proposed developments in the borough for supported living accommodation through HCA funding and is therefore seen as deliverable.

#### Site 44: Low Cragg Hall Farm, Carlin How

- 2.18 The site comprises a sloping area of grazing land to the west of Carlin How fronting the A174 and outside 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 avoid off-site flooding problems. The site was identified as a preferred housing allocation in the 2013 Draft Local Plan. The planning consent applied for two years



and expired in 2015. A further outline consent was granted in January 2016, also for a period of two years.

- 2.19 The site is currently on the open market and if developed could broaden the range and choice of housing in Carlin How. Development may be dependent on a market upturn given that the previous consent expired in 2015. Hence the site is considered developable rather than deliverable.
- 2.20 Preferred allocations without planning permission are shown in *Table 9*. The justification for including these sites is set out over subsequent pages.

**Table 9: Preferred Allocations without Planning Permission**

Policy Ref.	ID	Site	Location	Gross Area (Ha.)	Dwelling Estimate	By 2032	After 2032
H3.2	24	Swan's Corner	Nunthorpe	7.7	115	115	
H3.4	407	Morton Carr Lane	Nunthorpe	4.3	30	30	
H3.7	316	Normanby Hall	Normanby	3.6	25	25	
H3.9	130	Former Redcar & Cleveland Town Hall	Eston Grange	1.4	51	51	
H3.10	452	Former Eston Park School	Eston Grange	3	100	100	
H3.8	419	South of High Farm	Normanby	10	150	150	
H3.11	206	Corporation Road	Redcar	2.4	86	86	
H3.12	213	St. Hilda's Church	Redcar	0.9	30	30	
H3.14	387	Land Adj. Ryehills School	Redcar	1.23	30	30	
H3.18	451	Land at Mickle Dales	Redcar	4.3	100	100	
H3.19	450	West of Kirkleatham Lane	Redcar	23	550	550	
H3.22	376	Park Lane	Guisboro'	0.5	40	40	
H3.23	320	Cleveland Gate	Guisboro'	4.9	135	135	
H3.24	284	Belmangate Field	Guisboro'	2.1	40	40	
H3.25	400	Land NE of Galley Hill Estate	Guisboro'	4.6	50	50	
REG3	51	Long Acre Sidings	Skelton	24.5	400	200	200
H3.27	405	Stanghow Road	Skelton	0.33	10	10	
H3.28	43/92	Kilton Lane / Kilton Hall Farm	Brotton	12	270	270	
H3.30	360	Rosecroft School	Loftus	1.7	50	50	
	Total Within Plan Period					2,062	

## Site 24: Swan's Corner, Nunthorpe

*Indicative Housing Yield:*

ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
24	Swan's Corner	Nunthorpe	7.7	115	115

### **Background**

- 2.21 Large, square arable field in prominent location and higher value property area on the edge of Nunthorpe residential area adjacent to the A171 with views towards open countryside, Roseberry Topping and the Cleveland Hills. The site is in RCBC ownership and outside development limits. Historically part of the site was included as a transport reservation as part of an East Middlesbrough Transport Corridor (EMTC) by-pass proposal. A detailed application for 141 dwellings is awaiting determination. The site was included in the 2013 Draft Local Plan for 115 executive-style dwellings to be developed at lower density.
- 2.22 There is a pair of inter-war semi-detached dwellings abutting the southern boundary at Guisborough Road. Development, including alterations to the adjacent road network, would need to avoid compromising these properties.
- 2.23 Improvements to the existing road network, particularly at Swan's Corner, would be required to enable development to proceed. The primary access would be from the A171 to the east. It is anticipated that alterations to the Swan's Corner roundabout may be required; a transport assessment would determine the precise actions required to upgrade the road network to an acceptable level and to enable development to proceed. Upgrading the traffic handling capacity of the roundabout could impact on nearby residential properties.
- 2.24 Lower parts of the site are understood to experience surface water flooding which would need to be mitigated through sustainable drainage improvements. Northumbrian Water has indicated that water supply mains from Nunthorpe Reservoir crosses part of the site, though this is not expected to have any significant impact on physical development potential.

### **Justification**

- 2.25 Although this is a greenfield site outside development limits it is also, unusually, bordered by development on three sides and enclosed by the A171 to the east. As such, development would round-off rather than extend the built-up area. The site is underused urban land in a highly sustainable location being:
- opposite primary and secondary schools and a sixth form college;
  - adjacent to main bus routes linking to central Middlesbrough and Guisborough; and
  - within 250m of the local centre and Nunthorpe Station.
- 2.26 The site is in an area characterised by higher market value properties developed at lower residential densities and therefore presents an opportunity to improve the housing offer in the borough by adding to the stock of larger detached properties.

- 2.27 The principle of development on this land was supported in the previous local plan, with land safeguarded as part of the East Middlesbrough transport corridor. The prospects of a road through this land appear to be remote due to the lack of funds and an objection from the National Trust, which would need to release land at the Ormesby Hall estate within the Conservation Area.
- 2.28 This is the most appropriate greenfield site in the Nunthorpe area as development would have a less prominent visual impact than more elevated sites and there are no conservation designations affecting the site.
- 2.29 The yield estimate and delivery profile, which is derived from the SHLAA, reflects the above issues and the time needed to need to address infrastructure requirements and create a scheme of particularly high quality incorporating communal open space, which is comparatively limited in the Nunthorpe area.

#### Site 407: Morton Carr Lane, Nunthorpe

*Indicative Housing Yield:*

ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
407	Morton Carr Lane	Nunthorpe	4.3	30	30

#### **Background**

- 2.30 Greenfield site 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 back of a mature lower density residential area at Morton Carr Lane and was formerly a garden nursery, is outside development limits and is vacant land partially planted-up with trees, though it is evidently used for informal recreation such as dog-walking.
- 2.31 The site was identified as a preferred housing allocation in the 2013 draft Local Plan for limited development of lower density executive-style housing in the core of the site, augmented by open space and substantial woodland buffers.

#### **Justification**

- 2.32 The site is underused land and is in a sustainable residential location within 500m of Nunthorpe rail station, local centre and Nunthorpe schools. The site is integral 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 Middlesbrough Local Development Framework Core Strategy and Regeneration Preferred Options document (January 2013).
- 2.33 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.

2.34 With vehicular access to be gained via the estate roads to the north (Morton Carr Lane, The Crescent and Cortland Road), development would be subject to achieving satisfactory access arrangements and through third-party land occupied by Nunthorpe Church Hall, car park and associated land.

### Site 316: Normanby Hall

*Indicative Housing Yield:*

ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
316	Normanby Hall	Normanby	3.6	25	25

### **Background**

- 2.35 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, vacant for 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. Subsequent proposals for the limited residential development have failed to reach planning application stage.
- 2.36 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.
- 2.37 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 to achieve a viable scheme including the sustainable re-use of the Hall.

2.38 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.

2.39 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.

2.40 It is assumed that the above areas would have the potential to achieve the indicative capacity of 25 dwellings and achieve 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**

2.41 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 enable the conservation and re-use of the listed building and the restoration of its setting. Residential development would also widen the housing offer in Greater Eston. The site has the potential to achieve a highly distinctive scheme in an unusual location and to broaden the housing offer in this part of the borough.

2.42 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 waving affordable housing requirements.

#### **Site 130: Former Redcar & Cleveland Town Hall**

*Indicative Housing Yield:*

ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
130	Former Redcar & Cleveland Town Hall	Eston Grange	1.4	51	51

## Background

- 2.43 This is a largely flat, linear brownfield site fronting Fabian Road. The site is surplus to Council requirements and has been cleared. Having been successfully marketed, a prominent housing developer has submitted a detailed planning application for 51 dwellings which is awaiting determination (application ref. 2016/0201/FFM). The submitted layout allows for the provision of a vehicular access into the Former Eston Park School site (ID452) as a potential later development phase.

