



Independent Examination of the Redcar and Cleveland Local Plan

Potential Future Gypsy/Traveller Sites Initial Assessment Report March 2016



Potential Future Gypsy/Traveller Sites – Initial Assessment Report

March 2016

A Gypsy and Traveller Accommodation Assessment (GTAA), completed in 2016, determined a need for the local authority to provide a further 8 pitches by 2030. The formula used to calculate this need was applied for a further two years to ensure it covered the Local Plan period. This determined a need for the local authority to provide a further 9 pitches up to 2032.

In preparation, the Council explored the feasibility of additional site provision on all council-owned land within the borough.

Initially highlighted through the Council's GIS mapping system, 30 areas land were shortlisted which could potentially accommodate an additional site. In accordance with the National Planning Policy Framework (NPPF) and the Planning Policy for Traveller Sites (PPTS), consideration of proximity to businesses, existing residential communities, services and facilities, alongside potential environment impact, loss of open space and evidence of traveller movements in the area were made and site visits were carried out to determine any other factors such as access.

The findings of this assessment were compiled into this report and presented to Council Members in March 2016 where it was concluded that the most effective and sustainable option would be to extend the existing Haven Traveller site. An extension to the site would have good public transport links and access to services but would also contribute to the existing community. In addition, the evidence within the GTAA described the identified needs predominantly arising from household growth from within The Haven; this option would also allow these families to remain on the site.

However, following the decision to extend this site, it became apparent that the operator of a Motorsports Park on Council-owned land adjacent to The Haven was relocating elsewhere with the borough and a much larger area of land (9875 sq.m) would be available to accommodate an extension to the north and west side of The Haven. As the original extension identified within this report and the Draft Local Plan 2016 (RC13/1) identified land to the northwest corner of The Haven, it could only accommodate around 4/5 pitches. The Council therefore reasoned the most sensible approach would be to make use of this new area of land which would easily be more than sufficient to accommodate the 9 pitches as required up to 2032.

The Motorsports Park operator has received planning consent to remodel the new Motorsports Park and is currently underway with remodelling. The Council therefore considers this land to be available for development within the first 5 years of the need assessment (ie 2020).

This new area of land and alternative options considered has been assessed accordingly within the Sustainability Appraisal of the Publication Local Plan (RC01/5/1) and is considered to be sustainable and suitable with the requirements set out in the PPTS.

Potential Future Traveller Sites – Initial Assessment

Introduction

As part of updating the evidence base for the upcoming Local Plan, the Council carried out a borough wide independent review of the Gypsy and Traveller Accommodation Assessment in 2015. Based on a net compound growth rate of 2.5%, this study identified a total estimated requirement for an additional 8 pitches up to 2030. In order ensure this requirement covers the Local Plan period (ie up to 2032), this formula was extended for a further 2 years and identified a need for one further pitch, bringing the total requirement to 9 pitches. This estimated provision anticipated the vast majority will be as result of new household formation coming from the existing Haven site.

Based on the evidence provided and as is required by the National Planning Policy Framework (NPPF), the table below shows the provision in 5 year periods to 2030 plus the additional 2 years up to 2032 to cover the Plan period.

Year	No. of pitches required
2015-2020	2
2020-2025	3
2025-2030	3
2030-2032	1
Total	9

Using this evidence as a baseline, the Council will continue to keep up to date with the need for pitches within the borough by monitoring unauthorised encampments and keeping track of the number of pitches available at the designated site at The Haven.

In order to meet the future accommodation needs up to 2032, the Council has begun to explore potential additional site locations in the borough and include a previously identified expansion area next to the existing site.

The first stage in this process has been to identify all council-owned land within the borough which may be suitable for a potential new Traveller site. Using the Council's GIS mapping system, potential sites were identified.

This initial desk based search included the consideration of requirements set out in the Planning Policy for Travellers Sites (2012) in terms of size, location to existing business and/or residential communities, access to amenities (shops, doctors, schools, etc) and any potential impact to the existing environment.

A total of 30 areas of land have been identified and are as follows:

- 5 in South Bank
- 3 in Grangetown
- 2 in Dormanstown
- 1 in Warrenby
- 1 in Redcar
- 2 in Marske
- 1 in New Marske
- 1 in Saltburn
- 1 in Guisborough
- 5 in Westworth (Guis, Charltons and Margrove Park)
- 2 in Skelton
- 2 in Brotton
- 2 in Lockwood, and
- 2 in Loftus

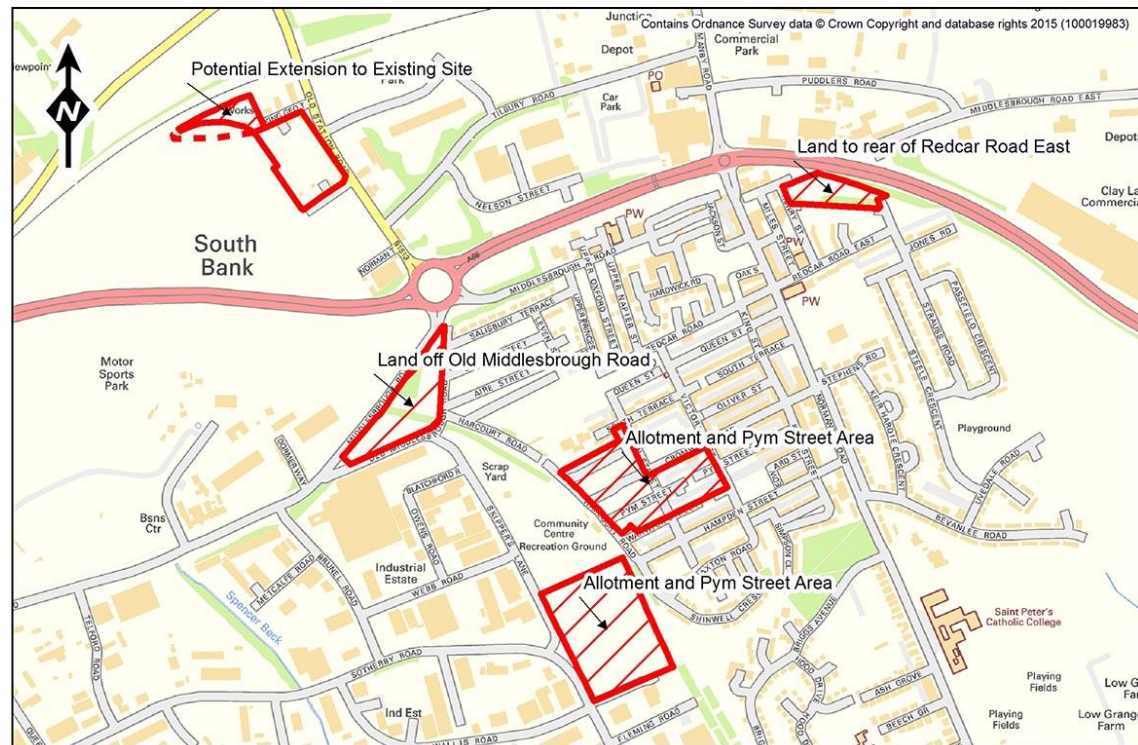
South Bank

There has been a long history of acceptance and recognition of travelling communities within this location for many years with strong connections with the local resident population, schools, doctors and other community networks.

In the early 1990's the Haven Travellers site was built on King George's Terrace and remains the only Travellers site within the borough. This site has recently been reconfigured and can now accommodate up to 18 households.

Each of the sites identified in South Bank area is located near to the Haven site and therefore has access to the same community provisions as described above. The sites are also located close to the A66 providing good accessibility to aid their nomadic lifestyle.

The map below displays the location of each of the areas identified within South Bank



South Bank

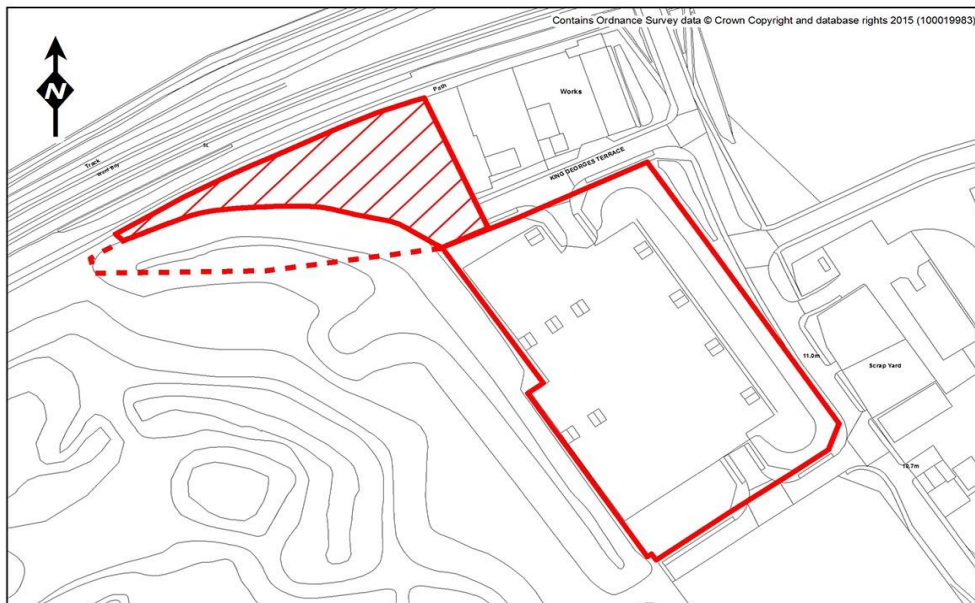
a) Land to the northwest of The Haven Travellers Site

The land identified is located to the northwest of the Haven site - abutting a scrap yard the east, the Motorsports Park to the south, with a railway line to the north.

As the GTAA (2015) identified that future needs arises predominantly from household growth directly from the Haven Site, it would be considered a sensible option to expand the existing site into this area in order to keep families together.

As the land in its current layout could only accommodate approximately 9 pitches, it would be necessary to expand this area to accommodate anticipated needs in full, perhaps by removing some of the 'mounding' from the Motorsports Park to increase the capacity of the existing site. Part of this land is currently occupied by private operators by way of a commercial licence, although the Council's Assets team has advised that this could be returned from the licence holder at some point in the future.

This land and any extension to it would bring the existing site up to the railway line, therefore any potential impacts in terms of noise and vibration from the adjacent railway line would need to be taken into consideration.



