

Appendix 9a: Potential Housing Sites: Summary of the Assessment Findings

Key to abbreviations

PDL = previously developed land

Rural = outside development limits as shown on the adopted Local Plan Proposals Map

BDLP = Borough of Darlington Local Plan

TPO = tree preservation order.

LDF = Local Development Framework.

| Site No. | Site Name | Suitable ? | Suitability details | Available ? | Availability details | Achievable ? | Achievability details | Constraints |
|----------|----------------------------|------------|---|-------------|--|--------------|--|--|
| 7 | Darlington Timber Supplies | Yes | <ul style="list-style-type: none"> • Urban PDL • close to shops and services • accessible to sustainable travel choices • possible noise issues with adjacent uses • a sewer crosses the site • low risk of contamination | No | Currently in business use. Owner did indicate intention to sell in short term, but intentions now uncertain. Covenant in favour of the Council for part of site. | Yes | Existing use would need to be relocated or closed. Site would be attractive for semis. | Relocation or closure of existing business. Release of covenant. |
| 8 | Harrowgate Hill | Yes | <ul style="list-style-type: none"> • greenfield urban fringe • junction improvements likely to be required • poor accessibility by sustainable modes currently • loss of amenity. | Yes | | Yes | The scheme presumes existing electricity pylons are not relocated. Housing capacity would double if they were repositioned. Site would be attractive for family housing. | Possible relocation of pylons. Amendment to planning policy would be required; site allocations policy not likely to be adopted before 2012. |
| 9 | Oakmeadows | No | <ul style="list-style-type: none"> • greenfield rural • sewage capacity restrictions at the 2 possible sewage treatment works, though capacity of one will be resolved by 2010. • medium risk of contamination. • Highway improvements will be required at junction. • Separates village from Virginia estate. | Not known | | No | | Sewage capacity constraint likely to be overcome by the end of 2010. Amendment to planning policy would be required; site allocations policy not likely to be adopted before 2012. |
| 10 | Green Street Motors | Yes (pt) | <ul style="list-style-type: none"> • Urban PDL. • Part of site on land reserved for Cross Town Route. • Industrial noise and railway noise adjacent, | Yes (pt) | Owner committed to relocation in short term. A housebuilder has an option on the site. | Yes (pt) | High costs of site preparation. | Relocation of existing business. Remediation of likely high levels of contamination, and mitigating industrial noise. |

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| | | | <p>though adjacent industrial use is relocating.</p> <ul style="list-style-type: none"> • Abuts Scheduled Ancient Monument (Skerne Bridge) • High risk of contamination. • Good access to shops, services and choice of travel modes. | | | | | Amendment to planning policy (Cross Town Route) would be required to release part of site: revised policy not likely to be adopted before 2011. |
| 11 | Eastmount Road | Yes | <ul style="list-style-type: none"> • Urban PDL • Within HSE middle and outer zone for Transco Gas Holder. • Industrial and railway noise • Medium contamination risk. • likely that highway improvements will be required • Good access to shops, services and choice of modes of travel. • northern strip subject to Policy E3 in BDLP. | Yes | Site currently vacant. | Yes | Site would be attractive for affordable and starter homes. | Major Industrial Hazards: Transco Gas Holder. Likely to cost c.£2M to get rid of gas holder – DBC will look at ways to fund its removal through work on town centre fringe. |
| 12 | Ward Bros | Yes (pt) | <ul style="list-style-type: none"> • Urban PDL • High risk of contamination. • Part of site on land reserved for Cross Town Route, part E3 open space. • Good access to shops, services and choice of modes of travel. • Within HSE outer zone for Major Industrial Hazard • Industrial and railway noise, though adjacent Green Street motors site is also proposed for housing in this assessment (site 10) • May be wildlife habitats along southern part of site • Site is former South Durham Iron Works, foundry and wagon works. Full archaeological assessment required, and building recording, evaluation trenching may be needed depending on results of assessment. • likely that significant highway works will be required. • A sewer crosses the site. • ? capacity of local highway network • | Yes (pt) | <p>Planning application recently granted to relocate existing business – site available within next 2 years.</p> <p>Owner committed to relocation in immediate short term; it is a condition of a recent planning permission for a new site nearby.</p> | Yes (pt). | There has been interest in the site from a volume housebuilder and from two large regional developers. High costs of site preparation. | Remediation of likely high levels of contamination and mitigation of industrial noise. Amendment to planning policy (Cross Town Route) would be required to release part of this site: revised policy not likely to be adopted before 2011. |