## Justification

- 2.44 This is a vacant brownfield site in an established residential area and in a sustainable location adjacent to a secondary school and sixth form college and within 800m of Low Grange district centre and Eston Leisure Centre.
- 2.45 Redevelopment for market housing will support the further regeneration of Greater Eston, and will contribute to achieving a better local balance between market and social tenures.
- 2.46 Given that the site abuts a vast area of public open space at the Eston Recreation Ground and Church Lane, the yield estimate assumes no on-site open space provision and none is shown on the application layout.

## Site 452: Former Eston Park School

*Indicative Housing Yield:*

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

## Background

- 2.47 This square-shaped site 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. It is anticipated that this site (or a significant part of it) will shortly be declared surplus to future educational requirements. The site has previously been marketed alongside the adjacent former town hall site (Site 130), which currently subject to a detailed application for 51 dwellings. Development will be dependent on final confirmation of educational needs and achieving satisfactory access, which would logically be via the town hall site; the planning application layout for that site allows for that eventuality.

## Justification

- 2.48 This is a 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. It is anticipated that the site may become entirely surplus to further educational uses and available for redevelopment.

- 2.49 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.
- 2.50 The site would be suitable for residential development, provided vehicular access could be achieved via the adjoining Former Redcar & Cleveland Town Hall site, which is currently subject to a planning application for 51 dwellings (reference R/2016/0201/FFM). As such, development would be expected to follow on from the town hall site.
- 2.51 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.
- 2.52 The yield estimate reflects a previously submitted layout from a major housebuilder and would be in keeping with nearby residential densities.

### Site 419 South of High Farm, Normanby

*Indicative Housing Yield:*

ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
419	South of High Farm	Normanby	12.3	150	150

### **Background**

- 2.53 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 representations. The site falls within the Green Wedge separating Teesville and Normanby from east Middlesbrough. Together with the 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.
- 2.54 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**

- 2.55 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.

- 2.56 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 remaining land should be retained as community woodland in line with the existing planning consent.
- 2.57 The site is in a sustainable location within the urban core and has 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).
- 2.58 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.

#### Site 206: Corporation Road, Redcar

##### *Indicative Housing Yield:*

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

#### **Background**

- 2.59 This is a rectangular cleared brownfield site in a highly visible location in central Redcar fronting the Corporation Road (A1085) cross-town route. The site was identified as a preferred allocation in the 2013 Draft Local Plan. The above yield estimate reflects the most recent developer's layout for the site.
- 2.60 This is a site in an established housing location and has been pursued by a major housebuilder for several years during which time solutions to surface water drainage arrangements were agreed with Northumbrian Water.
- 2.61 The site is surplus to Council requirements, and while development will be subject to lifting an educational covenant; this is not seen as insurmountable.



### Justification

2.62 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.

2.63 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.

2.64 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.

### Site 213: St. Hilda's Church, Redcar

*Indicative Housing Yield:*

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

### Background

2.65 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 site was included as an allocation in the 2013 Draft Local Plan and the dwelling estimate reflects a previous submitted draft detailed layout.

### Justification

2.66 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

2.67 It is understood the church building requires replacement due to structural decay and prohibitive maintenance costs. The release of the adjacent 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.

- 2.68 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.

#### Site 387: Former Ryehills School, Redcar

*Indicative Housing Yield:*

ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
387	Land adjacent Ryehills School	Redcar	1.23	30	30

#### **Background**

- 2.69 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 to the north. To the west is the Redcar Lane (B1269) arterial route. The site was identified as a preferred allocation in the 2013 Draft Local Plan.

#### **Justification**

- 2.70 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.
- 2.71 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.

### Site 451: Land at Mickle Dales, Redcar

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

#### **Background**

2.72 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. 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**

2.73 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. A pedestrian link into Marske is also provided from the southern site boundary via a footpath to Cat Flat railway crossing.

2.74 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.

## Site 450: West of Kirkleatham Lane, Redcar

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

### **Background**

2.75 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 site promoters have submitted a proposal for a mixed use development comprising residential development on 23ha with the remaining 15ha reserved for commercial uses, with the housing element at the northern end, away from the business park. Foxrush Community Woodland borders the north of this area, providing a backdrop to the site and beyond this is the Dormanstown residential area. To the west is open Green Wedge land providing a buffer between the site and the Wilton industrial complex. To the east, separated by landscaping, is the A1042 arterial route into Redcar from which it is proposed a dedicated access would be constructed to serve the residential development. There are drains crossing the site.

### **Justification**

2.76 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. The development of part of this site for housing would leave approximately 27 ha. available for employment development on the remainder of the business park.

2.77 The site is in the ownership of the Homes and Communities Agency and presents an opportunity to achieve a substantial housing development on vacant urban land, while supporting broader policy aspirations in relation to the Locational Policy SD2. By complementing other residential developments particularly on the eastern side of the town, this site will help to provide a balanced supply of new housing in Redcar both spatially and in terms of housing types and choice.

2.78 The site is in a sustainable location adjacent to areas of private recent and post-war market housing across Kirkleatham Lane and has good access to the strategic road network, local primary and secondary schools and bus services at Kirkleatham Lane, and the Roseberry Square Local Centre.

2.79 Due to the location of nearby industry, the western boundary of the site has been determined in accordance with the relevant Health and Safety Executive (HSE) consultation zones. It has been determined that a development of this type and scale would be acceptable to the HSE in this location.

2.80 Parts of this site are susceptible to surface water flooding, but it is understood that work is on ongoing to address these issues, which may also have beneficial off-site implications regarding flood risk in the Dormanstown area.

### Site 376: Park Lane, Guisborough

*Indicative Housing Yield:*

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

#### **Background**

- 2.81 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 Homes and Communities Agency. The site was included as a preferred allocation in the 2013 Draft Local Plan.

#### **Justification**

- 2.82 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.
- 2.83 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.

### Site 320: Cleveland Gate, Guisborough

*Indicative Housing Yield:*

ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
320	Cleveland Gate	Guisborough	4.9	135	135

#### **Background**

- 2.84 This site comprises sloping vacant land between the Guisborough Branch Walkway and the Cleveland Gate commercial area. The site promoters have produced proposals for mixed use development which would comprise mostly housing, with business units towards the northern boundary and the former Esco foundry site, on which permission has recently been secured for retail and business uses, to be served by a dedicated access from Rectory Lane. A volume housebuilder has been engaged to deliver the housing elements of the scheme.

### Justification

- 2.85 This is a substantial area of vacant land within the urban core of Guisborough in a highly sustainable location being adjacent to food retail stores and Guisborough Health Centre, and within 500m of the town centre which contains a range of shops and local businesses and frequent bus connections to Middlesbrough and Redcar. There is a primary school 500m to the south and a secondary school and colleges located 1km to the north-east.
- 2.86 In the interests of residential amenity and unhindered commercial operations proposals would need to ensure adequate separation, including between housing and employment uses through appropriate landscaping and access roads, potentially involve incorporating the employment element within the Esco site by extending the proposed access road eastwards. Alternatively, the employment land should be served separately, from Spring Wood Road.
- 2.87 Given that the land slopes down from the south, there are drains crossing the site and part of the land is at risk of surface water flooding, proposals should also incorporate a sustainable urban drainage scheme to manage existing accumulations and the implications of increased run-off arising from any future development.

### Site 284: Belmangate Field, Guisborough

*Indicative Housing Yield:*

ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
284	Belmangate Field	Guisborough	2.1	40	40

### Background

- 2.88 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. The lower part of the site falls within the Chapel Beck flood risk catchment and Guisborough 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.
- 2.89 The site was identified as a preferred location in the 2013 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.

### Justification

- 2.90 The site is in a highly sustainable location being within 200m of Guisborough's historic core and district centre and 500m of primary and secondary schools and colleges. Subject to addressing access, flood risk and conservation issues, the site is suitable for a sensitive development which rounds off and is well-related to the built-up area.