Potential Extension to Existing Site



Potential Extension to Existing Site

b) Allotment Site and Pym Street Housing Clearance Area

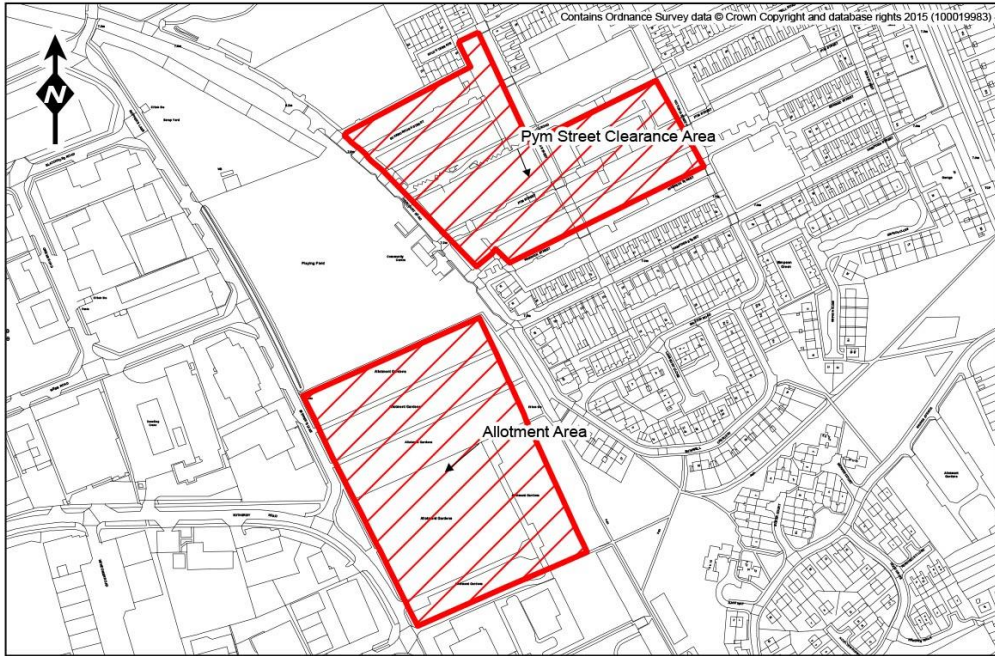
Allotment Site: Residential properties exist to the east, although there is an open area of land between the site and the neighbouring housing. A large area to the rear is now unused following a large housing clearance programme. There is a large commercial area (Skippers Lane Industrial Park) to the south and west of the site with a public footpath running along the northern boundary of the site separating the allotments from a playing field to the north, which is used by South Bank United FC.

Whilst the land appears derelict on the most part, there seemed to be one or two areas still in use as allotment space. Investigations would be needed to determine if it remains in use as allotments; any waiting list, etc and the legal/planning requirements needed to change its use. As they are statutory allotments, the Council would also need to apply to the Secretary of State to have them delisted under the Allotments Act before any change of use could proceed.

It is a sizeable piece of land which could easily accommodate an additional Traveller's site leaving more land to spare. It would be recommended that the existing fencing would need to be replaced ensuring more suitable surroundings should a site be located here. Extensive trees/shrubs planting are a good option as these can afford privacy and a valuable source of soundproofing whilst also enhancing the existing environment. It would be a recommendation that a more dense section of soundproofing be nearest the existing housing. Footpath links should also be provided to the housing area to the east of the site and/or the public footpath to the north to improve accessibility to local shops and services.

It is also recommended that access to the site should be made from Skippers Lane Industrial Estate where the existing roads can already accommodate large vehicles (such as caravans) without additional work being required.

Pym Street Housing Clearance area: This is an area of cleared housing land surrounded by existing housing on three sides. Due to the openness of the site and the surrounding dwellings it would be considered inappropriate to introduce a Traveller site in this location due to the amount of screening that would be required to protect residential and visual amenity. The site would also need to be accessed down relatively narrow residential streets, many of which have been blocked off since the housing clearance took place.



Allotment and Pym Street Area



Allotment and Pym Street Area

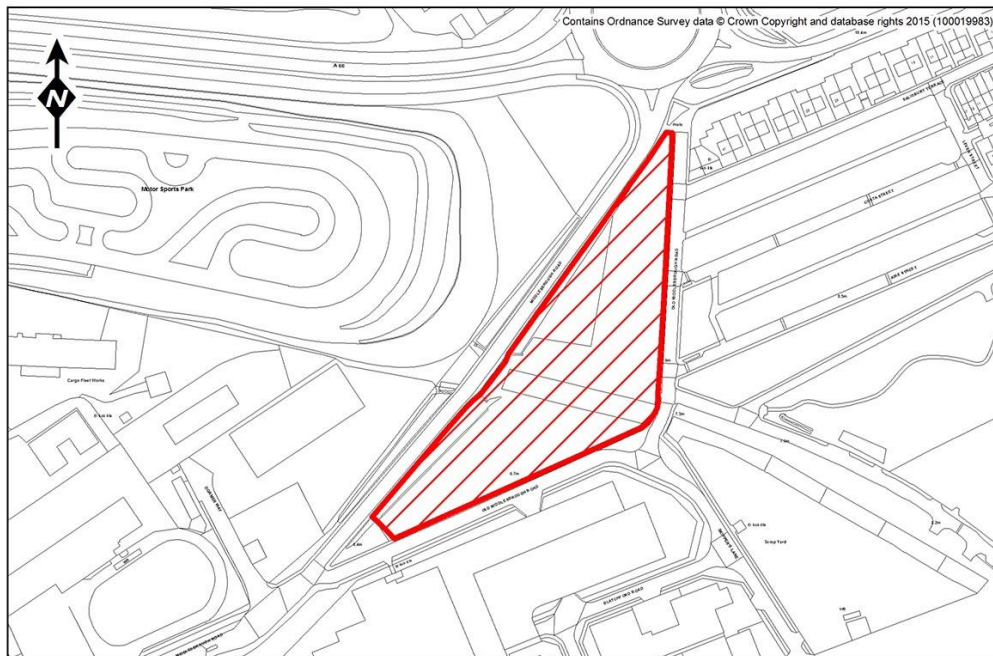
c) Land off Old Middlesbrough Road

Surrounding this site are the Motorsports Park to the north east, Skippers Lane Industrial Park to the south and a housing clearance area to the east, giving good physical separation to existing residences. Located below a bridge, now bricked up since the removal of the railway line, this land has a distinctive triangle shape; trees/shrubs have been used to divide this land into two parts.

The northern part of the site would be recommended for consideration as a Traveller site as it appears to be the largest area (potentially capable of accommodating 8-10 pitches) and is furthest away from the main road and neighbouring employment uses. There is also a CCTV post located adjacent to the site, although it is not clear if this is still in use.

It is worth considering also that the southern part of the site could be used for further site expansion if necessary in future years. However, the Council's Assets team has advised that this land also has potential for commercial development.

Bollards now limit vehicle access in the housing clearance streets. Although it is recommended that the main access to the area be via Skippers Lane Industrial Estate, some of the bollards would need to be removed and possibly relocated in order to gain access to either of the parcels of land.



Land off Old Middlesbrough Road



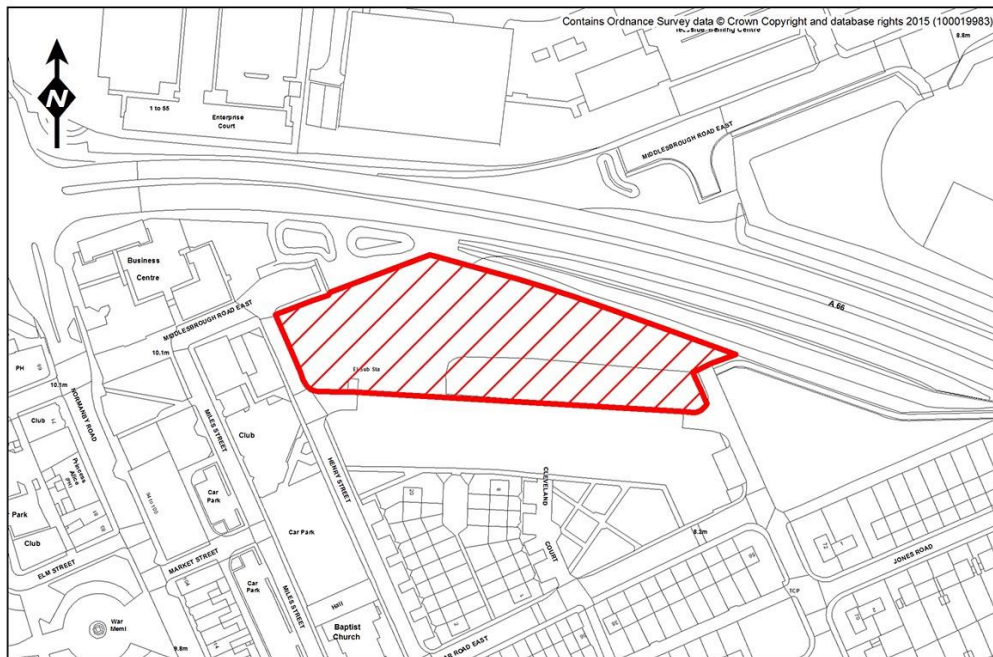
Land off Old Middlesbrough Road

d) Land to the north of Redcar Rd East

The site directly abuts the A66 to the north, with business units (blue building) to the west. There is an attractive and well-manicured public open space to the south of the site which would act as a buffer between the site and the existing residential area. Access to the site could only be achieved over speed bumps on Redcar Rd East.

The boundaries of the site have become largely overgrown with shrubs which could aid as both security and a means to reduce noise from the A66, however this does limit the development potential of the site. Within this is a long and narrow piece of land that might only accommodate a small number of pitches to one side with the potential of a turning circle at the wider point to the west.

This land was considered unsuitable due to its location, difficulties of access, noise levels and size. The Council's Assets team advises that there may be potential to explore commercial development in the longer-term.



