

# Redcar and Cleveland Borough Council Local Plan

## Sustainability Appraisal Addendum of Proposed Post Examination Modifications

On behalf of **Redcar & Cleveland Borough Council**



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## Document Control Sheet

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B	17.11.2017	Amended to respond to client comments	DS	ER	ER
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# 1 Introduction

## 1.1 Background

1.1.1 Peter Brett Associates LLP (PBA) has been commissioned by Redcar and Cleveland Borough Council (RCBC) to undertake the Sustainability Appraisal (SA) of the emerging Redcar and Cleveland Local Plan ('the RCLP'). This report provides an Addendum to the Publication RCLP SA Report (November 2016) to consider whether post examination modifications now proposed to the RCLP would affect previous SA conclusions and in particular would result in any new or different likely significant effects.

## 1.2 SA Process for the Emerging RCLP

1.2.1 In line with statutory requirements, SA incorporating Strategic Environmental Assessment (SEA) has previously been undertaken and reported at all stages in the preparation of the RCLP. SA and SEA share a common focus on assessing environmental and wider sustainability performance and can be undertaken together to assess likely effects from an emerging Local Plan.

1.2.2 RCBC was previously well advanced in its preparation of a new Local Plan, with a draft RCLP published for consultation in October 2013 and a publication version of the RCLP prepared in early 2014. However, following RCBC's decision not to approve the publication version of the RCLP in July 2014, a determination was made to start the process of preparing its RCLP again. Since this reset the following SA reports have been prepared to support the emerging RCLP:

- RCLP Sustainability Appraisal Scoping Report (July 2015);
- RCLP Publication Draft Local Plan SA Report (July 2016);
- RCLP Publication Local Plan SA Report (November 2016); and,
- The RCLP SA Addendum Report – April 2017.

1.2.3 A full SA report and associated Non-Technical Summary were prepared to accompany the relevant iterations of the RCLP up to Publication Plan stage (November 2016). Both the SA report and the RCLP were consulted on in tandem, with representations on both documents influencing the evolution of the RCLP. In addition, in April 2017 RCBC prepared an SA Addendum to screen proposed modifications to the RCLP at that stage (prior to submission for formal Examination in Public) for any likely significant effects. This SA Addendum has similarly been prepared to accompany public consultation on post-examination modifications to the RCLP.

1.2.4 As with the previous SA Addendum (April 2017), this document does not represent a full SA report as it builds upon previous reporting and is only concerned with updating the Publication RCLP SA Report (November 2016) where required to identify any new or different likely significant effects from the RCLP. This SA Addendum must therefore be read in conjunction with the Publication RCLP SA Report (PBA, November 2016) and the previous SA Addendum prepared by RCBC (April 2017).

## 1.3 The RCLP Examination in Public

1.3.1 In preparing the emerging RCLP, RCBC has had regard to and duly complied with the Duty to Co-operate with neighbouring authorities and all other relevant statutory requirements. Evidence to demonstrate this was provided to the Inspector appointed by the Secretary of State to undertake the Examination in Public (EiP) of the Publication RCLP (November 2016)

prior to the commencement of the EiP in September 2017. The Inspector, having completed the EiP, has now indicated that the Publication RCLP requires a number of modifications to enhance its soundness, whilst RCBC has also proposed a number of modifications to clarify aspects of the RCLP and address emerging policy issues, in particular regarding the comprehensive regeneration of industrial land through the work of the newly constituted South Tees Development Corporation (STC).

## **1.4 Preparation of this SA Addendum**

- 1.4.1 A draft schedule of modifications was first provided by the Examination Inspector to RCBC on 18<sup>th</sup> October 2018, following which PBA were engaged to prepare this SA Addendum. An iterative process followed as a series of refinements to the schedule of modifications necessitated further SA work to assess likely sustainability and environmental effects after the SA had been initially drafted. This iterative process did not identify any likely significant adverse effects from the proposed post-examination modifications and no further amendments were required to the schedule of proposed modifications. However, on 10<sup>th</sup> November 2017 PBA held a discussion with RCBC officers to clarify the implications of a number of policy criteria and proposed post-examination modifications and the significance of likely effects from these. Appropriate text to address these clarifications is included within this SA Addendum.