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| 13 | Mowden Hall | Yes | <ul style="list-style-type: none"> • Mostly Urban PDL, part of site is open land in open spaces audit. • TPO trees and a grade II listed building. Ed Pease. Possible archaeological interest. • Bat survey. • Low risk of contamination. • junction improvements would be required if using existing accesses. • A water main(s) crosses the site and NWL. • ? capacity of local highway network. • Good access to shops and services. | Yes | Site owned by DCSF on behalf of the Crown. Current public sector occupants planning to relocate to town centre in 2012. A Planning & Development Brief is being prepared ready for disposal. | Yes | Attractive for family housing. | Local highway improvements may be required. |
| 14 | Hall Farm | No | <ul style="list-style-type: none"> • Greenfield urban fringe. • Overhead power cables • Remote from shops and services. • partially within Flood Zone 3 • road traffic noise. • Cocker Beck – a riparian habitat for water voles – protected by law. • Low risk of contamination. • Significant highway improvements would be required. • A water main(s) crosses the site. • ? capacity of local highway network, particularly at junctions on the A68 at Cockerton Green and Staindrop Road. • Good access to shops and services, and to bus and cycle routes if loops into site made. • loss of countryside, agricultural land, visual and amenity benefits. | Yes | | | | <p>Impact on the strategic and local highway network would need to be examined in detail.</p> <p>Amendment to planning policy would be required; LDF core strategy not likely to be adopted before 2011 and allocations document not before 2012.</p> |
| 15 | The Paddock | No | <ul style="list-style-type: none"> • mostly Greenfield rural • remote from most shops and services. • high contamination risk. • road needs bringing up to adoptable standard. • Travel choice from the village is limited. • Loss of countryside and agricultural land. | Yes | | | | Amendment to planning policy would be required; LDF core strategy not likely to be adopted before 2011 and allocations document not before 2012. |
| 17 | Roundhill Road | No | <ul style="list-style-type: none"> • Greenfield rural • Good access to shops, services and choice of modes of travel. • Part of site in Flood Zones 2 and 3. | Yes | | | <ul style="list-style-type: none"> • Residential development only being proposed on | Amendment to planning policy would be required; LDF core strategy not likely to be adopted before 2011 and allocations |

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| | | | <ul style="list-style-type: none"> a re-design of the existing road layout likely to be required, and upgrading pedestrian and cycle facilities. A sewer(s) crosses the site. | | | | western field (1.2ha). | document not before 2012. |
| 18 | Middleton Lane | No | <ul style="list-style-type: none"> Greenfield rural Good access to shops, services and choice of modes of travel. Part of site in conservation area, and an area of high landscape value. Roman road at western boundary. Site would require archaeological assessment and evaluation pre-determination. Highway requirements depend on the number of accesses. A sewer(s) crosses the site. Sewage treatment work capacity constraint. Will be resolved by 2010. Loss of countryside and agricultural land. | Yes | | | | <p>Sewage capacity constraint will be overcome by the end of 2010.</p> <p>Amendment to planning policy would be required; LDF core strategy not likely to be adopted before 2011 and allocations document not before 2012.</p> |
| 19 | Bishopton Lane | No | <ul style="list-style-type: none"> Greenfield rural part of site remote from shops and services, and bus routes. Small part of site within flood zone 3 and flood zone 2. River Skerne is an important wildlife corridor. Site has potential to contain archaeological deposits. High contamination risk. Bishopton Lane unsuitable as access to development in current condition. A water main(s) crosses the site. Likely to be major network (local and trunk road) implications. May require construction of northern by-pass linking A1150 or A66(T) to the A167. listed building: Adjacent: Water Mill, Millatts Farm (II). Large visual impact given the size of the site. | Yes | | | | <p>Impact on the strategic and local highway network would need to be examined in detail.</p> <p>Amendment to planning policy would be required; LDF core strategy not likely to be adopted before 2011 and allocations document not before 2012.</p> |

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| 20 | Great Burdon | No | <ul style="list-style-type: none"> • Rural Greenfield • Most of site remote from shops and services - would put further pressure Whinfield centre. • Part of site is within flood zone 3 and flood zone 2. • HSE Intermediate Pressure Pipes run across the site. • Road noise – A66 and DETC. • Possible protected species associated with water bodies. River Skerne wildlife corridor, • Site contains a Scheduled Ancient Monument (SM 34848; PRN 6689) as well as several potential archaeological cropmark sites which may date to the Iron Age. • Low risk of contamination. • Major highway network implications. Accesses likely to require signalised junctions or roundabouts. Access from A1150 would be the preferred option. • Both a Water Main and Sewer cross the site. • There would be a loss of agricultural land and visual impact | Yes | | | | <p>Impact on the strategic and local highway network would need to be examined in detail.</p> <p>Amendment to planning policy would be required; LDF core strategy not likely to be adopted before 2011 and allocations document not before 2012.</p> |
| 22 | West Park | No | <ul style="list-style-type: none"> • Rural greenfield • good access to most shops and services. • Road traffic noise • May be protected species along watercourse through site. • Site has potential to contain archaeological deposits which must be thoroughly assessed prior to determination of any planning permission. • Low risk of contamination. • Access from Edward Pease Way would require a roundabout or signalised junction. • There would be major network implications (local and trunk road network), particularly at existing roundabouts on the A68. • A water main(s) crosses the site. • loss of countryside, visual impact and loss of | Yes | | | | <p>Impact on the strategic and local highway network would need to be examined in detail.</p> <p>Amendment to planning policy would be required; LDF core strategy not likely to be adopted before 2011 and allocations document not before 2012.</p> |