Land to rear of Redcar Road East



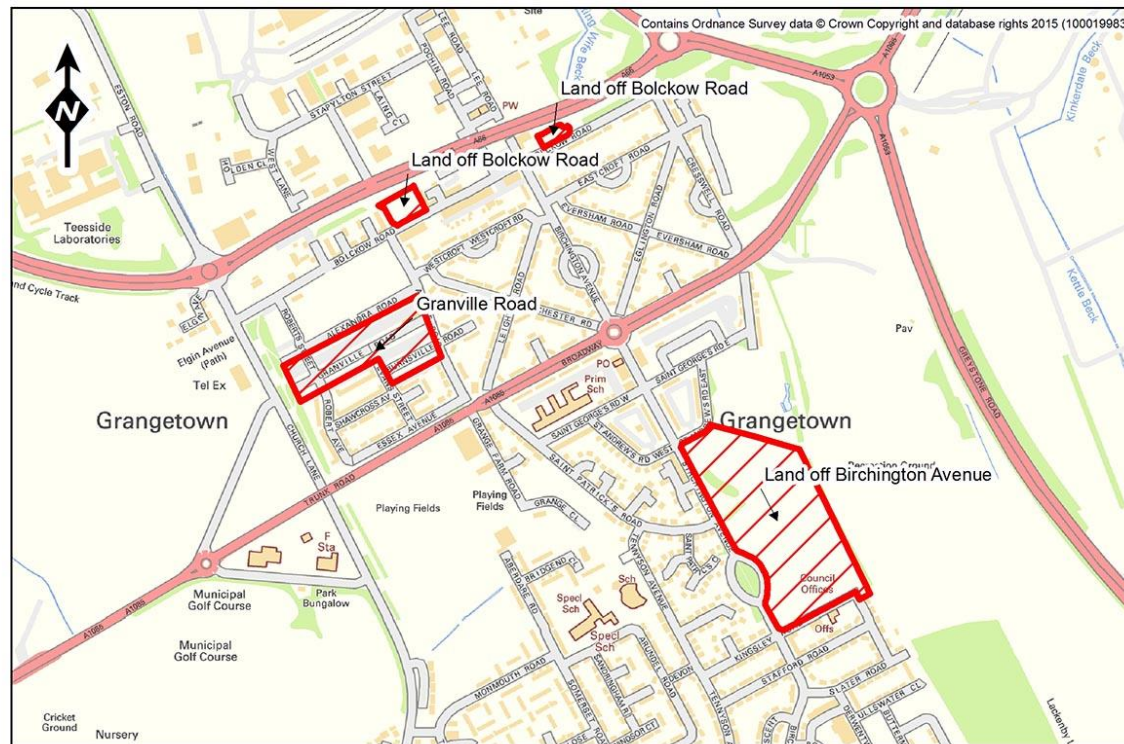
Land to rear of Redcar Road East

Grangetown

This area has undergone a series of housing clearance programmes in the past leaving patches of unused and undeveloped land. Due to current market conditions, it is unlikely these areas will attract any housing development in the near future. The area does however have good access to local schools, shops and services and would be within walking distance of Low Grange District Centre. The area also has good transport links to A66 and A1053 which would allow Travellers to pursue their nomadic lifestyle.

Since 2004, Grangetown has seen only a few minor unauthorised encampments; however the GTAA has identified it as an area to which local Travellers do identify and the area remains relatively close to the existing Traveller site at South Bank.

The map below displays the location of each of the areas identified within Grangetown



Grangetown

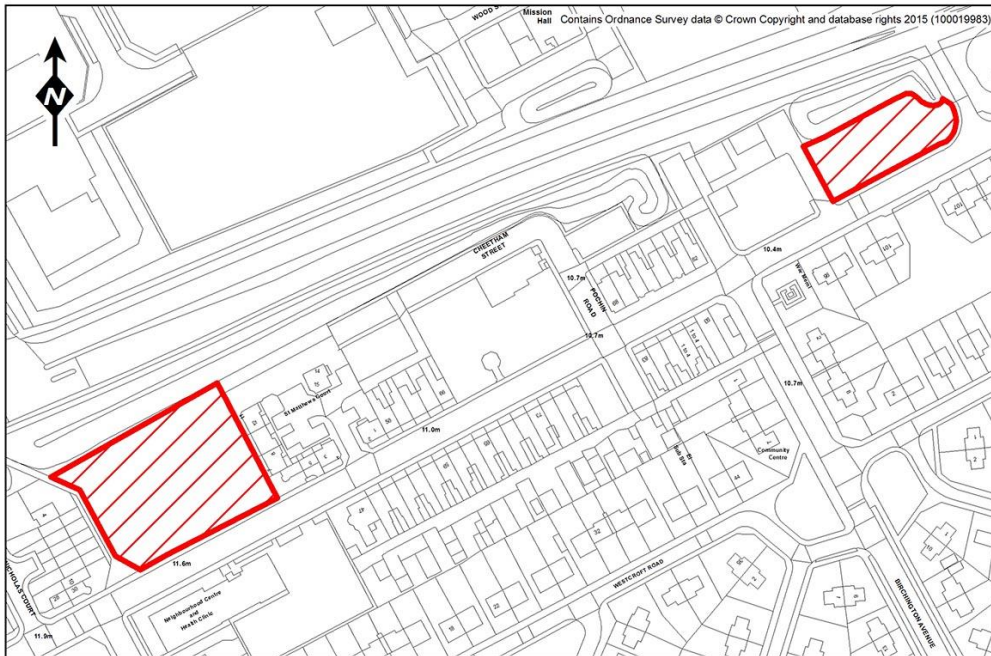
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e) **Bolckow Road x 2**

Due to the size of the sites identified and proximity to both residential housing and the A66, these were considered unsuitable for additional traveller site provision. Both of these sites are located within a Strategic Landscape Area located along a key transport route.

The first of these sites comprises of an attractive and well maintained open space with residential properties directly overlooking it. It is considered that it would be inappropriate to lose this open space and that the amount of screening that would be required to make any site acceptable would make the developable area negligible.

With regard to the smaller site to the east, this is a very small parcel of land which would be incapable of accommodating any reasonable number of pitches and there would be an insufficient amount of space available to effectively screen any Traveller site.



Land off Bolckow Road

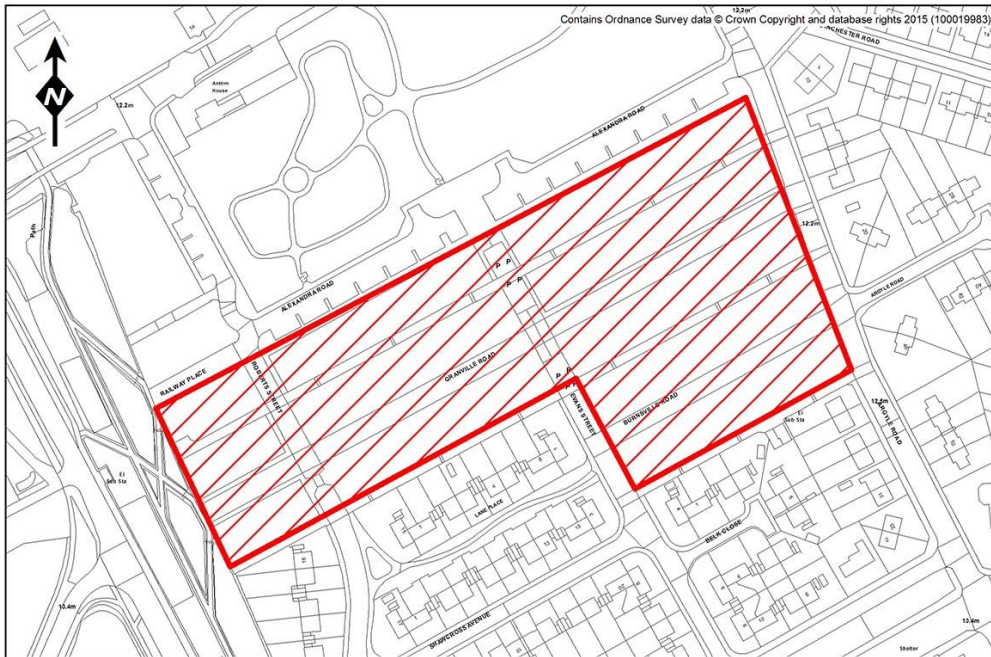


Land off Bolckow Road

f) **Granville Road: Housing Clearance Land**

This is an open area of brownfield land formerly occupied by dwellings which have since been cleared. The site is surrounded by existing housing to the east and south, and by a public open space to the north.

As the site is very open and in close proximity to residential development it would be considered inappropriate to introduce a Traveller site to this location due to the potential impact on visual and residential amenity.



Granville Road



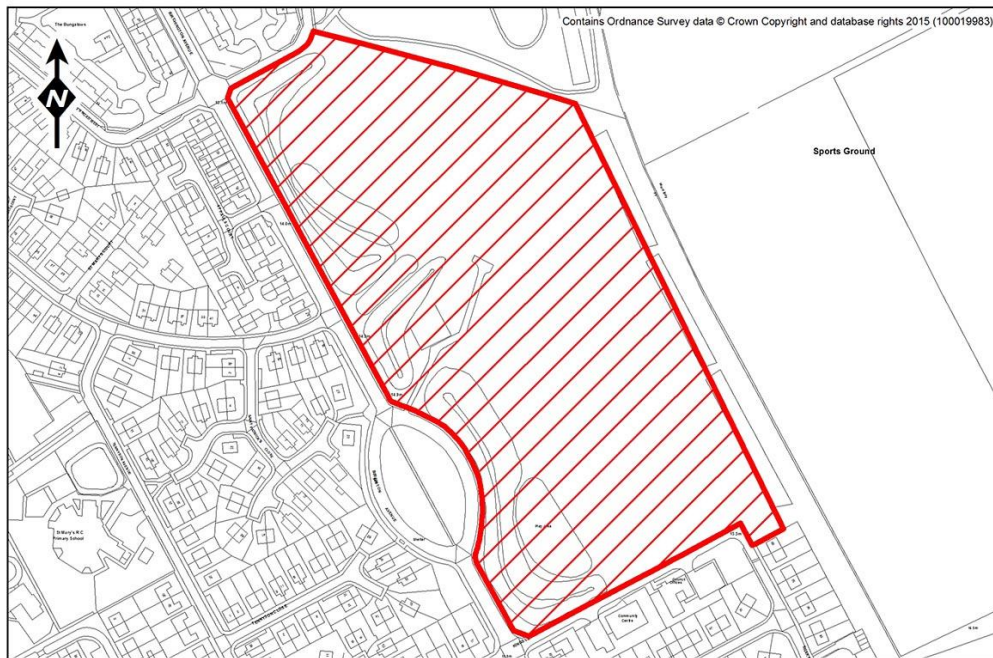
Granville Road

g) Land off Birchington Avenue

This site is currently used as public open space and adjoins Mannion Park and woodland to the east, a local park to the north and residential properties/local shops to the south and west. Access would be achieved via the Trunk Road and Birchington Avenue, and then a tighter residential road which may mean access is more difficult.

The land is a large open space with mounding to the outside perimeter. It was noted that some areas were being used as football pitches, with goal posts present

Whilst the area may be large enough to accommodate an additional Traveller site on part of this land, with the addition of necessary screening/access routes etc, it is considered that the impact that this might have to the long term use as public open space by current residents and the adverse impact upon residential amenity, would make development of this site difficult.