## **1.5 The RCLP SA Framework**

- 1.5.1 This SA Addendum builds upon previous SA work undertaken for the RCLP and has been underpinned by the same SA Framework set out within Appendix E of the Publication RCLP SA Report (November 2016). PBA has reviewed this SA Framework, provided in Appendix A, and consider that it remains suitable for use in assessing the likely sustainability and environmental effects of the RCLP. The same SA Framework has therefore been applied without modification to assess the significance of any new or different effects resulting from the post-examination modifications now proposed to the RCLP.

## 2 Screening and Appraisal of Proposed Modifications

### 2.1 Introduction

- 2.1.1 This section presents a screening and appraisal of all proposed post-examination main modifications (against the SA Framework), detailed in Table 2.1 below. The purpose of this exercise is to determine whether each proposed Main Modification (MM) would result in any new or different likely significant sustainability or environmental effects from those previously assessed within the SA of the Publication RCLP (November 2016).
- 2.1.2 The screening detailed in Table 2.1 includes the following information for each MM:
- MM and paragraph reference numbers - to identify each modification and the affected component(s) of the RCLP;
  - Actual text of MM - to confirm what each modification would change within Publication RCLP as submitted to the EiP (i.e. taking account of previously proposed modifications by RCBC);
  - Predicted Effects - consideration of what effects (in sustainability, environmental and wider terms) the MM would be likely to generate, taking account of the effects previously assessed within the SA of the Publication RCLP. Where the MM would generate or alter previously predicted effects on the integrity of European Sites, this is noted and is subject to separate consideration within an HRA Screening Addendum (PBA, November 2017); and,
  - Significance of Predicted Effects – consideration of whether the identified effect(s) of the MM would result in any new or different Likely Significant Effects (LSE) compared with those reported previously, in particular within the SA of the of the Publication RCLP. For absolute clarity and to accord with the SEA Regulations, Table 2.1 also confirms where previously identified relationships between RCLP components and individual SA objectives, taking account of the modifications now proposed, would result in LSE. In cases where LSE were previously predicted and the MM would not alter this finding, this is noted within Table 2.1.

Table 2.1 SA Screening and Appraisal of RCBC Proposed Post Examination Modifications

Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?										
MM01	1.9- 1.14	<p><b>1.9</b> We have prepared this <del>Publication</del> Local Plan using a comprehensive evidence base, in order to make sure our approach can be justified. We have also taken into account the comments made during the consultations on the Draft Local Plan, which took place between June and August 2016, and the <del>Publication Local Plan, December 2016 and January 2017,</del> making changes to our approach where appropriate.</p> <p><b>1.10</b> The Council has prepared an Infrastructure Delivery Plan (IDP) to sit alongside the <del>Publication</del> Local Plan. The IDP outlines some of the infrastructure (such as transport, schools, health services and open space) that is needed to help new communities prosper: <del>We will continue to update the IDP alongside the preparation of the Local Plan.</del></p> <p><b>1.11</b> The <del>Publication Local Plan is being made available for formal representations in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012. Full details of the representations procedure can be obtained from the Council and by visiting <a href="http://www.redcar-cleveland.gov.uk/localplan">www.redcar-cleveland.gov.uk/localplan</a>.</del></p> <p><b>1.12</b> Following the publication period, the Local Plan will be submitted to the Secretary of State for Independent Examination. The timetable for the preparation and the adoption of the Local Plan is set out below:</p> <p><b>Table 1 Local Plan Timetable (dates with * subject to confirmation by the Planning Inspectorate)</b></p> <table border="1"> <thead> <tr> <th>Stage</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>Approval of Publication Local Plan by Borough Council</td> <td>November 2016</td> </tr> <tr> <td>Submission to Secretary of State</td> <td>March 2017*</td> </tr> <tr> <td>Independent Examination</td> <td>March-August 2017*</td> </tr> <tr> <td>Adoption of Local Plan</td> <td>August 2017*</td> </tr> </tbody> </table> <p><b>1.13</b> In order to comply with the Localism Act and the NPPF, the Local Plan <del>is being</del> <del>has been</del> prepared in accordance with the "Duty to Co-operate". This means that we <del>are involving</del> <del>have involved</del> specific consultees in preparing the documents, including neighbouring and nearby local authorities, statutory consultees and infrastructure providers. The full list of bodies included within the Duty to Co-operate is specified in the Town and Country Planning (Local Planning) (England) Regulations 2012.</p> <p><b>1.14</b> A <del>Duty to Co-operate Statement has been prepared to accompany this Publication Local Plan.</del></p>	Stage	Date	Approval of Publication Local Plan by Borough Council	November 2016	Submission to Secretary of State	March 2017*	Independent Examination	March-August 2017*	Adoption of Local Plan	August 2017*	There is no clear relationship between this MM and the SA Framework. The MM would therefore have no clear effects.	None predicted.
Stage	Date													
Approval of Publication Local Plan by Borough Council	November 2016													
Submission to Secretary of State	March 2017*													
Independent Examination	March-August 2017*													
Adoption of Local Plan	August 2017*													
MM02	1.47	<p><b>1.47</b> In recognition of the strengthened governance system, Government have <del>committed to devolved the powers through the Tees Valley Combined Authority (Functions) Order 2017 set out in the Tees Valley Devolution Agreement. A</del> directly elected Mayor of Tees Valley <del>(to be elected in May 2017)</del> will <del>act</del>s as Chair to the Tees Valley Combined Authority and <del>will exercise</del>s the following devolved functions:</p> <ul style="list-style-type: none"> <li>• Responsibility for a consolidated transport budget; and</li> <li>• Creation of new Mayoral Development Corporations, which has already included the <del>South Tees Development Corporation</del>, and leadership of a land commission to examine what publicly owned land and other key strategic sites should be vested in the development corporation.</li> </ul>	There is no clear relationship between this MM and the SA Framework. The MM would therefore have no clear effects.	None predicted.										
MM03	1.54 – 1.56, 1.58, 1.59 and 1.61	<p><b>1.54</b> The Local Plan must be subject to ongoing Sustainability Appraisal (SA) throughout its preparation, including specific consideration of environmental, health, equalities and rural impacts. This seeks to identify the likely impacts and how they might be addressed to ensure the effectiveness of this document in achieving economic, social and environmental goals. The SA has been used in a proactive way to help shape emerging themes, objectives and actions. The SA report <del>will be</del> <del>has been</del> published alongside the <del>Publication</del> Local Plan.</p> <p><b>1.55</b> Alongside the SA, we have prepared a Habitats Regulations Assessment (HRA). The purpose of HRA is to identify whether the proposed policies set out within the Local Plan, either alone or in combination with other plans and projects, are likely to have an adverse effect on the integrity of any Natura 2000 sites. The</p>	There is no clear relationship between this MM and the SA Framework. The MM would therefore have no clear effects.	None predicted.										



Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?																						
		<p>requirement to carry out this assessment is set out within the Conservation or Habitats and Species Regulations. Like the SA, the HRA report will be <u>has been</u> published alongside the <del>Publication</del> Local Plan.</p> <p><b>Engagement]</b>  <b>1.56</b> The <del>Publication</del> Local Plan has been developed in close consultation and collaboration with a range of organisations and individuals from the public, private and voluntary sectors.</p> <p><b>1.58</b> We undertook further consultation on the Draft Local Plan over 6 weeks between 27<sup>th</sup> June and 8<sup>th</sup> August 2016. <del>We received a good response to the consultation, with over 650 comments being submitted from 185 individuals and organisations. We also received two petitions with nearly 300 signatures regarding two of the policies. All of the comments received and issues raised have been were taken into account in preparing the Publication Local Plan, which was subject to a period of consultation from 6 December 2016 and 31 January 2017.</del></p> <p><b>1.59</b> Full details of the consultations <del>on the Draft</del> of all stages of the Local Plan, including <del>a summary</del> summaries of <del>each comment</del> the comments received, our responses to <del>each the comments</del>, and the changes made in preparing the <del>Publication</del> Local Plan, can be found in the associated Reports of Consultation.</p> <p><b>1.61</b> We have used independent consultants to advise us on the viability of the policies in the <del>Publication</del> Local Plan, through the preparation of a “Whole Plan Viability Testing” report (available at <a href="http://www.redcar-cleveland.gov.uk/localplan">www.redcar-cleveland.gov.uk/localplan</a>).</p>																								
MM04	1.64 and 1.65	<p><del>1.64</del> The Council's Regeneration Masterplan sets out an ambitious vision to create 14,000 new jobs, support and help create over 800 business and secure £1bn of private and £265m of public sector investment in the borough over the next fifteen years.</p> <p><b>1.65</b> The Council has <del>also</del> prepared an Economic Growth Strategy which seeks to reinforce the delivery of the <u>Council's Regeneration Masterplan</u>. The Strategy seeks to accelerate diversification and growth of local economic activity through a clear focus on economic development properties and outcomes. This economic growth focus complements and reinforces the broader set of outcomes encapsulated in the Regeneration Masterplan. It provides a framework for prioritising future public growth, and the alignment of expertise and capacity to maximise benefits for Redcar &amp; Cleveland and the Tees Valley.</p>	There is no clear relationship between this MM and the SA Framework. The MM would therefore have no clear effects.	None predicted.																						
MM05	Policy SD2	<p>Development will be directed to the most sustainable locations in the borough. The majority of development will be focused in the urban and coastal areas. Within the rural area, the majority of development will take place in Guisborough and the East Cleveland towns. Only limited development of an appropriate scale will be allowed within the service villages and villages, as defined on the policies map.</p> <p>The following settlement hierarchy will be used to guide development:</p> <table border="1"> <tbody> <tr> <td><b>Urban</b></td> <td> <ul style="list-style-type: none"> <li>Eston</li> <li>Grangetown</li> <li>Lazenby</li> <li>Normanby</li> </ul> </td> <td> <ul style="list-style-type: none"> <li>Nunthorpe</li> <li>Ormesby</li> <li>South Bank</li> <li>Teesville</li> </ul> </td> </tr> <tr> <td><b>Coastal</b></td> <td> <ul style="list-style-type: none"> <li>Redcar</li> <li>Dormanstown</li> <li>Kirkleatham</li> </ul> </td> <td> <ul style="list-style-type: none"> <li>Marske</li> <li>Saltburn</li> </ul> </td> </tr> <tr> <td rowspan="3"><b>Rural</b></td> <td colspan="2"><b>Rural Service Centre</b></td> </tr> <tr> <td colspan="2"> <ul style="list-style-type: none"> <li>Guisborough</li> </ul> </td> </tr> <tr> <td colspan="2"><b>East Cleveland Towns</b></td> </tr> <tr> <td></td> <td> <ul style="list-style-type: none"> <li>Brotton</li> <li>Loftus</li> </ul> </td> <td> <ul style="list-style-type: none"> <li>Skelton</li> </ul> </td> </tr> <tr> <td></td> <td colspan="2"><b>Service Villages</b></td> </tr> <tr> <td></td> <td> <ul style="list-style-type: none"> <li>Boosbeck</li> </ul> </td> <td> <ul style="list-style-type: none"> <li>Lingdale</li> </ul> </td> </tr> </tbody> </table>	<b>Urban</b>	<ul style="list-style-type: none"> <li>Eston</li> <li>Grangetown</li> <li>Lazenby</li> <li>Normanby</li> </ul>	<ul style="list-style-type: none"> <li>Nunthorpe</li> <li>Ormesby</li> <li>South Bank</li> <li>Teesville</li> </ul>	<b>Coastal</b>	<ul style="list-style-type: none"> <li>Redcar</li> <li>Dormanstown</li> <li>Kirkleatham</li> </ul>	<ul style="list-style-type: none"> <li>Marske</li> <li>Saltburn</li> </ul>	<b>Rural</b>	<b>Rural Service Centre</b>		<ul style="list-style-type: none"> <li>Guisborough</li> </ul>		<b>East Cleveland Towns</b>			<ul style="list-style-type: none"> <li>Brotton</li> <li>Loftus</li> </ul>	<ul style="list-style-type: none"> <li>Skelton</li> </ul>		<b>Service Villages</b>			<ul style="list-style-type: none"> <li>Boosbeck</li> </ul>	<ul style="list-style-type: none"> <li>Lingdale</li> </ul>	<p>The removal of a sequential test prioritising previously developed land over greenfield land was proposed at pre-examination stage and addressed within the RCLP SA Addendum Report – April 2017.</p> <p>The MM now proposed would clarify that the prioritisation of brownfield land applies only to sustainable locations that are not of high environmental value, although these terms are not defined explicitly within policy SD2 as modified. The Local Plan must be read as a whole, meaning that other policies (in particular SD3 and SD4) would assist in determining whether the location and characteristics of a development proposal are considered to be sustainable. Whilst introducing a degree of uncertainty, the main effect of the MM would be to restrict development on brownfield land which is considered to be either of high environmental value or</p>	<p>None predicted.</p> <p>The RCLP SA Addendum Report – April 2017 concluded that the removal of the sequential test prioritising previously developed land would not result in any new or different significant effects from those previously identified through the SA process.</p> <p>It is assumed that in implementing Policy SD2 as modified, RCBC would have due regard to other Local Plan policies and the environmental sensitivities and protection aims defined within relevant SA objectives. By directing development towards sustainable locations and clarifying mitigation requirements in relation to the Teesmouth and Cleveland Coast SPA the MM would enhance previously predicted beneficial</p>
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An appropriate Assessment will be required for all development that, either alone, or in combination with other plans or developments, is likely to have a significant effect on <u>any Natura 2000 site. Development within 6km of the Teesmouth &amp; Cleveland Coast SPA, which would result in increased recreational disturbance of the site's interest features, will be expected to contribute towards mitigation measures identified in the Recreation Management Plan, unless other appropriate mitigation is provided. Mitigation may also be required for other schemes where significant effects on any Natura 2000 site are identified, regardless of location.</u></p> <p><del>The permanent reuse of previously developed land in the South Tees Employment Area will be supported for the purposes of industry, business, tree planting and habitat creation. Where a permanent use cannot be found, temporary uses such as coppicing will be encouraged.</del></p>	<ul style="list-style-type: none"> <li>Carlin How</li> </ul>	<ul style="list-style-type: none"> <li>New Marske</li> </ul>	<p><b>Villages</b></p> <ul style="list-style-type: none"> <li>Dunsdale</li> <li>Liverton</li> <li>Liverton Mines</li> <li>Margrove Park</li> <li>Moorsholm</li> <li>North Skelton</li> <li>Newton under Roseberry (part)</li> </ul>	<ul style="list-style-type: none"> <li>Skelton Green</li> <li>Skinningrove</li> <li>Stanghow</li> <li>Upleatham</li> <li>Wilton</li> <li>Yearby</li> </ul>	<p>not in a sustainable location. The MM would have limited impacts as it relates to the prioritisation of brownfield redevelopment rather than setting a policy test which all development proposals would need to comply with.