- 2.91 Although outside development limits, the site is essentially integral to the residential area and well-related to the settlement pattern being bordered by housing on three sides. To help address policy and physical constraints development should be avoided in the lower (northern) part of the site falling within the Chapel Beck flood risk catchment and Guisborough Conservation Area and confined to the former playing field.
- 2.92 The land currently provides a natural sink for surface water running into Chapel Beck along the northern boundary. It is therefore necessary that proposals incorporate a surface water management scheme to ensure that development does not exacerbate flood risk associated with the beck.
- 2.93 The existing access from Belmangate is considered inadequate to support the potential level of development. Therefore, a new vehicular access will be required from Butt Lane, which should be supported by environmental and landscape enhancements in order to mitigate any adverse impact on the appearance of the Conservation Area, including where possible the retention and reinstatement of hedgerows.
- 2.94 Any development proposals should seek to retain the community buildings on the western boundary. If this cannot be achieved, these facilities should be relocated prior to development to a suitable and accessible site in the local area.
- 2.95 Subject to policy and design considerations, a higher suburban density is considered appropriate at this location near the town centre and will support development viability.

#### Site 400: Land NE of Galley Hill Estate, Guisborough

*Indicative Housing Yield:*

ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
400	Land NE of Galley Hill Estate	Guisborough	4.6	50	50

#### **Background**

- 2.96 This is a linear and sloped area of grassland north of the Galley Hill housing estate and to the east of Taylor Wimpey's existing 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**

- 2.97 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, following on from and linked to the existing development.

- 2.98 The site is in a sustainable location being close to Middlesbrough Road (convenience retail at Woodhouse junction services, bus services 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.
- 2.99 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:*

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

#### **Background**

- 2.100 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. The site was identified as a housing allocation in the 2013 Draft Local Plan.

#### **Justification**

- 2.101 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:*

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

#### **Background**

- 2.102 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 Skelton Industrial Estate. However, development 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.

- 2.103 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 was included in the 2013 Draft Local Plan as a regeneration site.

#### **Justification**

- 2.104 The emerging Redcar & Cleveland Employment Land Review (ELR) (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.
- 2.105 The Council is, therefore, 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.
- 2.106 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.
- 2.107 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, it is expected that residential development will not take place until these are completed. On that basis, it is considered that approximately 200 dwellings will be completed within the plan period.
- 2.108 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 potentially including an additional primary school, together with community green spaces and contributions towards the enhancement of local off-site facilities.

## Sites 43 / 92: Kilton Lane, Brotton

### *Indicative Housing Yield:*

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

### **Background**

- 2.109 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 include 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. These sites were included as a housing allocation in the 2013 Draft Local Plan.
- 2.110 An outline application for mixed use development from a major housebuilder including 158 dwellings on Site 43 on land to the east of Kilton Lane was refused in 2011(ref. R/2011/0301/OOM) due to being contrary to the development plan as the land is outside development limits.
- 2.111 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 and would not, therefore, include all of the land shown on the location plans at Appendix A.
- 2.112 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 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**

- 2.113 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.

- 2.114 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.
- 2.115 Situated between the built-up area and the Skelton and Brotton bypass, residential development on this land 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 issues this site provides the most significant, acceptable and realistic opportunity to meet housing requirements over the plan period.

### Site 360: Rosecroft School, Loftus

*Indicative Housing Yield:*

ID	Site	Location	Gross Area (Ha.)	Total Units	Within Plan Period
360	Rosecroft School	Loftus	1.7	50	50

### **Background**

- 2.116 This is a cleared brownfield site within an established residential area on the southern edge of Loftus and close to open countryside. The yield estimate reflects the previous permission for the site granted subject to S106 but which did not materialise as the prospective volume housebuilder ceased trading. The mineral railway line serving Boulby Mine runs below the northern boundary of the site. To site borders mature woodland and a sensitive landscape area along the Middle Gill beck corridor to the east. This site was included as a housing allocation in the 2013 Draft Local Plan. The site is in RCBC ownership.

### **Justification**

- 2.117 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.
- 2.118 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.



# **3**

## **REJECTED OPTIONS**

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

- **Sites within development limits (see Table 9)**
- **Sites outside development limits (see Table 10)**

3.2 **It is reiterated that subject to other considerations, the exclusion of sites within development limits would not prevent them coming forward as ‘windfalls’ in the future.**

**Table 9 : Rejected Sites Within Development Limits**

ID	Site	Location	Area (Ha)
127	Hewley St Reservoir	Normanby	2
337	Former South Bank Police Station	South Bank	0.34
381	South Bank Older Housing Area	South Bank	5.8
131	North Grangetown Cleared Area	Grangetown	2.93
240	Grange Close	Grangetown	0.87
134	Rydal Avenue	Grangetown	2.1
394	Land at Broadway	Grangetown	0.59
395	St. Georges Bungalows	Grangetown	0.86
48	Lazenby Allotments	Lazenby	4.31
345	Olympia Gym	Redcar	0.09
442	Rear 19-21 Pierson Street	Redcar	0.13
366	Rear All Saints Church	Redcar	0.32
347	Ryehills Farm	Marske	1.3
161	Newstead Farm	Guisboro'	12.1
47a	Middlesbrough Rd (N)	Guisboro'	3.1
358/359	Rear Coach Road	Brotton	1.6
164	Station Yard	Brotton	0.6
142	Highfields	Brotton	3.9
318	Former Loftus Bus Depot	Loftus	0.3

### Site 127: Hewley Street Reservoir, Normanby

3.3 This is a square landlocked brownfield site to the south of Normanby centre. The site is identified as 'not currently developable' in the SHLAA.

#### **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

3.4 This is a cleared site on Middlesbrough Road. Detailed planning permission for 28 older persons' dwellings was secured in 2015 and the site is currently on the open market. A renewed permission for flatted development expired in 2014. The site is identified as 'not currently developable' in the SHLAA.

#### **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 and the site is on the market, 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

3.5 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. The site is identified as 'not currently developable' in the SHLAA.

#### **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.

### Site 131: North Grangetown Clearance Area

3.6 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. The site is identified as 'not currently developable' in the SHLAA.



**Reason for rejection:**

- There are deliverability concerns as the site is in an area of low housing demand, having been cleared over 15 years ago, and it is anticipated that over the course of the plan period investment in the north of Greater Eston will focus on the larger sites at Low Grange, Eston Town Hall / Eston Park School and High Farm.

**Site 240: Grange Close, Grangetown**

- 3.7 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 and has been classified as 'not currently developable' in the SHLAA.

**Reason for rejection:**

- There are 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 larger sites at Low Grange, Eston Town Hall / Eston Park School and High Farm.

**Site 134: Rydal Avenue, Grangetown**

- 3.8 Cleared area of post-war former Council housing and adjacent to a shopping parade and social club. The site was previously identified for housing in the Redcar & Cleveland Regeneration Masterplan and has been classified as 'not currently developable' in the SHLAA.

**Reason for rejection:**

- There are 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 larger sites at Low Grange, Eston Town Hall / Eston Park School and High Farm.

**Site 394: Land at Broadway, Grangetown**

- 3.9 Linear cleared housing site fronting the A1085. The site was previously identified for housing in the Redcar & Cleveland Regeneration Masterplan and has been classified as 'not currently developable' in the SHLAA.

**Reason for rejection:**

- There are 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 larger sites at Low Grange, Eston Town Hall / Eston Park School and High Farm.

#### Site 395: Former St. Georges Bungalows, Grangetown

- 3.10 Cleared housing area east of Birchington Avenue. The site was previously identified for housing in the Redcar & Cleveland Regeneration Masterplan and has been classified as 'not currently developable' in the SHLAA.