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| | | | agricultural land. | | | | | |
| 22 a | West Park (revised) | | <ul style="list-style-type: none"> • A Transport Assessment (TA) would be required and the type of access that would be required onto Edward Pease Way would be determined in the TA. The impact on the A68 would also be determined in the TA. • There would be network implications (local and trunk road network), particularly at existing roundabouts on the A68. | Yes | | Yes | | Amendment to planning policy would be required; LDF core strategy not likely to be adopted before 2011 and allocations document not before 2012. |
| 23 | Heighington | No | <ul style="list-style-type: none"> • Rural greenfield • good access to some local services. Acceptable bus service. • May have low archaeological potential. • Contamination: low risk. • It is unlikely that an access from Redworth Road would be acceptable. An access from Highside Road would require highway improvements. Existing highway network has limitations • Site is on high ground and would be very visible. | Yes | | | | Amendment to planning policy would be required; LDF core strategy not likely to be adopted before 2011 and allocations document not before 2012. |
| 24 | Redworth | No | <ul style="list-style-type: none"> • Greenfield rural • Remote from shops and services, and access by non car modes. • Road traffic noise • An archaeological assessment and further evaluation works (pre-determination) may be required. • Low risk of contamination. • An access onto the A6072 would be likely to be unacceptable. • A sewer(s) crosses the site. | Yes | | | | |
| 25 | Middleton St George | No | <ul style="list-style-type: none"> • Greenfield rural • good access to some shops and services. • Possible protected species on site. • Archaeological evaluation may be required pre-determination depending on results of assessment. • A single highway access would require | Yes | | | | Scale of development is likely to have impact on local and strategic (A66/A67 Morton Palms junction) highway network. Sewage capacity constraint |

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| | | | <p>significant highway improvements (eg ghost island).</p> <ul style="list-style-type: none"> Both a Water Main and Sewer cross the site Existing sewage treatment works capacity to be addressed by 2010. | | | | | <p>likely to be overcome by the end of 2010.</p> <p>Amendment to planning policy would be required; LDF core strategy not likely to be adopted before 2011 and allocations document not before 2012.</p> |
| 26 | Hopetown Park | Yes | <ul style="list-style-type: none"> Urban PDL Planning consent granted for 102 units on the majority of the site, and an application being prepared for remainder of site. good access to shops and services and bus routes high risk of contamination | Yes | Office buildings on site are vacant. | Yes | Planning permission already granted for adjacent site in same ownership. Marketable for affordable and starter homes. | |
| 27 | Maxgate Farm | No | <ul style="list-style-type: none"> Rural Greenfield remote from most shops and services. Possible protected species. Archaeological evaluation may be required pre-determination depending on results of assessment. Significant highway improvements likely to be required (eg ghost island). Both a Water Main and Sewer crosses the site. Existing sewage treatment works capacity to be addressed by 2010. | Yes | | | | <p>Scale of development is likely to have impact on local and strategic (A66/A67 Morton Palms junction) highway network.</p> <p>Sewage capacity constraint likely to be overcome by the end of 2010.</p> <p>Amendment to planning policy would be required; LDF core strategy not likely to be adopted before 2011 and allocations document not before 2012.</p> |
| 29 | Burtree Lane | No | <ul style="list-style-type: none"> Rural PDL Remote from shops and services A water main(s) crosses the site. | Yes | Could be considered as part of site 49) Construction of more than 1 or 2 dwellings would be out of keeping with the area. | Yes | Low density. | Amendment to planning policy would be required; LDF core strategy not likely to be adopted before 2011 and allocations document not before 2012. |
| 30 | Durham Road (Grangefields) | No | <ul style="list-style-type: none"> Mostly Greenfield rural Remote from shops and services. Reasonable public transport links. Development to be avoided in Flood Zone 2 | Yes | | | One or two single dwellings of similar size and location within the | Amendment to planning policy would be required; LDF core strategy not likely to be adopted before 2011 and allocations |

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| | | | <ul style="list-style-type: none"> and 3. Majority of site within Flood Zone 1. Road and rail noise Protect riparian habitat. an archaeological assessment may be required. Significant highway safety concerns at a large increase in the number of turning movements off A167. A sewer(s) crosses the site. | | | | site to those on adjoining sites could be acceptable. High density housing would not be acceptable. | document not before 2012. Significant highway safety concerns at a large increase in the number of turning movements off A167. |
| 32 | Land at Snipe Lane | No | <ul style="list-style-type: none"> Rural Greenfield remote from shops and services and bus services Road and rail noise, and noise from football stadium. adjacent to Geneva Woods LNR. There is a former Engineering/ Chemical Works on the land directly to the west of the site. Significant improvement works would be required to Snipe Lane up to a standard suitable for adoption. Traffic problems on football match days. Highways Agency unlikely to permit any intensification of use of existing access onto the A66(T). | Yes | | | | Amendment to planning policy would be required; LDF core strategy not likely to be adopted before 2011 and allocations document not before 2012. Highways Agency unlikely to permit any intensification of use of existing access onto the A66(T). |
| 34 | Beaumont Hill | Yes | <ul style="list-style-type: none"> Rural Greenfield Good access to shops and services and choice of travel. Separates Beaumont Hill from Harrowgate Hill – loss of visual/amenity benefit and agricultural land. Low risk potential contamination. Satisfactory access would be achievable with improvements (eg ghost island). A sewer(s) crosses the site Nearby sewage pumping station would require 15m separation from habitable buildings | Yes | Single ownership | Yes | Suitable for detached and semi-detached dwellings. | Amendment to planning policy would be required; LDF core strategy not likely to be adopted before 2011 and allocations document not before 2012. |
| 38 | Rushpool Cottage | No | <ul style="list-style-type: none"> Rural PDL Remote from shops and services. Drainage and flooding problems in the past. No public foul sewers in the area. | Yes | <ul style="list-style-type: none"> 2 owners in agreement to promote residential development. | | | |