Land off Birchington Avenue



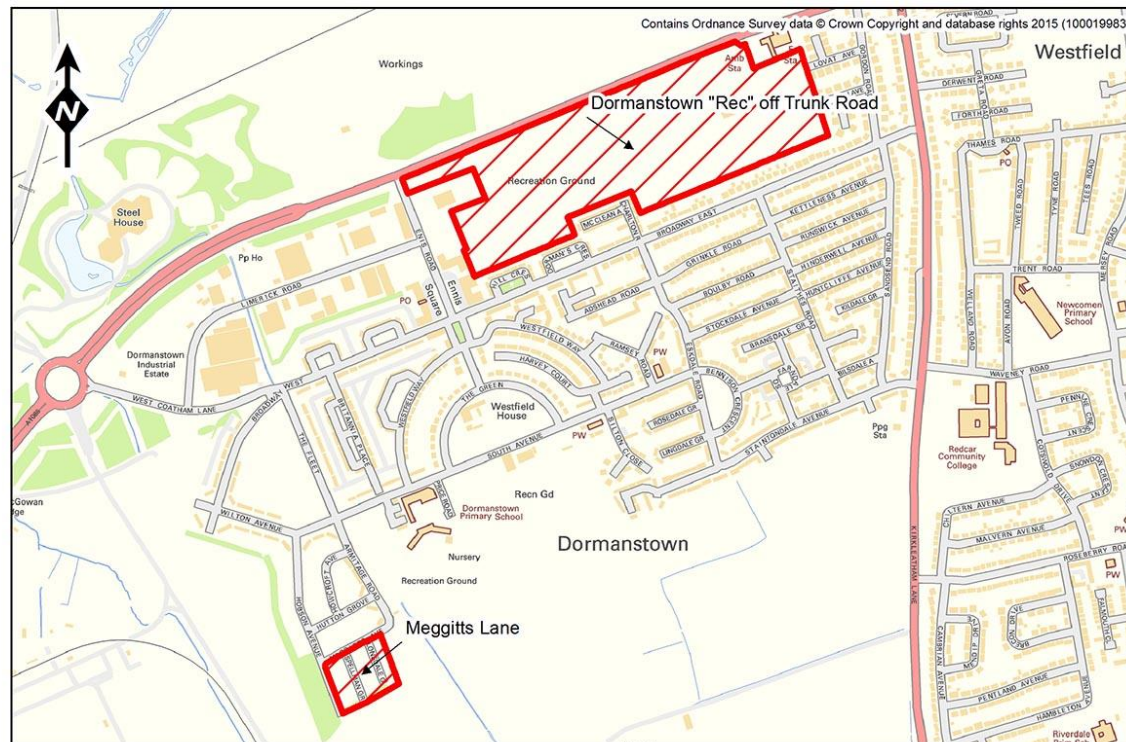
Land off Birchington Avenue

Dormanstown

As with Grangetown, this area has undergone a housing clearance programme in the west side of Dormanstown leaving areas of unused land. However, due to its proximity to the Wilton International Site and limited viability for housing, there is unlikely to be any development in the future in this specific area.

The area includes a range of shops and services including Dormanstown Primary School and Ennis Square Local Centre. It is also located relatively close to Redcar Town Centre which contains a much wider range of services. The site has relatively good access to the strategic road network via the Trunk Road.

The map below displays the location of each of the areas identified within Dormanstown



Dormanstown

h) Meggits Lane

This area of land is located to the southwest of Dormanstown and has the Wilton International Site to the west, Foxrush Farm Community Woodland to the south, well-used allotments to the east and an area of housing clearance land/a few residential properties to the north.

Prior to the housing clearance, this piece of land was regularly used by one specific Gypsy family over several years. However, due to housing clearance and road closures, there have been no encampments for many years – the family relocating themselves elsewhere.

The land immediately adjoins Dormanstown FC. The Council's Assets team has advised that the club have approached the Council regarding the possibility of leasing this site and that negotiations are ongoing.

Due to its proximity to the Wilton International Site it is considered that this area of land would be unsuitable for an additional Travellers' site. Whilst the site is located within the Middle HSE Consultation zone in which developments of up to 30 households would be acceptable, if more appropriate sites can be found these should be prioritised.

The site is currently located outside of development limits and in a green wedge. In order to promote development in this location justification must be made to alter the development limit and green wedge boundaries. Therefore, existing sites within development limits should be considered first.



Meggits Lane

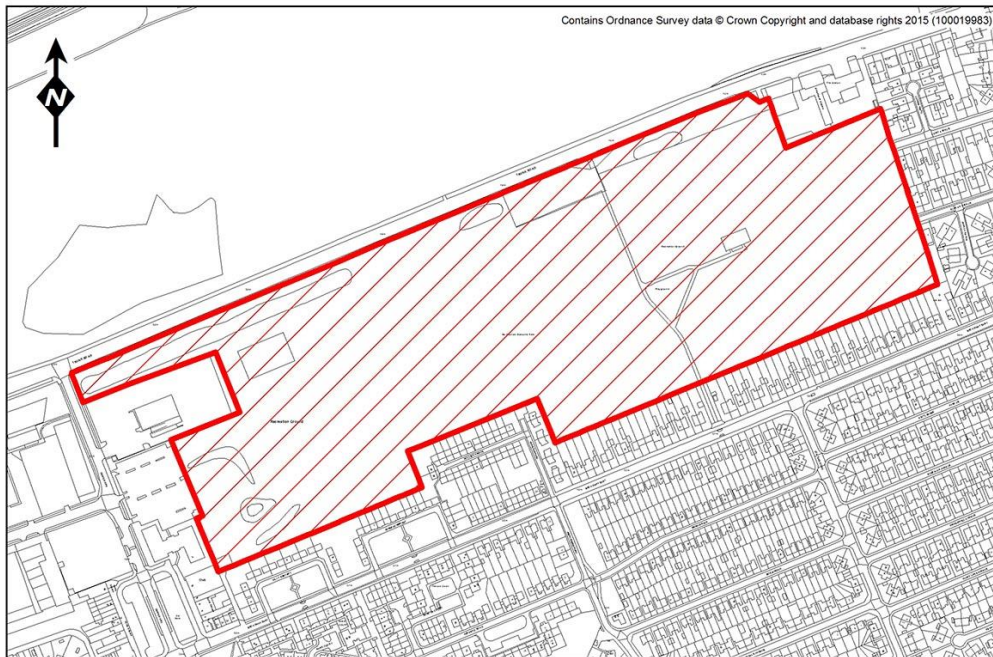


Meggits Lane

i) **Dormanstown Recreation Grounds**

The site is a large recreational open space bounded by the Trunk Road (A1085) to the north, residential development to the south and east and Dormanstown Industrial Estate to the west. The site includes a children's playground, playing pitches and a skate-park. The northern edge of the site is located within a special landscape area along a key transport route.

Whilst the area may be large enough to accommodate an additional Traveller site, with the addition of necessary screening/access routes etc, it is recommended that the site is retained as public open space as it is regularly used and contains a range of different play spaces including a skate-park, children's playground and playing pitches. . The Council's Assets team advises that around half the site is let to Redcar Junior Football Club. Access to the site would also be difficult with access only feasible from the Trunk Road which has a 40mph speed limit.



Dormanstown "Rec" off Trunk Road



Dormanstown "Rec" off Trunk Road

Warrenby

The area is a mixture of a small number of residential properties, largely located in the entrance to Warrenby, followed by several business units either side of Tod Point Road such as a residential caravan park, allotments, several car repairs companies, with Warrenby Industrial Estate located to the west.

The area has a history of unauthorised encampments which were located on the old railway lines, the last being several years ago. The land can no longer be accessed by vehicles.

Warrenby is located in close proximity to local schools at Coatham and a wide range of shops and services at Redcar Town Centre.

The map below displays the location of the potential site identified within Warrenby



Warrenby

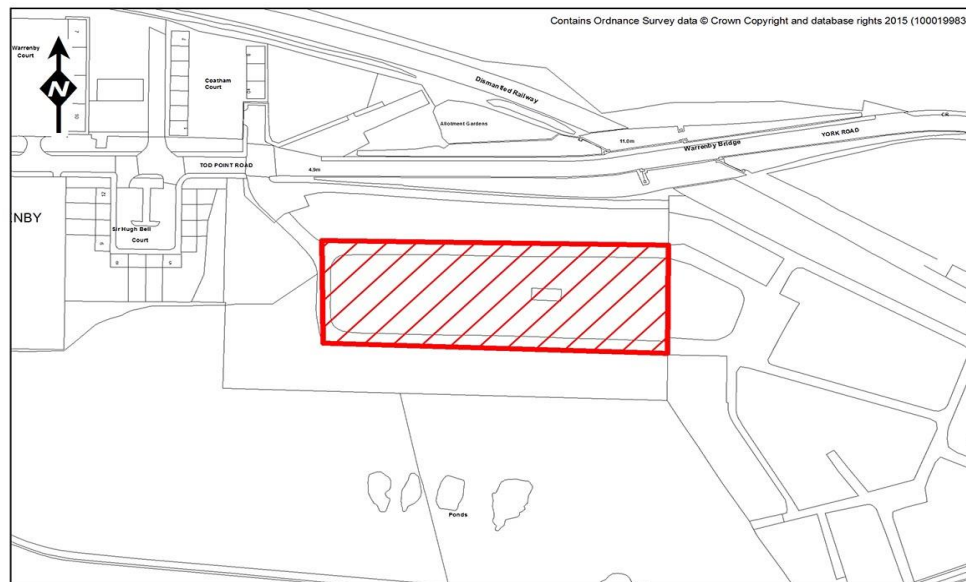
j) Land to the south of Tod Point Road

This area of land is located next to the entrance to the Coatham Marsh Local Nature Reserve to the south, with allotments adjoining the eastern side of the site. The site is brownfield land containing existing path and roads which are all now unused with the exception of a separate road used to access the allotments. The site is identified as being within the Coatham Marsh Local Wildlife Site and Local Nature Reserve.

It is a sizeable parcel of land which could easily accommodate an additional Traveller's site leaving more land to spare for any future extension, if necessary. Although initial access into Warrenby may prove slow due to the number of vehicles parked on the edge of the highway, it affords good access to schools, shops, doctors etc.

A building exists, which is currently used by Tees Valley Wildlife Trust. Extensive trees/shrubs planting are a good option to border the site as this would afford privacy and a valuable source of soundproofing whilst also enhancing the existing environment. Good screening would also be needed along the southern edge of the site to protect the Local Nature Reserve.

The site is currently located outside of development limits and within the green wedge, therefore the development limit boundary and green wedge would need to be redrawn through the Local Plan to incorporate the site inside of development limits. The site also falls within the boundary of the Local Nature Reserve and is unsuitable for development, which would also need to be redefined. The land is also currently used for grazing purposes.



Tod Point Road



Tod Point Road

Mickledales, Redcar

This area is at the edge of a large housing development area which has been developed over recent years.

A large housing development has recently been approved on land on the opposite side of Redcar Road – directly facing the area of open space. The area has good access to local shops and services in both Redcar and Marske.

There have been no recorded incidents of unauthorised encampments in this location.