</p> <p>This MM would also clarify the proportions of development which RCBC aim to see within urban and rural areas. The proposed clarification could indirectly increase high level policy support for development within the rural area in recognition of the need for deliver appropriate rural development to meet identified needs.</p> <p>In support of statutory Appropriate Assessment requirements, this MM would introduce mitigation requirements for development proposals located within 6km of the Teesmouth and Cleveland Coast SPA. The implications of this are discussed in more detail in relation to MM 118.</p> <p>This MM has the potential to generate or alter previously predicted effects on the integrity of European Sites. This is subject to separate consideration within an HRA Screening Addendum which accompanies this SA Addendum.</p>	<p>effects from Policy SD2 on environmental and accessibility related SA objectives, in particular SA objective 1. However, due to potential uncertainty and the limited role of the policy criterion which the MM would apply to, it is considered that when read as a whole Policy SD2 as modified would not result in any new or different significant beneficial (Major Positive) effects.</p> <p>By introducing additional policy tests to examine the sustainability of development proposals on brownfield land, the MM could restrict brownfield land redevelopment for economically productive uses. This MM could therefore result in Minor Negative and Not Significant effects on SA objectives related to economic development and housing provision, in particular SA objectives 11, 17 and 18. However, in accordance with recognised definitions of sustainable development it is assumed that policy SD2 as modified would not prevent brownfield land redevelopment where the need for and acceptability (including in environmental terms) of a specific development proposal is adequately demonstrated through a planning application.</p>
<ul style="list-style-type: none"> <li>Carlin How</li> </ul>	<ul style="list-style-type: none"> <li>New Marske</li> </ul>							
<p><b>Villages</b></p> <ul style="list-style-type: none"> <li>Dunsdale</li> <li>Liverton</li> <li>Liverton Mines</li> <li>Margrove Park</li> <li>Moorsholm</li> <li>North Skelton</li> <li>Newton under Roseberry (part)</li> </ul>	<ul style="list-style-type: none"> <li>Skelton Green</li> <li>Skinningrove</li> <li>Stanghow</li> <li>Upleatham</li> <li>Wilton</li> <li>Yearby</li> </ul>							
MM06	<p><b>2.8- 2.10 and new paragraphs after 2.8</b></p> <p><b>And</b></p> <p><b>2.14</b></p>	<p><b>2.8</b> The location of development will be guided by the settlement hierarchy that categorises each settlement, <del>Based upon the level of services provided in each area. The main focus for new development will be the urban and coastal areas, where we will aim to deliver a minimum of all new development. These areas are where many of the local services, shops and public transport links are predominantly located, and it includes the part of the borough that has the best linkages to other parts of the Tees Valley.</del> <u>In developing the hierarchy, the Council has considered the level of service provision within each settlement, its size, character, access to public transport and connections with other communities, both within and outside of each sub-area.</u></p>	<p>This MM would amend supporting text to clarify the settlement hierarchy, the expected distribution of development between urban and rural areas and the acceptable scale of development in service villages and villages. The MM would improve the alignment of the supporting text with policies SD2 – SD4 and in doing so would help to introduce a more positive approach to planning</p>	<p>As this MM would only amend supporting text rather than policy requirements there is no potential for new or different LSE to occur.</p> <p>This MM would clarify the factors considered by RCBC in the development of the settlement hierarchy, which would directly enhance the implementation of</p>				