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| | | | <ul style="list-style-type: none"> • Possible industrial noise if units remain. • Possible great crested newts. • High risk of contamination. • It is likely that a satisfactory access can be achieved. • No major network implications • A sewer(s) crosses the site. | | <ul style="list-style-type: none"> • Current commercial uses are short term lets who could be relocated. • Historical events from the caravan site have resulted in some problems for Rushpool Cottage, but conditions attached to a recent planning permission for expansion of the caravan park require new drainage facilities to be provided by the operators of that facility. | | | |
| 39 | East of Whessoe Road | No | <ul style="list-style-type: none"> • Mostly Greenfield urban fringe • Remote from most services, and bus stops. • Southern part of site allocated for employment, part is E3 open land. • Site within Flood Zone 1 • Rail noise • Adjacent to electricity transformer station. • May have great crested newts on site. • Site includes an existing wildlife corridor. • The site has some potential to contain archaeological resources. • High risk of contamination. • A water main(s) crosses the site. • Likely to be a significant impact on the local highway network, in particular junctions on North Road at Burtree Lane, Longfield Road and Whessoe Road. | Yes | | | Suitable for semi detached housing. | |
| 40 | Skerningham | No | <ul style="list-style-type: none"> • Rural Greenfield • Only parts of the site are close to shops services and sustainable travel options. • Part of site within Flood Zone 3, most in flood | Yes | The net developable area can take this into consideration, coupled with proposals for A167/A66 access if | | | |

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| | | | <p>zone 1.</p> <ul style="list-style-type: none"> • Protect riparian habitat. Skerningham Plantation SNCI falls within site. May be Great crested newts and bats on site. • Archaeological potential of this site could be classified as medium-high. • High risk of contamination of part due to Barmpton landfill. • there would be major network implications that could probably only be resolved by construction of a northern by-pass, linking the A66(T) or A1150 to the A167. • Access from existing local road network (Glebe Road) would not be acceptable. There is an 18T weight limit on the existing single lane rail bridge. • No sewerage or water infrastructure in the vicinity. • There would be loss of countryside and significant visual impact. • would have a detrimental effect on the tranquillity of the area – CPRE have identified the area as 'significantly tranquil'. | | appropriate; | | | |
| 41 | Whessoe Road | Yes | <ul style="list-style-type: none"> • Urban PDL • Pre planning application for consultations on a mixed residential/employment use have been carried out. • Railway line, topography • Employment land allocation. • May be great crested newts on site. • Potential to contain industrial archaeology remains. • Contamination = high risk. • Both a Water Main and Sewer cross the site. • A Transport Assessment is currently being prepared to be submitted as part of a planning application. • Central portion of site trees - may be of ecological significance. | Yes | The site is available for development now. The north part of the site is vacant and cleared. The South Works is currently occupied under a lease which expires in 2017 with either party having the ability to serve a break notice after 2012. | Yes | Owners (St. Modwen) have submitted a planning application for a schme of about 250 dwellings. | |

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| 42 | Coniscliffe Grange | No | <ul style="list-style-type: none"> • Rural Greenfield • A water main(s) crosses the site • Overhead electricity pylons across site. • Most of site remote from shops and services. • Part of site within Flood Zone 2 • within HSE middle zone: Major Industrial Hazard. Broken Scar water works. • site borders the Baydale Beck, an SNCI. Protect riparian habitat – water voles. • No recorded archaeological sites currently (2008) within site but spot finds of Roman coin hoards in local area. • Access available from Staindrop Road or Coniscliffe Road, but would require improvements to the alignment of Staindrop Road with provision of roundabouts at Staindrop Road and Coniscliffe Road, and a link road between the two roads. • there would be major network implications on the wider highway network, in particular at junctions on the A68 at Cockerton Green and Staindrop Road. | Yes | Single ownership | | | <p>Amendment to planning policy would be required; LDF core strategy not likely to be adopted before 2011 and allocations document not before 2012.</p> <p>within HSE middle zone: Major Industrial Hazard. Broken Scar water works.</p> <p>major highway network implications, in particular at junctions on the A68 at Cockerton Green and Staindrop Road.</p> |
| 43 | Neasham Road | No | <ul style="list-style-type: none"> • Rural Greenfield • Good access to local services. Sustainable travel options less good. • Road and railway noise. • May be great crested newts on site. LNR/SNCI within 500 metres of the site. • site has the potential to have little/no archaeology. • Contamination: high risk. • likely that highway improvements would be required at the access onto Neasham Road (eg ghost island). • there would be an impact on the trunk road network. • Both a Water Main and Sewer cross the site • There would be a loss of agricultural land. • Proximity of Darlington Football Stadium could | Yes | <p>Site is currently being promoted for housing as part of the development funding package that has been prepared for facilitating the relocation of the DfAM market operation</p> <ul style="list-style-type: none"> • A further study by WYG on potential Ecological Issues (e.g. great crested newts) has also shown that there are no such impediments to immediate development | | Current planning application has been deferred for consideration to a future Planning Committee. | Amendment to planning policy would be required; LDF core strategy not likely to be adopted before 2011 and allocations document not before 2012. |