The map below displays the location within Redcar



Redcar

k) Land to north of Redcar Road

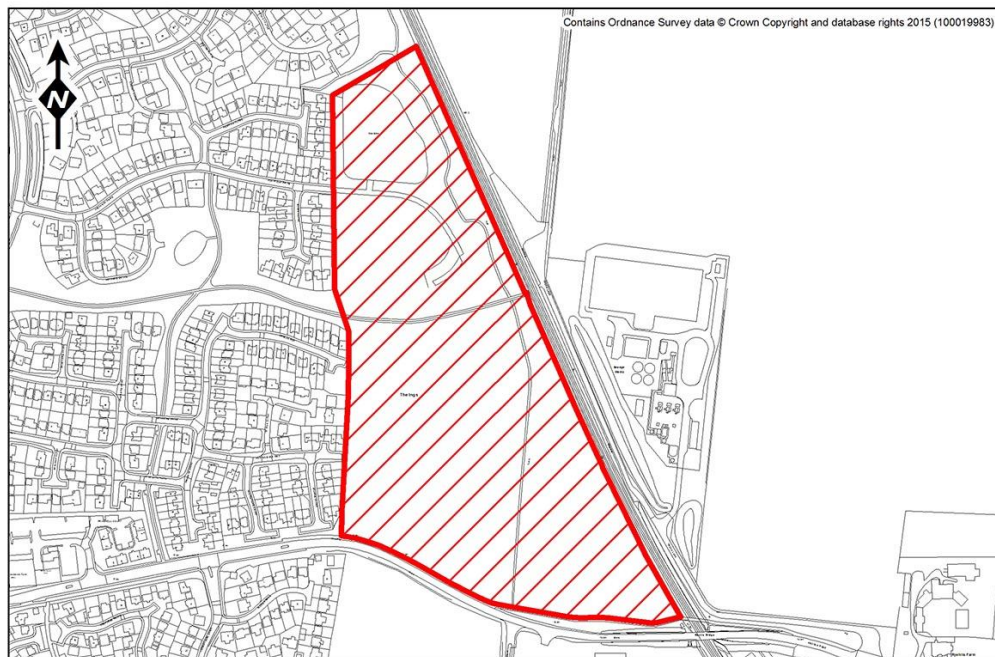
This parcel of land is a large area of public open space with residential housing to the west, allotments to the north, railway line to the east and Redcar Road to the south

Divided into two segments, the northern section has a children's play area/equipment and goal posts in place confirming the existing use by its residents and would therefore be considered unsuitable for an additional Traveller site.

Further toward Redcar Road the second segment of land is larger with no indication of any specific use except an extension to the open space.

Access to this would need to be made from Redcar Road and heavy planting for screening would be required.

Whilst the area may be large enough to accommodate an additional Traveller site; with the addition of necessary screening/access routes etc, it is a valued area of open space which was provided to serve the adjacent residential development. Taking into account the further areas of housing planned in the area it is considered that it should be preserved as open space to meet the needs of the existing and new local community.



Land to west of Mickledales



Land to west of Mickledales

With the coast to the east, this location has an established residential area with local schools and access to a wide range of shops and services at Redcar Town Centre.

The nearby coastal perimeter to the east, known as The Stray, has a history of unauthorised encampments. Whilst remediation work has been ongoing to prevent vehicle access, there remain a few minor encampments (eg one bow-top caravan that seems to visit once or twice a year and stays only a day or two)

The map below shows the location of two potential sites within Marske by the Sea



Marske-by-the-Sea

(I) Land off Hummershill Land and Windy Hill Lane

The land highlighted off Hummershill Lane is surrounded by a well-established residential area; the land on Windy Hill Lane is located outside of the Development Limits and has a residential area to the south and west with open space towards the coastline (the Stray) to the north and east.

Whilst each of these areas may be large enough to accommodate an additional Traveller site, with the addition of necessary screening/access routes etc, due to the proximity of the residences and impact to the long term use of the public open space at the coastline, these two parcels of land would be deemed as inappropriate to locate a Travellers site.

In addition, land at Hummershill Lane has relatively recently been improved by Groundwork South Tees and Marske Residents Associate after receiving significant funding.



ST GERMAINS

Scale = 1:5,000



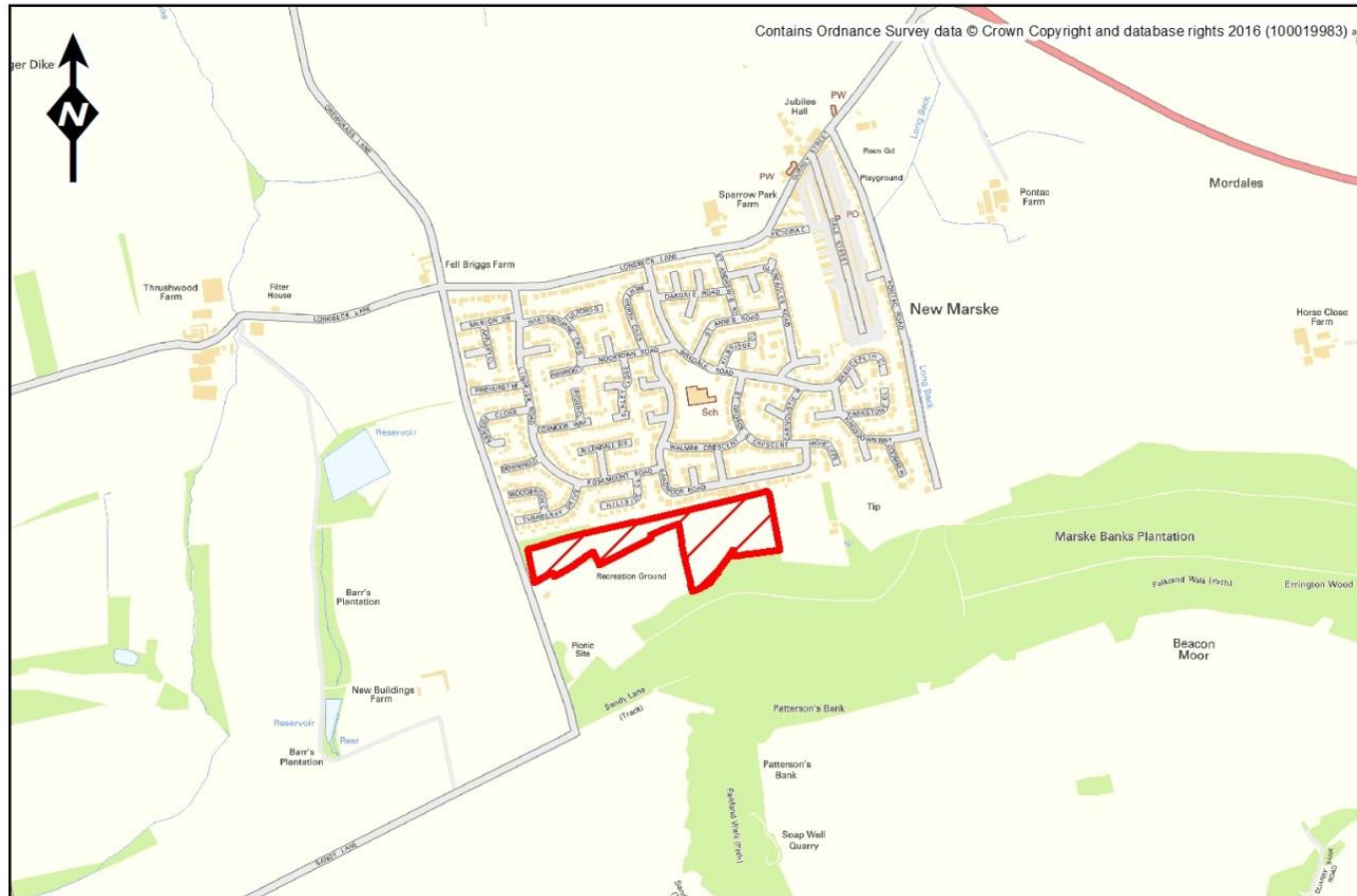
ST GERMAINS

Scale = 1:5,000

New Marske

Historically there have been no recorded incidences of unauthorised encampments in either this or the wider area of New Marske. This may be in part due to the nature of its more rural location and the winding/undulating roads making access for long vehicles and the towing of caravans more difficult.

The land identified below is located to the north of Marske Woods



New Marske

(m) Land north of Marske Woods

This area of land is sandwiched between an established residential area to the north and a large open space part of which is used as a football pitch. Adjoining is a well-used public car park giving access to both the adjacent playing fields/open areas and Marske Woods. There is currently no vehicle access onto the identified parcel of land.

Whilst this area of land may be large enough to accommodate an additional Traveller site, with the addition of necessary screening/access routes etc, and impact to the long term use of the public open space, this land would be deemed as inappropriate to locate a Travellers site.

Additionally, this area is currently located outside of development limits; therefore the development limit boundary would need to be redrawn through the Local Plan to incorporate a site inside of development limits.