##### **Reason for rejection:**

- There are 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 larger sites at Low Grange, Eston Town Hall / Eston Park School and High Farm.

#### Site 48: Lazenby Allotments

- 3.11 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 remains on the open market. Vehicular access is poor and resolving this may require the acquisition of third party land and relocation of a small electricity sub-station.

##### **Reason 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 the village, which is isolated from the main Greater Eston conurbation, has relatively poor service provision.

#### Site 345: Olympia Gym, Turner Street, Redcar

- 3.12 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 and has been classified as 'not currently developable' in the SHLAA.

##### **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: Rear of 19-21 Pierson Street, Redcar

- 3.13 This is a small 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. The site has been classified as 'not currently developable' in the SHLAA.

#### **Reason for rejection:**

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

#### Site 366: Rear All Saints Church, Dormanstown

- 3.14 Vacant backland site to the rear of the church, which faces onto South Avenue, and modern housing. Renewed outline consent for approximately 12 dwellings expired in 2011. The site has been classified as 'not currently developable' in the SHLAA.

#### **Reason for rejection:**

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

#### Site 347: Ryehills Farm, Marske

- 3.15 Vacant greenfield site at the western edge of Marske which had a renewed outline planning permission which expired in 2012. The site has been classified as 'not currently developable' in the SHLAA.

#### **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

- 3.16 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. The site has been recorded as 'not currently developable' in the SHLAA.

**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 low density executive housing akin to that adjacent at Stokesley Road and which would be most appropriate at this site.

**Site 47a: Middlesbrough Road (North), Guisborough**

3.17 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 (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. The site has been classified as 'not currently developable' in the SHLAA.

**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 (Site 47b) and across the beck and as the site was historically associated with sewage treatment; significant ground 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**

3.18 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 at Site 358. The sites are currently on the open market and have been classified as 'not currently developable' in the SHLAA.

**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

3.19 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. The site has been classified as 'not currently developable' in the SHLAA.

#### **Reasons for rejection:**

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

### Site 142: Highfields, Brotton

3.20 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. The site has been classified as 'not currently developable' in the SHLAA.

#### **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 this access.

### Site 318: Former Loftus Bus Depot, Loftus

3.21 Vacant building on compact rectangular site in prominent location fronting Whitby Road (A174) at the eastern gateway to Loftus. The site has been vacant for several years and an A1 retail planning permission to re-use the existing structure has expired. It is understood that the current owner is to seek residential planning permission.

#### **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.



**Table 10: Rejected Sites Outside Development Limits**

ID	Site	Location	Area (Ha)
23/291	Hambleton Hill 'A' & 'B'	Nunthorpe	5.4
402	Morton Carr Farm	Nunthorpe	107
453	Land at Morton Grange Farm	Nunthorpe	51
21	Woodcock Wood	Normanby	29.4
418	North of High Farm	Teesville	1.92
169	Mannion Park	Grangetown	17.6
158	Mackinlay Park	Redcar	9.4
403	Grundales	Redcar	67
8	Bridge Farm	Marske	9.25
10	W of Longbeck Rd	Marske	20.1
54	Marske Inn Farm	Marske	48
55	Tofts Farm	Marske	48.6
14	Church Howle Crescent	Marske	4.71
56	Windy Hill Farm	Marske	18.4
404	N & W of Galley Hill Estate	Guisboro'	18.7
193	Millholme Farm	Brotton	1.35
232	N. of Brotton	Brotton	2.8
194	Hunley Hall Farm	Brotton	7.4
91	E. of The Forge	Brotton	1.5
90	Land adjacent to 'The Villa'	Brotton	2.35
93	S. of Broadbent St.	Brotton	3.2
69	S. of Gladstone St.	Brotton	2.35
45	Lands N of Loftus	Loftus	9.2
285	Gurney Street	New Marske	0.7
13	Sparrow Park Farm	New Marske	35
415	West of Skelton Green	Skelton Green	2

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

- 3.22 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 are in two different ownerships within the same family estate. 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 mmajor 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 on the hilltop. A potential alternative access via the removal an existing property at Rothesay Grove has been indicated by the site promoters but the acceptability of this from a highway perspective would need further investigation. 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.
- Development on alternative sites nearby 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

- 3.23 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, the most notable of which (Upsall Carrs) is a recognised as a Local Wildlife Site. Electricity pylons and power lines and underground gas and ethanol pipelines cross the land at different points. The site falls within the Guisborough Lowlands broad landscape area identified in the Landscape Character SPD.
- 3.24 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 and a local centre, with easement areas along powerline and pipeline routes.

#### **Reasons for rejection:**

- Significant development is already proposed nearby, including nearly 500 dwellings on three sites identified as preferred allocations, 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 immediate area, potentially to the detriment of local infrastructure capacity.

- 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 areas of the borough.

#### Site 453: Land at Morton Grange, Nunthorpe

3.25 Series of adjoining agricultural fields to the south-east of Nunthorpe and straddling the Middlesbrough-Whitby railway covering a total area of 51ha. The fields are varying sizes and in three groups but are being marketed as separate development plots. Due to accessibility constraints, the site has been classified as 'not currently developable' in the SHLAA.

#### **Reasons for rejection:**

- The land is inaccessible and development would appear to be dependent on securing vehicular access through third party land, and potentially through the substantial candidate site 402 (Morton Carr Farm). Consequently, there is currently no indication that any development could be achieved within the plan period.
- The sites are mostly in open countryside and remote from local services.

#### Site 21: Land at Woodcock Wood, Normanby

3.26 This is a substantial area of gently sloping woodland and 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. Most of this site, covering an area of 22.8 ha, is the subject of an outline application for 400 dwellings with all matters reserved apart from access (application ref. 2016/0326/OOM).

#### **Reasons for rejection:**

- There are alternative sites, 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 and, in doing so, could serve to encourage further housing development south of the Parkway at Normanby.

- 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 been identified as having ecological and landscape value. These attributes would be lost in the event of development.
- 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.

#### Site 418: North of High Farm, Teesville

3.27 This is an area of green space between the ongoing High Farm development and the A1085 Trunk Road which was put forward in response to the 2013 Draft Local Plan consultation. 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 at the South of High Farm site (ref. 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 on the strategic site at Low Grange Farm.

#### Site 169: Mannion Park, Grangetown

3.28 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. An outline planning consent for approximately 250 dwellings and 11,500m<sup>2</sup> commercial floorspace was renewed in 2013. The site has been classified as 'not currently developable' in the SHLAA.

#### **Reason for rejection:**

- There are significant deliverability concerns. The site is close to heavy industry and in an area of lower housing demand and there is no indication that the renewed consent is likely to be implemented.

#### Site 158: Redcar Rugby Club, Mackinlay Park, Redcar

- 3.29 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.
- 3.30 The yield estimate is based on an outline proposal from the site promoter which includes relocating the existing sports facilities onto nearby farmland, which also designated as a Sensitive Landscape Area and 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 road network at Green Lane. However, if a separate access was required 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, including the land at Mickle Dales (Site 451) and the urban greenfield site at Kirkleatham Lane (Site 450).
- The prospective re-use of existing farmland with managed grassed pitches and built facilities and possible requirement for a new access road could 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 403: Grundales, Redcar

- 3.31 This site is located to the north of Marske and falls within the Green Wedge and Sensitive Landscape Area. The site is also near a coastal SSSI. The site promoters have submitted an indicative proposal for an estimate 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 preferred greenfield extension at Mickle Dales (Site 451) and the 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 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.
- 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

- 3.32 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 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

- 3.33 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.
- Bearing in mind the proposed allocation at Mickie Dales (Site 451), development could noticeably reduce the gap between Redcar and Marske when viewed from the A174 and other prominent vantage points.
- Unlike alternative sites nearby, comprehensive development would appear to be dependent on securing agreement between different landowners.