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| | | | bring issues, e.g. parking on match days, noise if music concerts held, etc. | | | | | |
| 44 | Amec | Yes | <ul style="list-style-type: none"> Urban PDL Designated as "Employment land". Site occupied by AMEC Good transport and access to services. 1.2 hectares of the site, in the vicinity of Blackett Road, lies within Flood Zone 3. Majority of site within Flood Zone 1. surrounding employment generating uses may conflict with residential uses. May contain great crested newts Contamination: high risk. Both a Water Main and Sewer cross the site Need to examine access to the site that minimises conflict with industrial traffic. | Yes | <ul style="list-style-type: none"> The site is likely to be available before 2012 Proposed for a mix of housing and employment. | Yes | Suitable for a mix of affordable, starter and affordable homes. | Remediation of contamination. Preparation of a scheme that minimises residential amenity and access conflict with neighbouring industrial uses and traffic, and avoids Flood Zone 3. |
| 45 | Memorial Hospital | Yes | <ul style="list-style-type: none"> Urban PDL Currently used for hospital staff accommodation. Good accessibility to shops and services. 24/7 hospital activity adjacent. Plans for increasing A&E. contamination: low risk A sewer(s) crosses the site. No major network implications Many trees on site . | No | <ul style="list-style-type: none"> Latest information is that this site is now unlikely to be disposed of. Therefore not available. | | | |
| 46 | Merrybent Full | No | <ul style="list-style-type: none"> Rural Greenfield Remote from shops and services traffic noise from A1 & A67 may be protected species such as great crested newts. There are currently (2008) few recorded archaeological sites in the vicinity. Significant highway improvements would be required at the access (eg ghost island).. | Yes | The site is available now, and as there are no ownership difficulties, Owners would consider mixed use. | | | Amendment to planning policy would be required; LDF core strategy not likely to be adopted before 2011 and allocations document not before 2012. |
| 47 | Merrybent Frontage | No | <ul style="list-style-type: none"> Rural Greenfield Remote from shops and services Significant road traffic noise from A1 and A67 may be protected species such as great | Yes | The site is available now, and as there are no ownership difficulties, Owners would consider | | | Amendment to planning policy would be required; LDF core strategy not likely to be adopted before 2011 and allocations |

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| | | | <ul style="list-style-type: none"> crested newts. There are currently (2008) few recorded archaeological sites in the vicinity. Highway improvements would be required at access (eg ghost island). A sewer(s) crosses the site. There would be loss of countryside and agricultural land with its visual and amenity benefits. | | mixed use. | | | document not before 2012. |
| 48 | Albert Road | No | <ul style="list-style-type: none"> Urban PDL Good access to shops services and transport options. Part of site is E3 open land; most is land reserved for Cross Town Route. Development should not be located in Flood Zone 2 or 3. Rail traffic and industrial noise No archaeological constraints at this site, but abuts the Scheduled Ancient Monument of Skerne Bridge. There is an Intermediate Pressure Pipe directly east of the site. R. Skerne is water vole habitat. Also may be Great Crested Newts. Cycle route into town along R. Skerne Contamination: high risk. DBC hold environmental reports for some of the site. A sewer(s) crosses the site Site affected by proposals for junction improvements at North Road/Albert Road. | Yes | Persimmon Homes have a legal interest in most of the multiple ownerships on the site | | | <p>Outstanding land ownerships to secure.</p> <p>Amendment to planning policy (Cross Town Route) would be required: revised policy not likely to be adopted before 2011.</p> <p>Site affected by proposals for junction improvements at North Road/Albert Road.</p> |
| 49 | Harrowgate Village | No | <ul style="list-style-type: none"> o/s limits Greenfield good access from part of site to most shops, services and public transport. Protect riparian habitats – water voles Significant improvements would be required to local highway network at access points into the site. Both a Water Main and Sewer cross the site. There are major network implications | Yes | <ul style="list-style-type: none"> jointly owned by Taylor Wimpey, Yuill Homes and Persimmon Homes. agricultural tenancies on site that will require 12 month's notice. | | Suitable for family housing. | <p>There are major highway network implications particularly the impact on the A167. May require construction of a northern by-pass linking the A167 to the A66(T) or the A1150.</p> <p>Amendment to planning policy</p> |