LONGBECK

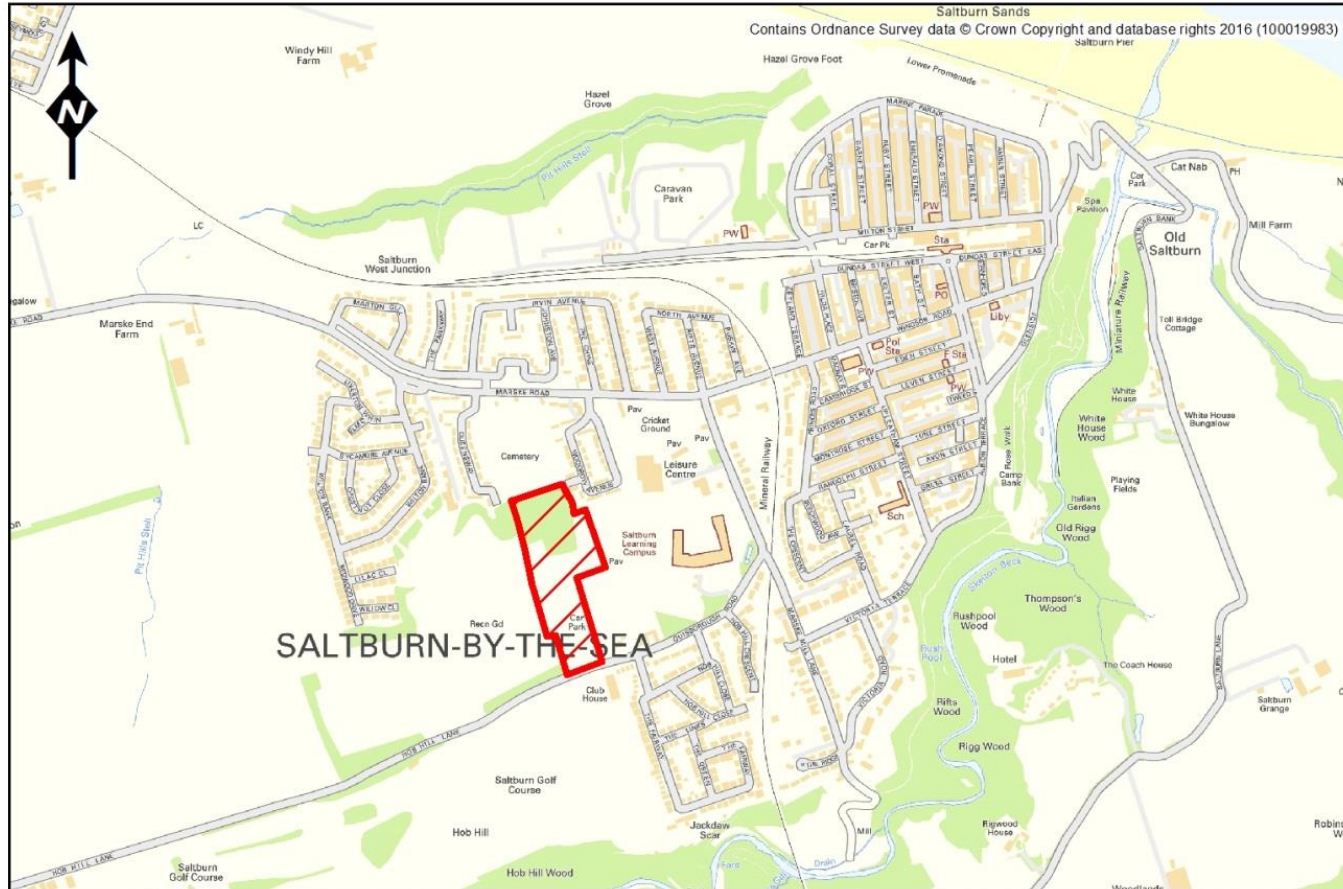


LONGBECK

Saltburn

There have been no recorded incidences of unauthorised encampment in the Saltburn area. This may be in part due to the winding/undulating roads making it difficult to access for long vehicles and the towing of caravans.

The map below shows the location of the identified area of land in Saltburn



Saltburn-by-the-Sea

(n) Land to west of Saltburn Learning Campus

The land identified below is located to the west of Saltburn Learning Campus, off Guisborough Road and Hob Hill Lane. To the west is a recreational ground with a small established wooded area and a cemetery to the north.

The land is currently accessed from Guisborough Rd/Hob Hill Lane via a Council owned car park however, a defined and separate access/egress point would be required should a Traveller site be located here. In addition, due to its proximity to the residential areas nearby, extensive trees/shrubs planting are a good option as these can afford privacy and a valuable source of soundproofing whilst also enhancing the existing environment. It would be a recommendation that a more dense section of soundproofing be nearest the existing housing.

Whilst this area of land could accommodate an additional Traveller site, consideration would also be needed regarding potential issues of access to Saltburn for vehicles towing caravans.

Additionally, this area is currently located outside of development limits; therefore the development limit boundary would need to be redrawn through the Local Plan to incorporate the site inside of development limits.



SALTBURN



SALTBURN

Guisborough

Spread over a large expanse, Guisborough is divided into three Wards; Hutton, Guisborough and Westworth.

The map below identifies two areas of land. The first is located in the Hutton Ward, the second in the Westworth Ward (south of Guisborough centre). Further locations within the eastern edge of Westworth are identified later.

There have been no recorded incidents of Traveller encampments in this locality.



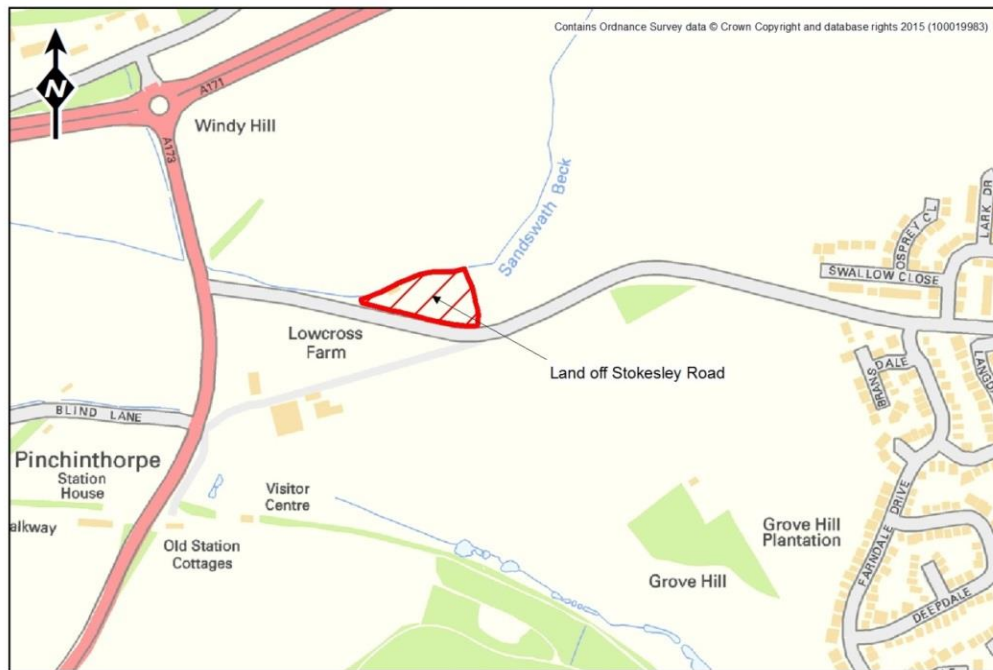
Guisborough

(o) Land off Stokesley Road , Guisborough

This area of land is located off Stokesley Road, opposite Low Cross Farm. The western corner is currently being used as a stable, the status of which would need to be determined. It is a small area of land which may accommodate around 4 pitches. As the road is currently 40mph, consideration would be needed regarding caravan access/egress to the land.

The area is currently experiencing large scale residential development of large and executive style homes (Galley Hill and Pine Walk). Extensive trees/shrubs planting would be a good option as these can afford privacy and a valuable source of soundproofing whilst also enhancing the existing environment. It would be a recommendation that a more dense section of soundproofing be nearest the existing housing.

Due to its location, difficulties of access and size, this land would be considered unsuitable for an additional Travellers site.



HUTTON

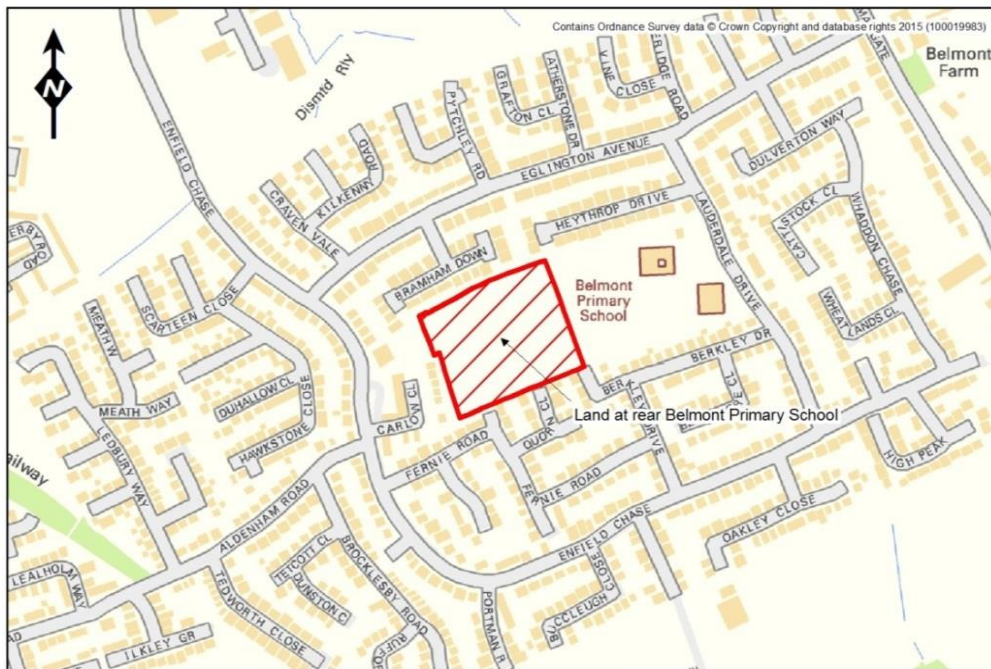


HUTTON

The area below is located at the rear of Belmont Primary School in Guisborough and is surrounded by established residences. Access to the site could only be achieved through residential roads. Currently this area of land has been designated as a play area and is considered a well-used open space.

Due to its proximity to the well-established residential area and school, extensive and sensitive screening to protect residential and amenity would be recommended. Access for long vehicle/caravans and a potential turning circle would also need to be considered as the current residential access may not be sufficient.

Whilst this area of land may be large enough to accommodate an additional Traveller site, with the addition of necessary screening/difficulties of vehicle access and impact to the long term use of the public open space, this land would be deemed as inappropriate to locate a Travellers site.