#### Site 54: Marske Inn Farm, Marske

- 3.34 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.
- 3.35 An outline application for up to 1,000 dwellings together with ancillary uses and commercial developments (application ref. R/2013/0669/OOM) was refused in March 2015 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 is to be the subject of an appeal inquiry, to be heard in October 2016.

#### **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

- 3.36 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 and development could have an adverse impact on the integrity of the Strategic Gap.

**Site 14: Church Howle Crescent, Marske**

3.37 Flat area of farmland between housing and the dunes at Marske Sands. The site is inside a Sensitive Landscape Area and adjacent to a coastal SSSI. The site is classified as 'not currently developable' in the SHLAA due to its sensitive coastal location and following the decision to refuse an application on the nearby site at Windy Hill Farm (Site 56), which is further from the SSSI.

**Reasons for rejection:**

- The site is in an environmentally-sensitive location and development within a sensitive landscape area adjacent to an area of nationally-recognised area of biodiversity interest along the coast.
- There are more acceptable alternative options in less sensitive and more sustainable locations with better access to local services.

**Site 56: Windy Hill Farm, Marske**

3.38 Flat area of farmland to the east of Marske. The site is inside a Sensitive Landscape Area and the broad Strategic Gap between Marske and Saltburn. An outline application for limited development of 75 'executive' dwellings and supporting green infrastructure (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).

3.39 In response to this decision the site promoter has suggested that a more acceptable development of at least 75 dwellings comprising general housing could be achieved over a more confined area of 5.5ha. The application site covered a developed area of 6.6ha, backed by substantial areas of strategic landscaping and open space amounting to 9.5 ha. On the application site the development footprint extended further into the Strategic Gap and Sensitive Landscape Area at the northern end towards Windy Hill Lane.

**Reasons for rejection:**

- There are alternative sites in more sustainable locations.
- 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 404: Land N and W of Galley Hill Estate Guisborough

- 3.40 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. There are small woodland areas along the northern fringe and in the NW corner of the site. The site has been put forward along with land to the east (Site 400) as later phases of development, with this site forming the final phase and resulting in a further westerly extension to the residential area.

#### **Reasons for rejection:**

- The site is relatively remote from local services and central Guisborough and 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 and less environmentally-sensitive 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 193: Millholme Farm, Brotton

- 3.41 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.

#### **Reasons 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.
- The site is isolated from the main built-up area.

#### Site 232: Land north of Brotton between railway & A174

- 3.42 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.

#### **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 and the character of the settlement.

#### Site 194: Hunley Hall Farm, Brotton

- 3.43 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

- 3.44 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. The site has therefore been classified as 'not currently developable' in the SHLAA.

#### **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

- 3.45 Area of steeply sloping farmland south-east of Brotton towards the by-pass. The site is close to the Heritage Coast and a Sensitive Landscape Area. The site is relatively remote from local services in Brotton and is isolated. Realistically, it would need to be developed as part of a wider scheme, for example with Site 43 (Kilton Lane). However, this land is on lower ground and may not be attractive to development particularly given the steep slope of the land 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. The site has therefore been classified as 'not currently developable' in the SHLAA.

#### **Reasons for rejection:**



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

#### Site 93: South of Broadbent St, Brotton

3.46 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. The site has therefore been classified as 'not currently developable' in the SHLAA.

#### **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 setting would be lost if development did proceed.

#### Site 69: South of Gladstone St, Brotton

3.47 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. The site has therefore been classified as 'not currently developable' in the SHLAA.

#### **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

- 3.48 Substantial area of undulating land at the northern edge of Loftus, including open space, a football pitch and allotments. The western end of the site is adjacent to a former landfill facility. The SHLAA has identified the site as 'not currently developable' as there are significant deliverability concerns due to the access and highways capacity constraints at North Road, the varied topography, potential loss of open space uses and substantiated concerns about gas migration from the landfill site.

**Reasons for rejection:**

- There are significant economic viability concerns due to the range of physical constraints.
- Potential loss of valuable open spaces.

**Site 285: Gurney Street, New Marske**

- 3.49 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 local needs cannot be met on any alternative and more suitable sites.

**Site 13: Sparrow Park Farm, New Marske**

- 3.50 This is a large area of sloping 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. 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 locational strategy.

- There are alternative sites within or adjacent to larger settlements nearby which have a greater range 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 415: West of Skelton Green

3.51 This is a rectangular agricultural field abutting to 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 village with few facilities and this site is remote from the main road connecting to 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.