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| | | | <p>particularly the impact on the A167. Likely that significant improvements to the wider highway network would be required and this may require construction of a northern bypass linking the A167 to the A66(T) or the A1150.</p> <ul style="list-style-type: none"> • There would be a loss of agricultural land. • Electricity transmission lines on site. | | | | | would be required; LDF core strategy not likely to be adopted before 2011 and allocations document not before 2012. |
| 49 a | Harrowgate Village (part) | Yes | <ul style="list-style-type: none"> • as above. • This part of site has relatively good access to shops and services. • a Transport Assessment would be required. Improvements would be required to local highway network at access points into the site. There are network implications, particularly the impact on the A167. | Yes | <ul style="list-style-type: none"> • as above | Yes | Suitable for family housing | |
| 50 | Woodburn Nurseries | Yes | <ul style="list-style-type: none"> • Urban PDL • Good access to shops, services and public transport. • adjacent SNCI. • likely that significant improvements would be required at the Salutation Road/Coniscliffe Road junction to accommodate an improved access. • Allocated as "Open land". | Yes | <ul style="list-style-type: none"> • Currently in operational use. • No Council resolution to dispose. | | Suitable for detached housing. | Subject to satisfactory highway access arrangements. |
| 51 | Cocker Beck Open Space | No | <ul style="list-style-type: none"> • Rural greenfield • Remote from some shops and services • partially within Flood Zone 3 • protect riparian habitat - water voles : • potential for archaeological activity. • works required to improve alignment of Staindrop Road and provide satisfactory junction (eg roundabout). • major implications on the wider network, in particular at junctions on the A68 at Cockerton Green and Staindrop Road. • Both a Water Main and Sewer cross the site • loss of countryside and agricultural land and visual and amenity benefits. | No | No Council resolution to dispose. | | | <p>Amendment to planning policy would be required; LDF core strategy not likely to be adopted before 2011 and allocations document not before 2012.</p> <p>Major implications on the wider highway network, in particular at junctions on the A68 at Cockerton Green and Staindrop Road.</p> |

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| | | | <ul style="list-style-type: none"> Noise from the motorway on western part of site. Electricity transmission lines present. | | | | | |
| 52 | Branksome | No | <ul style="list-style-type: none"> Urban greenfield Remote from some shops and services E3 open land, green wedge, wildlife corridor. Partially within Flood Zone 3 Protect riparian habitats – water voles potential for archaeological activity. Access can be achieved from Malvern Crescent, however it is likely that junction improvements would be required (eg ghost island). A sewer(s) crosses the site. Trees at south of site may have wildlife value. Whole site is playing field. Sport England would resist the loss of this land unless Policy E4 met. | No | <ul style="list-style-type: none"> Possibly combine with other sites. | | | |
| 53 | Sherbourne Close | Yes | <ul style="list-style-type: none"> Urban Greenfield E3 open space; currently a medium quality low value informal recreation site. Good access to some shops and services Protect riparian habitats – water voles potential for archaeological activity. A sewer(s) crosses the site | No | No Council resolution to dispose. | | | |
| 54 | Stag House Farm | No | <ul style="list-style-type: none"> Rural Greenfield Remote from shops and services. Adjoins former railway/cycle path A scheduled ancient monument (SAM 28547) Archdeacon Newton DMV lies on the west side of the A1 256m to the NW. site within 250 metres of a former landfill. Access to the site would be available from Newton Lane. Provision of roundabout for access to the site a likely requirement. A water main(s) crosses the site. there would be major highway network implications particularly at junction onto the A68 at Cockerton Green and Bates Avenue. Road noise from motorway significant. | No | No Council resolution to dispose. | | | <p>Amendment to planning policy would be required; LDF core strategy not likely to be adopted before 2011 and allocations document not before 2012.</p> <p>Major implications on the wider highway network, in particular at junctions on the A68 at Cockerton Green and Staindrop Road.</p> |

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| | | | <ul style="list-style-type: none"> Electricity transmission lines cross site. | | | | | |
| 55 | Mayfair Road Open Space | Yes | <ul style="list-style-type: none"> Urban, Greenfield. 3* quality and medium value informal recreation open space. E3 open land. Adjoins public right of way Archaeology pre-determination assessment required. low risk contamination. A sewer(s) crosses the site The site is near to a sewage pumping station; 15 m separation to habitable buildings required. Reasonably good access to shops services and choice of transport. Tree and grass area at north of site may have ecological value. | No | <ul style="list-style-type: none"> No Council resolution to dispose. Could form part of surplus school site to the west. Not for first 5 years - relationship with nearby surplus school sites | | | |
| 56 | Salters Lane West | No | <ul style="list-style-type: none"> Outside limits, Greenfield Remote from shops and services and public transport. Rail noise. establish whether protected species (water vole) is still present before development. Archaeology pre-determination assessment required. An access from Glebe Road is available though it is not adopted at the access to the site. Significant concerns about use of this because of limitations of Glebe Road/Salters Lane North junction. A water main(s) crosses the site. would be major network implications that could probably only be resolved by construction of a northern by-pass linking the A66(T) or A1150 to the A167. Electricity transmission line crosses northern part of the site. | No | In agricultural use. No Council resolution to dispose. | | | <p>Amendment to planning policy would be required; LDF core strategy not likely to be adopted before 2011 and allocations document not before 2012.</p> <p>Would be major highway network implications that could probably only be resolved by construction of a northern by-pass linking the A66(T) or A1150 to the A167.</p> |
| 57 | Salters Lane East | No | <ul style="list-style-type: none"> Rural Greenfield Railway noise Remote from shops services and public transport. | No | In agricultural use. No Council resolution to dispose. | | | Amendment to planning policy would be required; LDF core strategy not likely to be adopted before 2011 and allocations |