WESTWORTH

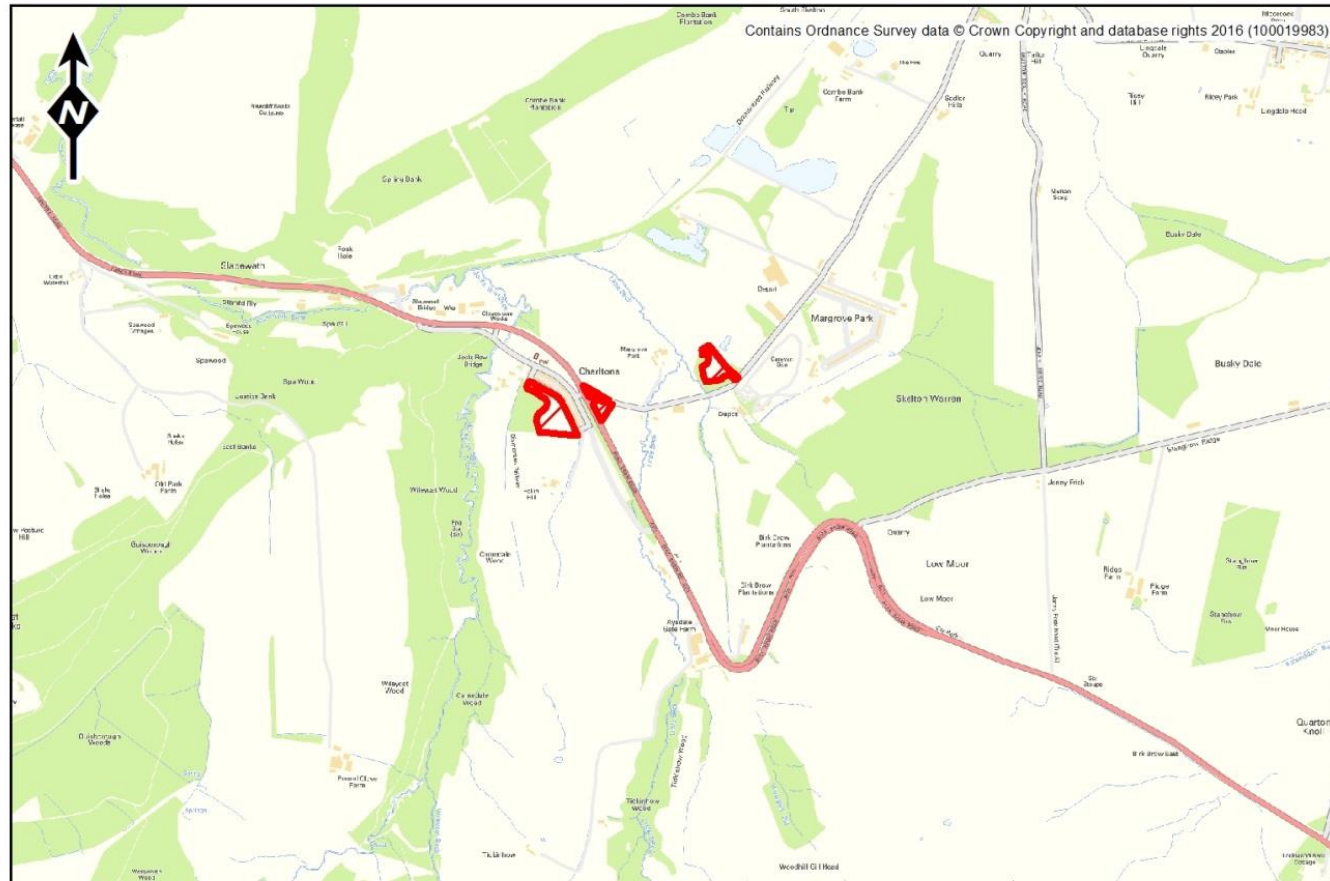


WESTWORTH

At the eastern edge of the Ward of Westworth, four parcels of land have been identified. The A171 is the main access road which feeds onto Birk Brow and the 'Moors Road' to the southeast and Guisborough to the northwest.

Whilst making considerations, it is important to note that there has been no recorded history of Traveller encampments in this locality. This may be in part due to the nature its rural location and the winding/undulating roads making access for long vehicles and the towing of caravans more difficult.

The map below shows the location of each identified area of land.



Charltons and Margrove Park Road

(q) Charltons

This area of land is located to the west of a double row of residential properties, with land belonging to Hollin Hill farm to the south and a wooded area to the west. Whilst it is a moderately sized open space that could accommodate an additional Traveller site (with the addition of necessary and sensitive screening/vehicle access), there is evidence of a playground and goal posts demonstrating its use by residents. It is considered that the impact that this might have to the long term use as public open space would make the development of this site difficult, and would therefore recommend it is not suitable for an additional site.

The second two parcels of land are much smaller and are adjacent to each other at the junction of the A171 Birkbrow Road and Margrove Road. Due to the proximity to a major road and consideration for safety of potential residents, it would not be considered appropriate to locate a site at either of these locations. In addition, the land is currently outside development limits.

(r) Margrove Park

The final parcel of land is located off Margrove Road. It is a sizeable piece of land surrounded by a wooded area and an existing holiday caravan park to the south-eastern edge. The main access to shops, schools and general amenities would be Guisborough, with limited facilities available in the smaller villages of Boosbeck/Lingdale to the north and east. There is currently no vehicle access to the land and would need be created. This area is currently located outside of development limits; therefore the development limit boundary would need to be redrawn through the Local Plan to incorporate the site inside of development limits.



WESTWORTH

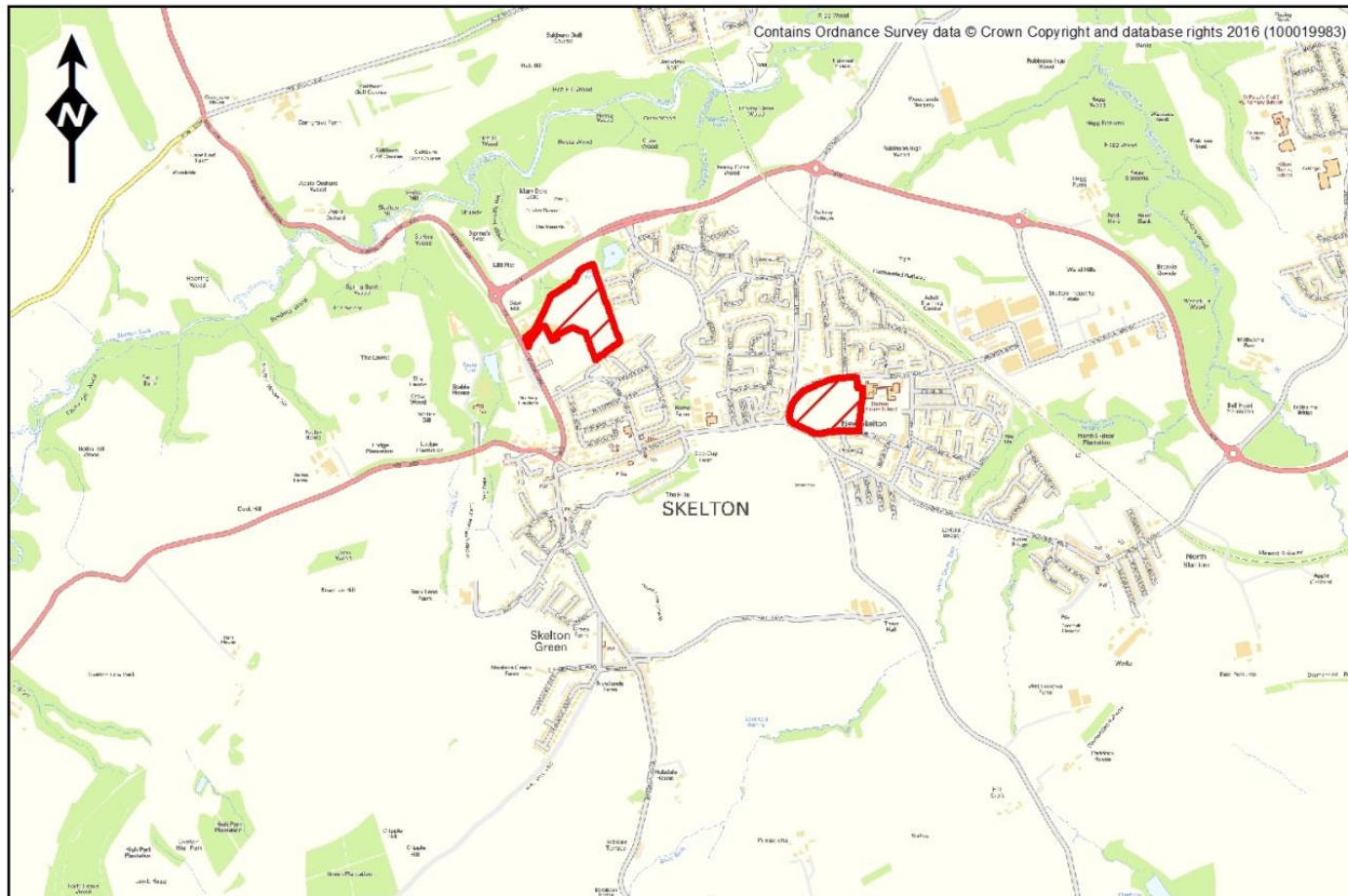


WESTWORTH

Skelton

Two areas of land have been identified in the Skelton ward. Whilst making considerations, it must be noted that Skelton has no recorded history of Traveller encampments. This may be in part due to the nature its rural location, the winding/undulating roads making access and the towing of caravans more difficult.

The map below shows the location of each identified area of land.



Skelton

(s) Former De Brus school

Located to the rear of Skelton Youth & Community Centre, this large open area of land has a small wooded area to the west and is centred between a large ongoing housing development (Church Hill) to the east and the recently completed Castle View housing development to the south - both developments previously being allocated in the draft Local Plan.

Whilst the area may be large enough to accommodate an additional Traveller site; with the addition of necessary screening/access routes etc, it is considered that it should be preserved as open space to meet the needs of the existing and new local community and will therefore not be considered suitable for an additional Travellers site.

(t) Land at Station Lane

Located at the rear of Skelton Primary School, this site is a large recreational open space with residential development on three sides and greenfield to the south west. Whilst it is a large area of land which could accommodate an additional Traveller site (with the addition of necessary screening/access routes etc), it is recommended that the site is retained as a public space as there is evidence of it being well used.



SKELTON



SKELTON

Brotton

Two areas of land have been identified within the Brotton Ward. Whilst making considerations, it must be noted that the Brotton ward has no recorded history of Traveller encampments. This may be in part due to the nature its rural location, the winding and undulating roads making access and the towing of caravans more difficult.

The map below shows the location of each identified area of land.



Brotton

(u) **Coach Road**

This is an area of land located at the edge of a well-established housing estate to the north, west and south and Coach Road running along the east. The land itself is reasonably level with Coach Road but has a large embankment abutting the residences to the western edge. The land has a designated play area to the south and tree planting running along the western edge acting as screening from the existing housing. Due to the proximity of the housing and play area, plus the need for vehicle access and additional screening, protecting the residential and visual amenity, this site would be considered unsuitable for an additional Traveller site.

(v) **Byron Court**

Currently designated as open space, this land is located on Byron Court and Ings Lane with housing to the west and south and Ings Lane running along its eastern edge. To the north is a large area of greenfield. Whilst this considerably sized piece of land could accommodate an additional Traveller site (with the installation of necessary screening), there is evidence of this being a well-used public play area with fixed goal posts and playground. Vehicle access to the land can only be made through existing residential streets with speed humps.

Due to its proximity to the well-established residential area, extensive and sensitive screening to protect residential and amenity would be recommended. Access for long vehicle/caravans would also need to be considered as the current residential access may not be sufficient.

Whilst this area of land may be large enough to accommodate an additional Traveller site, with the addition of necessary screening/difficulties of vehicle access and impact to the long term use of the public open space, this land would be deemed as inappropriate to locate a Travellers site.