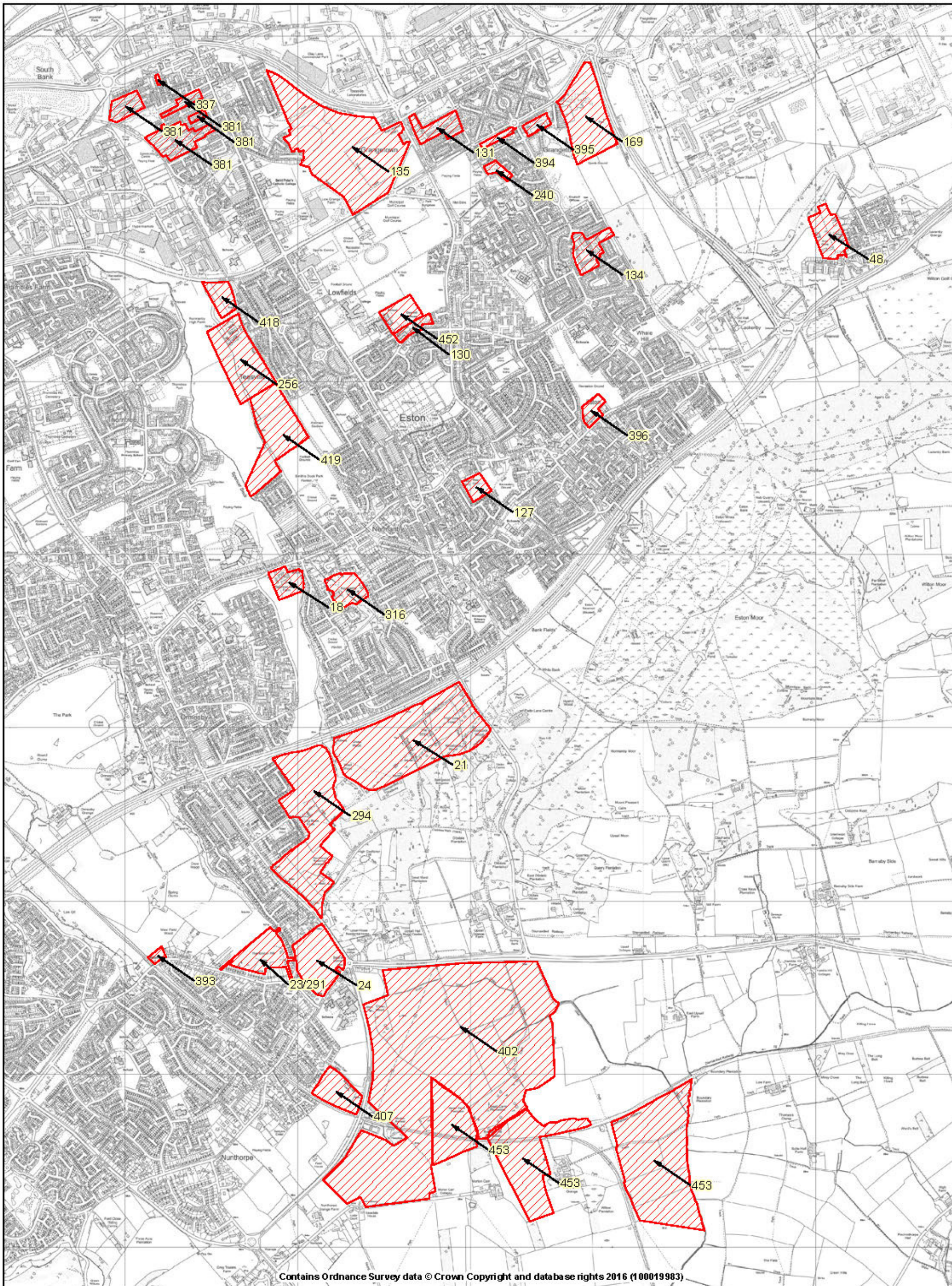


# APPENDICES

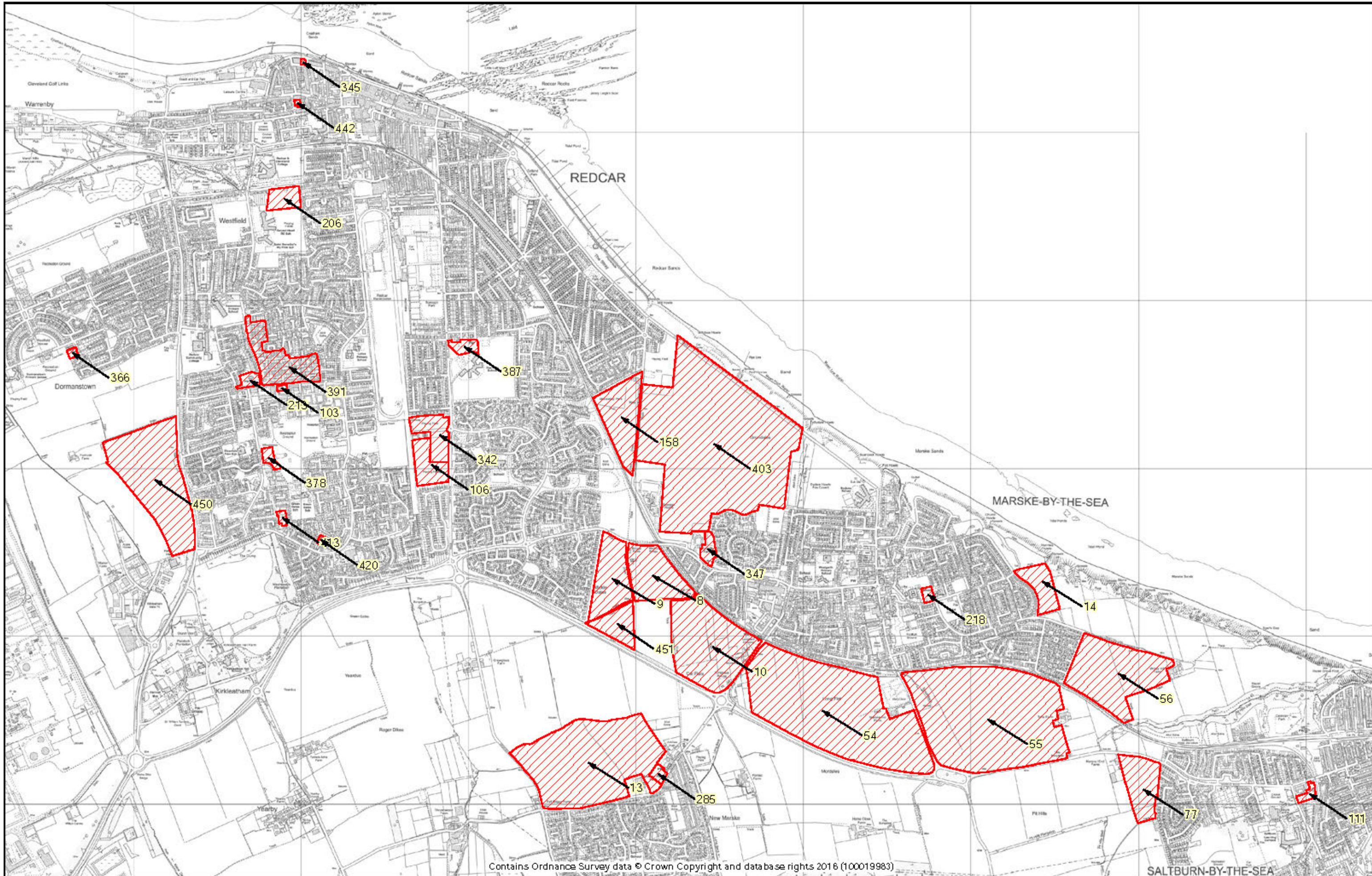
# Appendix A

## Site Location Plans

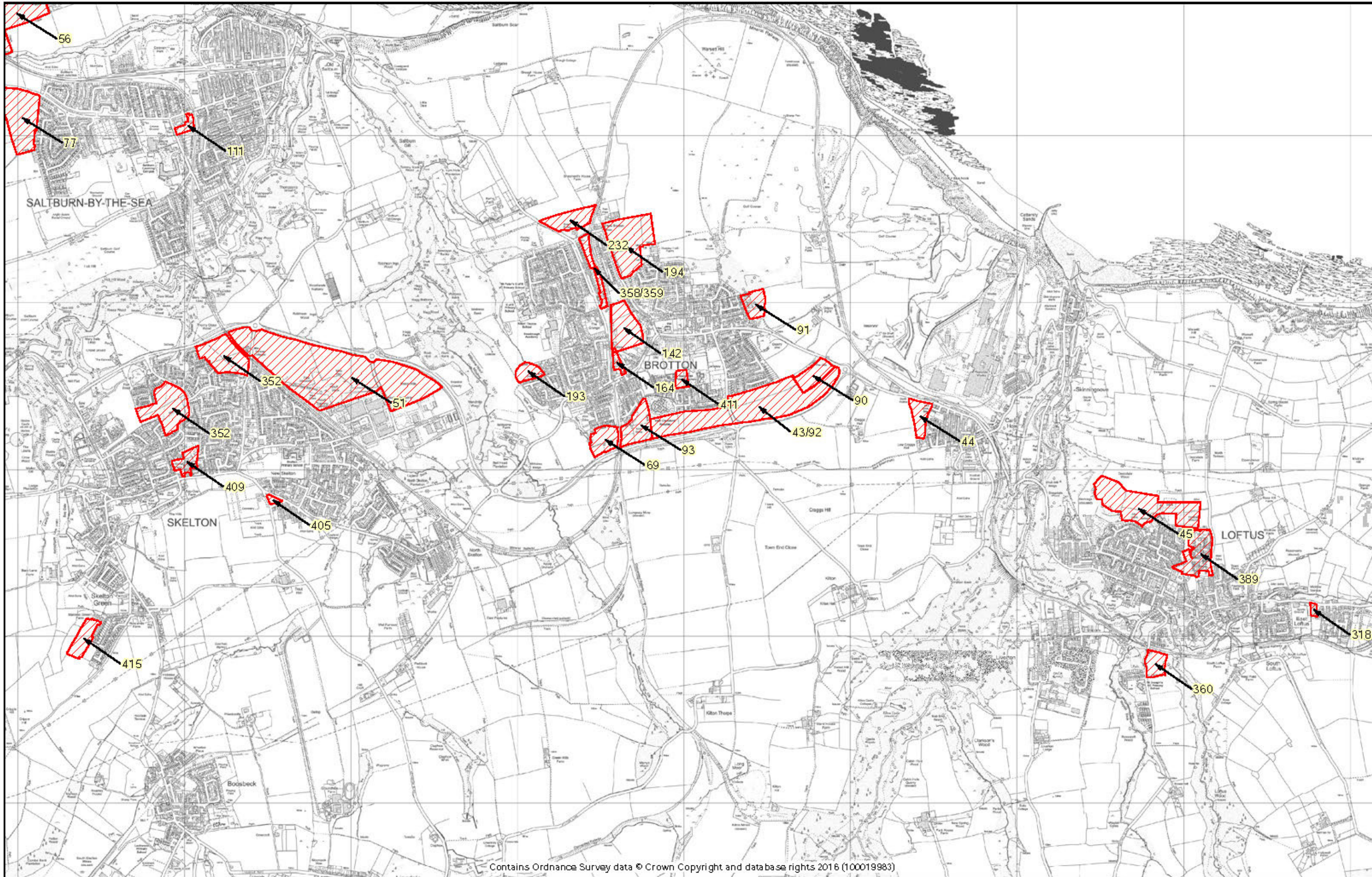




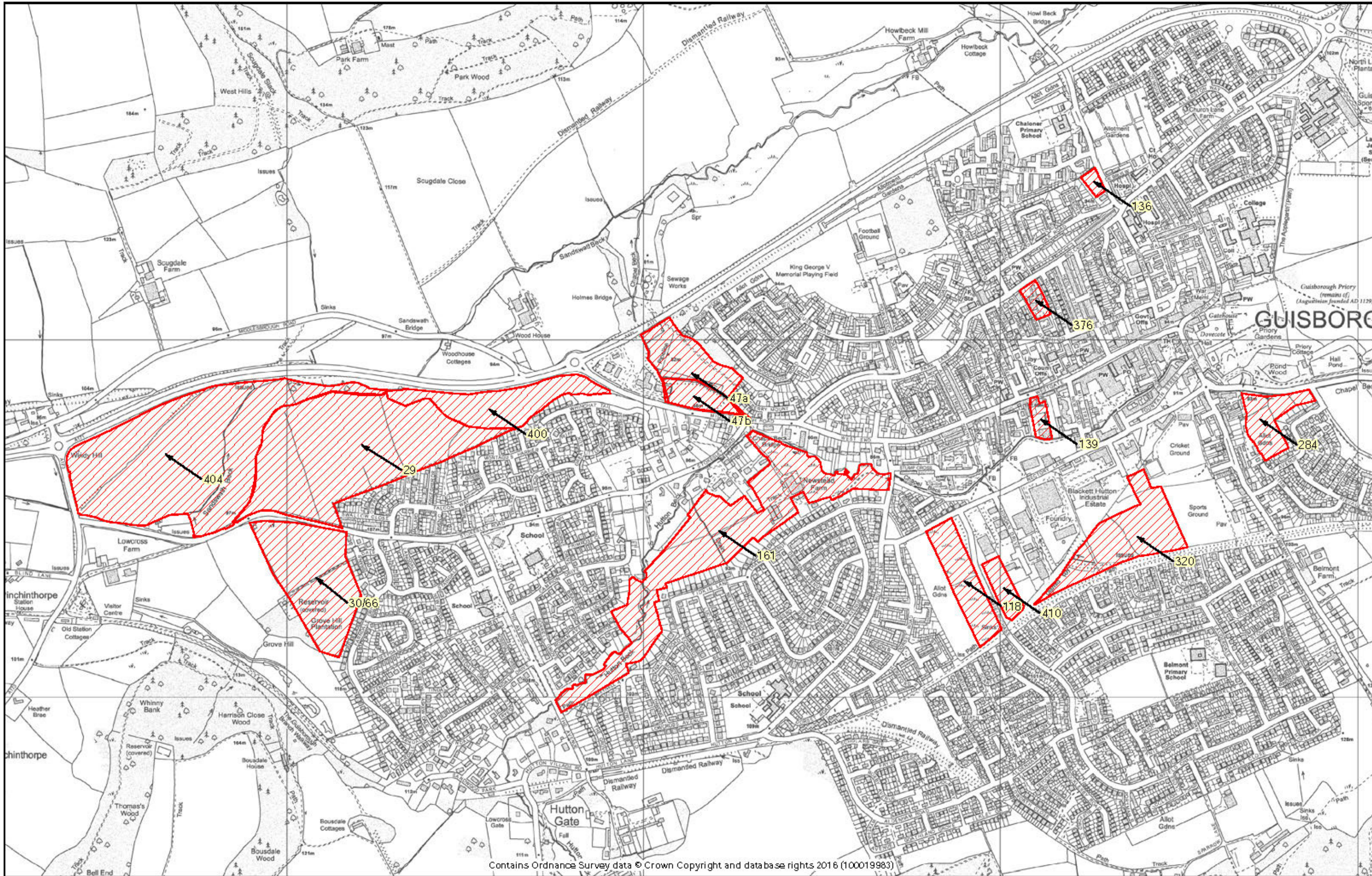














**Indicative Supply Trajectory**

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	256	High Farm	Under Development	30	30	30	30	30	24										
n/a	396	Barnaby House	Under Development	38	13														
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	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	25	25	25	25	25	25	25	25	9							
n/a	389	Hummersea Hills	Under Development	-40		60				10	20	20	20	17					
H3.3	393	Gypsy Lane	Planning Consent				10												
H3.5	294	Longbank Farm	Planning Consent			15	30	30	30	30	30	30	30	35	35	25			
H3.6	18	Spencerbeck Farm	Planning Consent			15	30	16											
H3.1	135	Low Grange Farm	Planning Consent						10	10	20	20	20	20	20	20	20	20	20
H3.13	106	Connexions Campus (South)	Planning Consent			15	30	35	35	11									
H3.15	413	Wykeham Close	Planning Consent		35														
H3.16	420	Grosmont Close	Planning Consent		12														
H3.17	103	Roseberry Road	Planning Consent			5	5												
H3.20	77	Marske Road	Planning Consent			15	35	35	31										
H3.21	136	Wilton Lane	Planning Consent	7	7														
H3.26	409	Home Farm	Planning Consent			10	20	17											
H3.29	411	Newbury Road	Planning Consent		25														
H3.31	44	Low Cragg Hall Farm	Planning Consent						10	20	16								