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| | | | <ul style="list-style-type: none"> • Archaeology pre-determination assessment required. • No existing acceptable access to the site (18T weight limit on single lane rail bridge). • Site lies outside drainage area. • A water main(s) crosses the site. • there would be major network implications that could probably only be resolved by construction of a northern by-pass linking the A66(T) or A1150 to the A167. • Salters Lane footpath runs through site. • Loss of agricultural land. | | Drainage: A feasibility study would be needed to assess drainage options. | | | document not before 2012. Would be major highway network implications that could probably only be resolved by construction of a northern by-pass linking the A66(T) or A1150 to the A167. |
| 58 | Sparrow Hall Drive Open Space | Yes | <ul style="list-style-type: none"> • Urban Greenfield • 3* quality, low value open space for children and young people. • Good access to shops and services, by a choice of modes of travel. • Public right of way • Low archaeological potential in this area. • low risk of contamination. • Both a Water Main and Sewer cross the site. | No | No Council resolution to dispose. | | | |
| 59 | Barmpton | No | <ul style="list-style-type: none"> • Greenfield rural • Remote from shops and services, and transport options. • Eastern boundary of site partially within Flood Zone 3. • Protect riparian habitat of R. Skerne. • Existing permissive footpath. • Archaeology: Several recorded prehistoric cropmark sites in immediate vicinity. • Contamination = low risk. • No existing acceptable access to the site. Barmpton Lane would not provide satisfactory access. • would be major network implications (local and trunk road network). Likely that the site could only be developed by construction of a northern by-pass linking the A1150 or A66(T) to the A167. | Yes | | | | Amendment to planning policy would be required; LDF core strategy not likely to be adopted before 2011 and allocations document not before 2012. Would be major highway network implications that could probably only be resolved by construction of a northern by-pass linking the A66(T) or A1150 to the A167. |

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| | | | <ul style="list-style-type: none"> Likely to have impacts at the A66(T)/A1150 ("Great Burdon"). | | | | | |
| 60 | Feethams | Yes | <ul style="list-style-type: none"> Urban PDL Good access to shops services and travel options. Part of site identified for employment and multistorey car park in the adopted Local Plan. Feethams Planning and Development Brief for mixed use agreed by Council in November 2008 - could include an element of housing. Site lies predominately within Flood Zone 2. Commercial and road traffic noise. River Skerne: very important wildlife corridor. High potential for archaeological remains of many periods. Potential high risk of contamination. DBC hold environmental reports. Both a Water Main and Sewer cross the site; Part is landscape amenity open space. | Yes | Land all in Council ownership. | | Suitable for affordable/starter homes. | Housing element dependent on realisation of a mixed use scheme for the whole site. |
| 61 | Park Place South | Yes | <ul style="list-style-type: none"> Urban PDL Currently used as a car park. Good access to shops and services and transport options. Site lies entirely within Flood Zone 2. Commercial noise Likely to be some made ground A sewer(s) crosses the site. | No | <ul style="list-style-type: none"> Role not defined in parking strategy, therefore availability unknown. <p>No Council resolution to dispose.</p> | | | |
| 62 | Park Place North | Yes | <ul style="list-style-type: none"> Urban PDL site formerly a health centre, now a car park, heavily used by people visiting the Civic Theatre.. Good access to shops and services and transport options. Site lies entirely within Flood Zone 2 . Commercial noise A sewer(s) crosses the site. | No | <ul style="list-style-type: none"> Role not defined in parking strategy, therefore availability unknown. <p>No Council resolution to dispose.</p> | | | |
| 63 | Police Station | Yes | <ul style="list-style-type: none"> Urban PDL In use as a police station. Good access to shops and services and | No | No known intention to dispose. | | | |

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| | | | <p>transport options.</p> <ul style="list-style-type: none"> • Site lies entirely within Flood Zone 2. • Commercial and road traffic noise • Both a Water Main and Sewer cross the site • Allocated as Central Area Office Development. | | | | | |
| 64 | Blackett Road | Yes | <ul style="list-style-type: none"> • Urban Greenfield and vacant PDL. • Good access to shops and services and transport options. • part of site allocated for employment uses in adopted Local Plan. • Road and industrial noise. • Great crested newts recorded nearby. • No archaeological constraints. • High risk of contamination. DBC hold Environmental Reports for this site. • Blackett Road is a private road. • A sewer(s) crosses the site and NWL. • There are limitations on the existing highway network. • Part of site allocated as Employment Land, part allocated as "Open land". | Yes | <ul style="list-style-type: none"> • PDL vacant. • Any development here would need further surveys and is likely to need a licence and mitigation. • No Council resolution to dispose. | | Suitable for affordable housing and starter homes. | |
| 65 | Eastbourne School | Yes | <ul style="list-style-type: none"> • Urban PDL • School to be vacated in September 2009. • Good access to shops and services • No archaeological constraints within the school buildings footprint • Contamination: low risk. • Two accesses to site likely to be needed. Access could be gained through adjacent site 66. • Both a Water Main and Sewer cross the site. • limitations on the existing highway network. • Part of wider site allocated as "Open land" and identified for outdoor sports facilities in the Open spaces strategy. • Sport England requires clarification that no sports (and ancillary) facilities at Eastbourne Sports Complex would be lost. | Yes | <ul style="list-style-type: none"> • Council resolution to dispose in place. • Available from September 2009. | | Suitable for semi-detached dwellings. | Could require Site 66 below for access. |