BROTTON

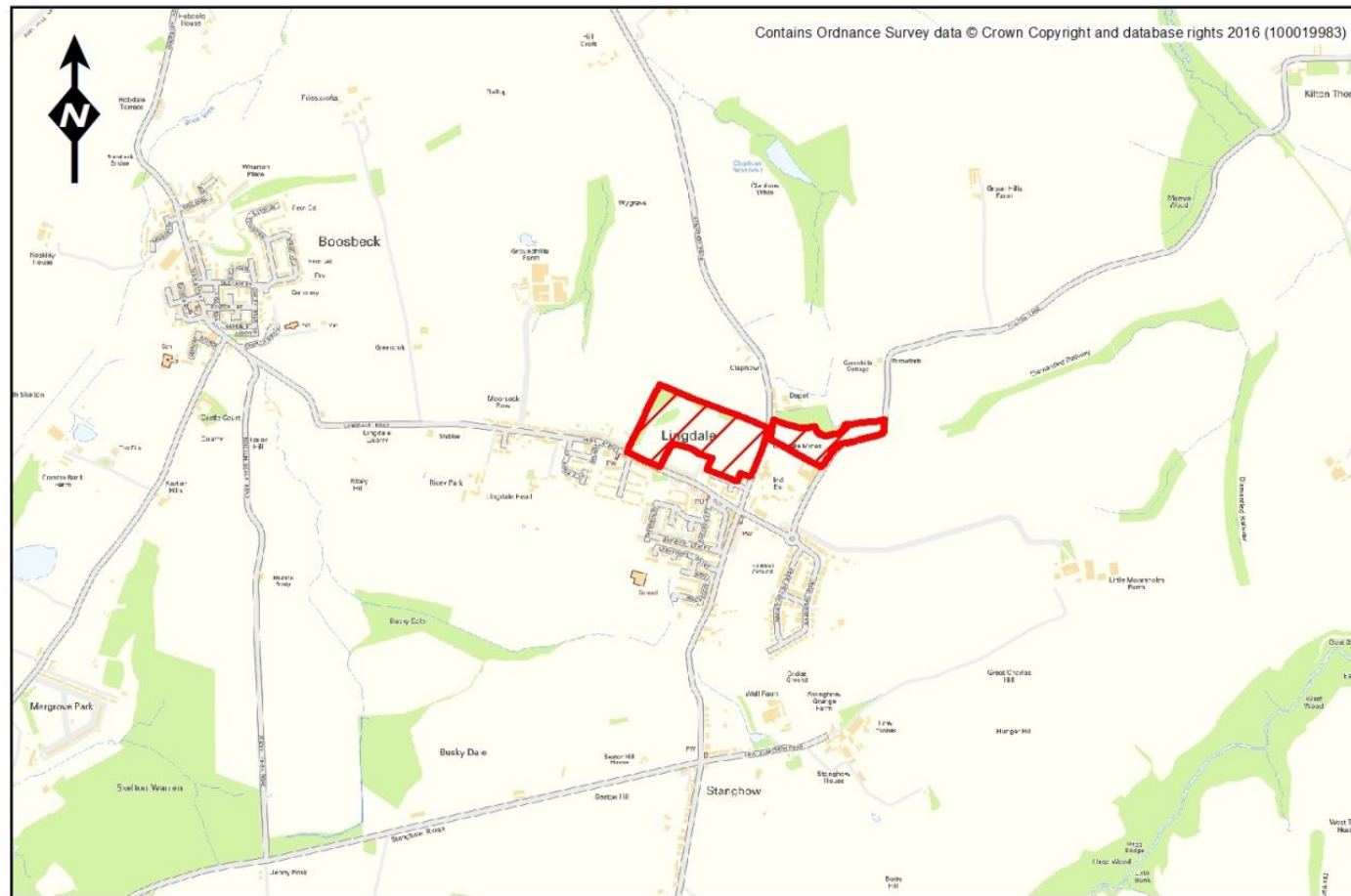


BROTTON

Lingdale

Two areas of land have been identified in the Lockwood ward – both in Lingdale. There are some shops and general amenities available although limited, the main sources being Skelton and Brotton. It is worth noting at this point that there have been no recorded unauthorised Traveller encampments in this locality – perhaps due to its undulating and winding roads making access particularly difficult for towing caravans.

The map below shows the location of each identified area of land.



Brotton

(w) Land off Stanghow Road/High Street

This is a large area of land with Stanghow Road to the east and residential properties to the south, along the High Street. The land is uneven, undulating across its expanse. Whilst access from the High Street would be convenient using existing entry points, although these would need developing further allowing caravans to enter/exit, the land has a downward slope which would prove difficult and expensive to remediate. Access from Stanghow Road would need to be created and may require traffic safety measures to be put in place as this road moves out of 30mph speed limits.

Due to the remediation works that would be required, it would be considered unsuitable as an additional Travellers site.

(x) Land off Stanghow Road/Kilton lane

This is an area of land with Stanghow Road to the west and Kilton Lane to the east. Allotments lie alongside the north and east corner of the site and an Industrial Estate abuts the bottom southern boundary. Access to this land from Stanghow Road would require significant remedial work as the land slopes steeply upward before reaching a plateau. Due to this, it is considered unsuitable as an additional Traveller site.

Both these areas of land are currently outside development limits and would require the development limit boundary to be redrawn through the Local Plan.



LOCKWOOD



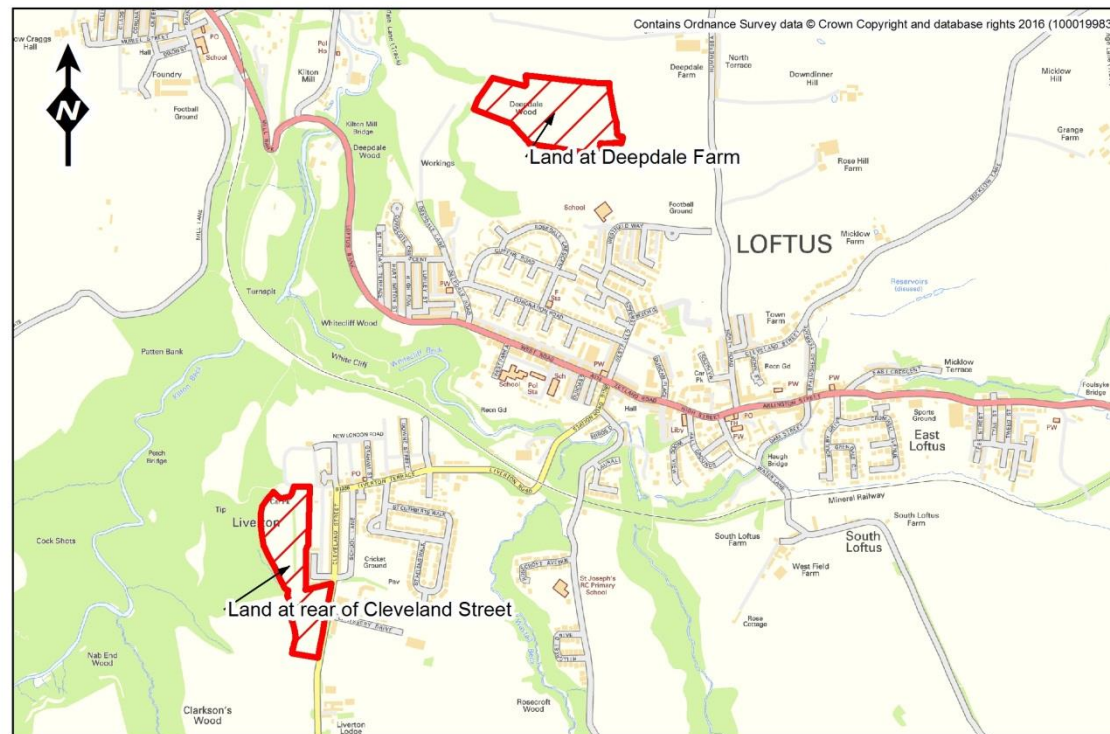
LOCKWOOD

Loftus/Liverton Mines

Loftus is the final ward located to the very south of the borough, lying within the North York Moors with its boundary abutting Scarborough Borough Council land.

It is important to note that there have been no recorded unauthorised Traveller encampments in this locality – perhaps due to its locality, away from traditional travelling routes and the undulating and winding roads – noting especially access from the west which involves addressing the very steep and tight bends in the A174 from Skinningrove, then the upward climb through the wooded valley into Loftus, making access difficult for the towing of caravans.

The map below shows the location of two areas of land which have been identified in this area, one in Liverton Mines and one in Loftus itself.



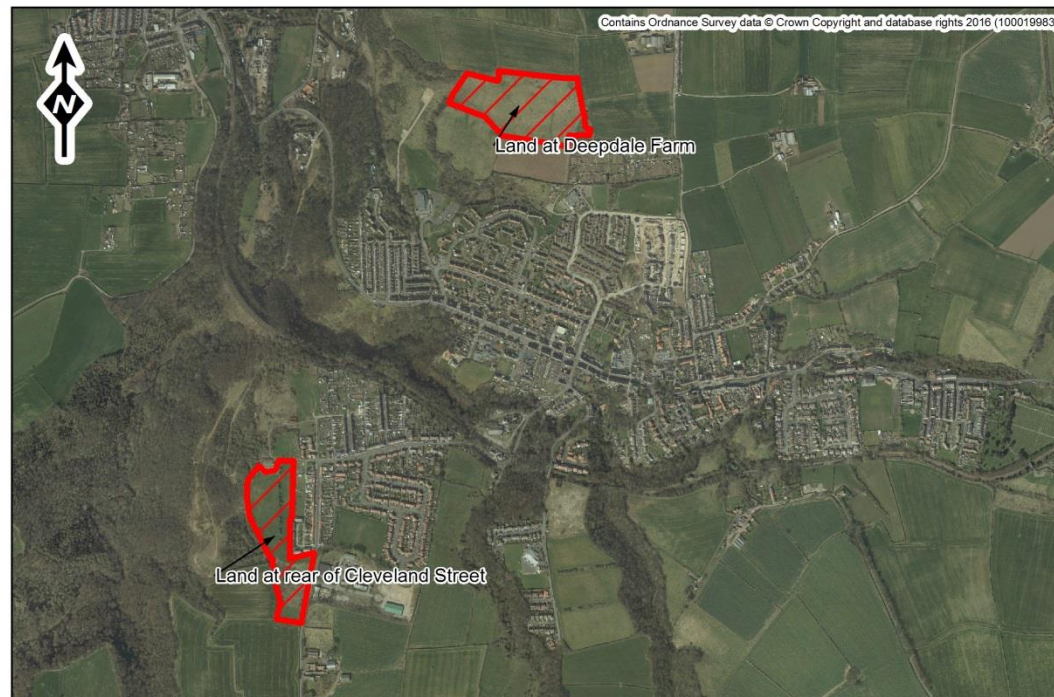
Loftus

(y) **Liverton Mines**

This area of land is located to the rear of a single row of residential properties (Cleveland Street). To the west is a large expanse of woodland covering old mines and shafts etc and to the east is an established residential area. There is evidence that this land is well used as a recreation ground for the nearby residences. It is currently outside development limits and would require the development limit boundary to be redrawn through the Local Plan.

(z) **Land a Deepdale Farm**

This land is sandwiched between Deepdale Woods to the west and land belonging to Deepdale Farm to the east. There are allotments to the south eastern corner, residential properties to the south and a single row of properties to the north. The only road access afforded to these areas is a single lane (North Road/Hummersea Lane). There is no road or track leading to the identified area of land and any new road built would need to cross land owned by Deepdale Farm. Whilst it is a large open expanse of land, it slopes downward to an extent that would require remedial work to enable vehicle access. It is also currently outside development limits and would require the development limit boundary to be redrawn through the Local Plan.



Loftus