H3.2	24	Swan's Corner	Preferred Allocation						15	30	30	30	10						
H3.4	407	Morton Carr Lane	Preferred Allocation						15	17									
H3.7	316	Normanby Hall	Preferred Allocation						5	10	10								
H3.9	130	Former Redcar & Cleveland Town Hall	Preferred Allocation			14	20	17											
H3.10	452	Former Eston Park School	Preferred Allocation							10	20	20	20	20	10				
H3.8	419	South of High Farm	Preferred Allocation							15	30	30	30	30	30	30	30	30	23
H3.11	206	Corporation Road	Preferred Allocation				15	30	30	11									
H3.12	213	St. Hilda's Church	Preferred Allocation						15	15									
H3.14	387	Land Adj. Ryehills School.	Preferred Allocation						15	17									
H3.18	451	Land at Mickle Dales	Preferred Allocation								15	35	35	12					
H3.19	450	West of Kirkleatham Lane	Preferred Allocation					15	50	50	50	50	50	50	50	50	50	50	35
H3.22	376	Park Lane	Preferred Allocation			40													
H3.23	320	Cleveland Gate	Preferred Allocation				15	30	30	30	30								
H3.24	284	Belmangate Field	Preferred Allocation						15	27									
H3.25	400	Land NE of Galley Hill Estate	Preferred Allocation											15	30	8			
REG3	51	Long Acre Sidings	Preferred Allocation								10	15	25	25	25	25	25	25	25
H3.27	405	Stanghow Road	Preferred Allocation						5	5									
H3.28	43/92	Kilton Lane / Kilton Hall Farm	Preferred Allocation							15	30	30	30	30	30	30	30	30	15
H3.30	360	Rosecroft School	Preferred Allocation						10	20	20								