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| 66 | Banks Road Open Space | Yes | <ul style="list-style-type: none"> Urban Greenfield Good access to shops and services and travel options. significant improvements would be required for an access onto McMullen Road. Both a Water Main and Sewer cross the site. 2 star quality, medium value open space in OSS. Western part of site is playing field, part of Hundens Park, and Sport England would resist the loss unless Policy E4 was met. | No | <ul style="list-style-type: none"> Shape of site will restrict density. No Council resolution to dispose. | | | |
| 67 | Firth Moor Open Space | No | <ul style="list-style-type: none"> Urban Greenfield E3 open land and 2* quality, medium value informal recreation open space in OSS. Good access to shops and services, and sustainable travel options. Industrial noise from Cummins Great crested newts. Further survey work, and a licence and mitigation likely to be needed. adjacent to Maidendale Fishing and Nature Reserve Archaeology: works on site to south found little of significance. low risk of contamination. Electric Sub Station on site. Access can be from Salters Lane, but junction improvements (eg ghost island) likely to be required. Possible residential/commercial traffic conflict. likely significant impact on the McMullen Road/Yarm Road roundabout. Both a Water Main and Sewer cross the site. This site is being proposed as a temporary playing field to replace the pitches/teams being displaced as a result of the Eastbourne Academy development, and may be needed to offset the loss of playing field at Hundens Park. | No | <ul style="list-style-type: none"> No Council resolution to dispose. | | | |
| 71 | Town Centre Fringe | Yes | <ul style="list-style-type: none"> Urban PDL Area Good access to shops and services, and | No | Area has been identified for intervention including | | | DBC is currently considering preparing an Action Area Plan |

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| | | | <p>sustainable travel options.</p> <ul style="list-style-type: none"> • northern part of area is allocated for employment in adopted Local Plan. • Railway and road noise around the periphery and along key routes through the area. • Part of site within flood zone 2: most in Flood Zone 1 . • Within HSE middle and outer zones for a Major Industrial Hazard: Transco Gas Holder • Protect River Skerne riparian habitat. • Archaeology: Entire area requires pre-determination assessment. • Most of area is actively used, but there are significant pockets of unused and underused land. • high risk of contamination. • Both a Water Main and Sewer cross the site • Wider Transport Study required for the Inner Ring Road being commissioned. • Likely to have impacts on the Strategic road network at A1 Junction 59 • Conservation area and listed buildings within the area. | | mixed use development in the Darlington Gateway Strategy 2006. | | | for this area. |
| 72 | Lingfield Point | Yes | <ul style="list-style-type: none"> • Urban PDL and Greenfield • Already part redeveloped. • Remote from shops and services and public transport. • Planning application pending for mixed use development including 1200 houses. • Highway implications for DETC/A66 junction and at Morton Palms. • Road traffic and industrial noise • adjacent SNCI to the west. • Most of site identified for employment uses in the adopted Local Plan. • High risk of contamination. • Both a Water Main and Sewer cross the site. • A Transport Assessment is currently being carried out | Yes | Planning application for mixed use development including 1200 dwellings has been submitted and is pending determination. | | Suitable for a mix of housing. | Resolution of strategic transport issues at DETC/A66 junction and at Morton Palms required. |

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| | | | <ul style="list-style-type: none"> Some of the land is identified as open space in the Open spaces strategy: outdoor sports facility, informal recreation and wildlife site. | | | | | |
| 73 | Hunters Green | No | <ul style="list-style-type: none"> Rural Greenfield area of high landscape value. Remote from some shops and services site maintains separation of Middleton St. George and Middleton One Row. High archaeological potential associated with roman road. unadopted Roman Way would need to be brought up to adoptable standard. Capacity constraint at sewage treatment works is being addressed by 2010. | Not known | | | | Amendment to planning policy would be required; LDF core strategy not likely to be adopted before 2011 and allocations document not before 2012 |
| 74 | St Margarets Close | No | <ul style="list-style-type: none"> Rural Greenfield Remote from some shops and services site separates Middleton St. George and Middleton One Row. Landscape value and amenity issues in conservation area. Pre determination archaeological assessment required. May require significant highway improvements (eg ghost island). Sewer(s) crosses the site. Capacity constraint at sewage treatment works is being addressed by 2010. | Not known | | | | Amendment to planning policy would be required; LDF core strategy not likely to be adopted before 2011 and allocations document not before 2012 |