# Appendix C

## Service Accessibility Assessment

Map ID	Site	Location	250m bus	1km rail	2km town centre	1km district	500m local ctr.	250m n/hood ctr.	2km retail park /store	site	2km main 3 trees 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	Guisboro'	+	-	-	-	-	+	+	+	-	-	-	-	+	-	+
48	Lazenby Allotments	Lazenby	+	-	-	-	-	-	-	-	+	-	-	+	-	+	-
51	Long Acre Sidings	Skelton	-	-	-	-	-	-	-	+	-	-	-	+	-	-	-
54	Marske Inn Farm	Marske	-	+	-	+	-	-	-	+	-	-	-	-	-	-	-
55	Tofts Farm	Marske	-	+	-	+	-	-	-	-	-	-	-	-	-	-	+
56	Windy Hill Farm	Marske	-	-	-	-	-	-	-	-	-	-	-	-	-	-	+
69	S. of Gladstone St.	Brotton	-	-	-	-	+	-	+	-	-	+	-	-	-	-	-
77	Marske Road	Saltburn	+	-	-	-	-	-	-	-	-	+	-	-	-	-	+
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	Connexions Campus (South)	Redcar	+	-	+	-	-	+	+	-	+	+	-	+	+	+	+
127	Hewley St Reservoir	Normanby	+	-	-	+	+	-	+	-	-	-	-	+	+	+	+
130	Former Redcar & Cleveland Town Hall	Eston Grange	+	-	-	+	+	-	+	-	+	+	-	-	+	+	+
131	North Grangetown Cleared Area	Grangetown	-	-	-	+	-	+	+	-	+	+	-	+	+	+	+
134	Rydal Av.	Grangetown	+	-	-	-	-	+	-	+	+	-	-	+	+	+	+
135	Low Grange Farm	South Bank	+	-	-	+	-	-	+	+	+	+	-	-	+	+	+
136	Wilton Lane	Guisboro'	+	-	-	+	-	-	+	+	-	+	+	+	+	+	+
142	Highfields	Brotton	+	-	-	-	+	-	+	-	-	+	-	-	-	-	-
158	Redcar RUFC	Redcar	-	+	+	-	-	-	+	-	-	+	-	-	-	+	-
161	Newstead Farm	Guisboro'	+	-	-	-	-	-	+	+	-	-	-	+	+	-	+
164	Station Yard	Brotton	+	-	-	-	-	-	-	+	+	-	-	+	+	+	+
169	Mannion Park	Grangetown	+	-	-	-	-	-	-	+	+	-	-	+	+	+	+
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	Guisboro'	-	-	-	+	-	-	+	+	-	+	-	-	+	+	-
285	Gurney Street	New Marske	+	+	-	-	+	+	-	-	-	-	-	+	-	-	-
294	Longbank Farm	Ormesby Bank	+	-	-	-	-	-	-	-	-	+	-	-	+	+	-
316	Normanby Hall	Normanby	+	-	-	-	-	-	+	-	-	-	-	-	+	+	+
318	Loftus Bus Depot	Loftus	+	-	-	+	-	-	-	-	-	-	-	-	-	-	+
337	Former South Bank Police Station	South Bank	+	+	-	+	+	-	+	+	-	+	-	-	+	+	+
345	Olympia Gym	Redcar	+	+	+	-	-	-	-	-	-	+	-	-	+	+	+
347	Ryehills Farm	Marske	+	+	-	+	-	-	-	+	-	+	-	-	-	+	-
358/9	Rear Coach Rd	Brotton	-	-	-	-	-	-	+	-	-	+	-	+	-	+	-
360	Rosecroft School	Loftus	-	-	-	-	+	-	-	-	-	-	+	+	-	-	+
366	Rear All Saints Church	Redcar	-	-	+	-	+	-	+	+	+	+	-	+	+	+	+
376	Park Lane	Guisboro'	+	-	-	+	-	-	+	+	-	+	-	+	+	+	+

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	Guisboro'	—	—	—	—	—	+	+	—	—	—	—	+	—	—	+
402	Morton Carr Farm	Nunthorpe	—	+	—	—	—	—	—	—	—	+	—	—	—	—	—
403	Grundales	Redcar	—	—	—	—	—	—	—	—	—	+	—	—	—	+	—
404	N & W of Galley Hill Estate	Guisboro'	+	—	—	—	—	—	+	—	—	—	—	—	—	—	+
405	Stanghow Road	Skelton	+	—	—	—	+	—	+	+	—	—	+	+	—	+	—
407	Morton Carr Lane	Nunthorpe	—	+	—	—	+	—	—	—	—	+	—	+	+	—	—
409	Home Farm	Skelton	+	—	—	—	+	—	+	+	—	—	—	+	—	+	—
415	West of Skelton Green	Skelton Green	—	—	—	—	—	—	+	—	—	—	—	—	—	+	—
442	Pierson Street	Redcar	+	+	+	-	-	-	+	-	-	+	-	+	+	+	+
450	West of Kirkleatham Lane (SEE SA)	Redcar	+	-	-	-	-	-	+	-	+	+	-	+	+	+	-
451	Land at Mickle Dales	Redcar	+	—	—	—	—	—	—	+	—	—	—	—	—	+	—
452	Eston Park School	Eston Grange	+	—	—	+	+	—	+	—	+	+	—	—	+	+	+
453	Land at Morton Grange	Nunthorpe	—	—	—	—	—	—	—	—	—	—	—	—	—	+	—



**Appendix D**

**Planning Policy Designations and Issues Summary**

Site Info			Status			Policy Designations & Issues													Land Use			Notes
Map ID	Site	Location	PDL	Greenfield	Greenfield / PDL	Outside DL	Green Wedge	Strategic Gap	Sensitive 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		✓		✓	✓													✓		
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	
23/29 1	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)	Guisboro'			✓						✓								✓		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		✓		✓		✓	✓											✓		
69	S. of Gladstone St.	Brotton		✓		✓														✓		
77	Marske Road	Saltburn		✓		✓		✓												✓		
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	✓																			
106	Connexions Campus (S)	Redcar		✓																		
127	Hewley St Reservoir	Normanby	✓																			
130	Former Redcar & Cleveland Town Hall	Eston Grange	✓																			
131	North Grangetown Cleared Area	Grangetown	✓																			
134	Rydal Av.	Grangetown	✓																			
135	Low Grange Farm	South Bank	✓														✓					
136	Wilton Lane	Guisboro'	✓																			
142	Highfields	Brotton		✓																		
158	Redcar RUFC	Redcar			✓	✓	✓											✓			SLA adjacent	
161	Newstead Farm	Guisboro'		✓							✓						✓					
164	Station Yard	Brotton	✓																✓			
169	Mannion Park	Grangetown			✓	✓	✓									✓						
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	Guisboro'		✓		✓					✓	✓									Partial Designations. SLA adjacent.	
285	Gurney Street	New Marske		✓		✓														✓		
294	Longbank Farm	Ormesby Bank		✓					✓	✓										✓	Partial Designations. Wildlife site (country park) adjacent.	
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 SLA adjacent
358/9	Rear Coach Rd (N)	Brotton			✓															
360	Rosecroft School	Loftus	✓																	SLA/ wildlife site adjacent
366	Rear All Saints Church	Redcar		✓																
376	Park Lane	Guisboro'	✓																	
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	Guisboro'		✓		✓													✓	
402	Morton Carr Farm	Nunthorpe		✓		✓									✓				✓	Adjacent SSSI
403	Grundales	Redcar		✓		✓	✓		✓										✓	Adjacent SSSI
404	N & W of Galley Hill Estate	Guisboro'		✓		✓													✓	
405	Stanghow Road	Skelton	✓																	
407	Morton Carr Lane	Nunthorpe		✓		✓									✓				✓	Adjacent SSSI
409	Home Farm	Skelton	✓									✓	✓							
415	West of Skelton Green	Skelton Green		✓		✓													✓	SLA adjacent
442	Pierson Street	Redcar	✓			✓														
450	West of Kirkleatham Lane	Redcar		✓											✓			✓		
451	Land at Mickle Dales	Redcar		✓		✓	✓												✓	
452	Eston Park School	Eston Grange			✓															
453	Land at Morton Grange	Nunthorpe		✓		✓													✓	Adjacent SSSI