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		<p><b>2.8a</b> <u>The main urban area includes a number of linked communities around Greater Eston to the north west of the borough. Further east is the coastal area which consists of Redcar and the closely linked communities of Dormanstown and Kirkleatham, along with the neighbouring coastal settlements of Marske and Saltburn. Combined, the urban and coastal areas contain the majority of the borough's population and have good transport connections with the wider Tees Valley, good access to employment and the largest range of services. The main focus for new development within the borough will, therefore, be the urban and coastal area settlements, where we will aim to deliver approximately 60% of all new development.</u></p> <p><b>2.9</b> Approximately 40% of new development will be located in the rural areas, focused around Guisborough and the East Cleveland towns of Brotton, Loftus and Skelton. These are the main rural settlements, <u>having the best range of rural services and facilities. Together they each having their own characteristics and functions that enable them to operate as a network of linked communities. They also and have the best rural transport linkages, enabling people to travel easily to, from and between them.</u></p> <p><b>2.10</b> <del>Development in the service villages and villages will be limited to that which meets specific identified local and rural needs. Development proposals will be required to be of an appropriate scale to the settlement in which it takes place, controlled by development limits. For settlements without development limits identified, and other countryside locations, development will be restricted to the exceptions set out in Policy SD3. This will depend upon the size of the settlement, its character, accessibility to existing services and facilities and the provision of sustainable transport links.</del></p> <p><b>2.14</b> Under the Habitats and Species Regulations 2010 (as amended), an Appropriate Assessment will be required for all development that is likely to have a significant effect on <del>all</del> <u>any</u> Natura 2000 sites, either alone or in combination with other schemes. <u>The Appropriate Assessment of the Local Plan found that residential, tourism and recreational development could have a likely significant effect on the Teesmouth and Cleveland Coast Special Protection area through increased recreational disturbance, unless appropriate mitigation measures are delivered. Development within 6km of the Teesmouth &amp; Cleveland Coast SPA, which would result in increased recreational disturbance of the site's interest features, will therefore be expected to contribute towards mitigation measures identified in the Recreation Management Plan, unless it can be demonstrated that other appropriate mitigation can be provided. The type of mitigation required will be dependent on the scale, nature and location of proposals. Mitigation may also be required outside of the 6km threshold, or for any development proposals that have other effects (beyond recreation disturbance) on the Teesmouth and Cleveland Coast SPA, or any other Natura 2000 site. Further detail is included in Policy N4.</u></p>	<p>decisions which focuses on the appropriateness of development proposals rather than only supporting those which meet identified local needs.</p> <p>The MM would also align with proposed modifications to Policy N4 (see MM 118).</p> <p>In combination with MM05, this MM has the potential to generate or alter previously predicted effects on the integrity of European Sites. This is subject to separate consideration within an HRA Screening Addendum which accompanies this SA Addendum.</p>	<p>policies SD2 and SD3. Similarly, the MM would clarify the acceptable scale of development in service villages and villages and would therefore enhance the implementation of Policy SD4. However, the MM would not result in any new or different LSE arising from these policies.</p>
MM07	Policy SD3	<p>Within development limits, development will <del>generally be acceptable supported, subject to meeting other policies where it accords with the site allocations and designations</del> in the Local Plan.</p> <p>Development beyond development limits, <u>as defined on the Policies Map</u>, will be restricted to:</p> <ul style="list-style-type: none"> <li>a. an appropriate diversification <u>or expansion</u> of an existing agricultural or forestry activity;</li> <li>b. a recreation or tourism proposal requiring a countryside location;</li> <li>c. facilities essential to social and community needs;</li> <li>d. housing essential for farming, forestry or the operation of a rural based enterprise;</li> <li>e. housing meeting the rural exceptions policy, <u>as set out at Policy H4</u>;</li> <li>f. isolated single dwellings that are of exceptional quality and incorporate innovative design features, reflecting the highest standards in architecture and sustainability;</li> <li>g. a suitably scaled extension to an existing building;</li> <li><del>h. the conversion or reuse of a suitable existing building;</del></li> <li><u>h.</u> development required to ensure the conservation and, where appropriate, enhancement of assets of historical significance;</li> <li><u>i.</u> other development requiring a countryside location due to technical or operational reasons; and</li> <li><u>k.</u> redevelopment of previously developed land, provided that the site is not of high environmental value <u>and is, or can, be made accessible by sustainable modes of transport.</u></li> </ul>	<p>This MM would introduce a new policy test requiring relevant development proposals to be accessible by sustainable modes of transport. This would directly help to reduce reliance on car travel and support the uptake of walking, cycling and public transport.</p> <p>The MM would also introduce policy criteria to control the conversion or reuse of existing buildings outside of development limits. The proposed criteria would provide enhanced protection for the setting, character and environmental quality of the countryside and rural villages.</p>	<p>Policy SD3 as modified would direct development to accessible locations, support sustainable modal shifts and protect the characteristics of the rural environment. In consequence the MM would result in Major Positive and Significant effects on SA objectives 2, 3, 14 and 15.</p>

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		<p>Proposals for the conversion or reuse of existing buildings outside of development limits will be supported where <u>the following criteria are met:</u></p> <p><u>k. the building is of a form, character and general design in keeping with its rural surroundings;</u></p> <p><u>l. the building is structurally sound and capable of re-use without fundamental rebuilding; and</u></p> <p><u>m. the building is large enough to be converted without the need for additional buildings, substantial new extensions or significant alteration.</u></p>		
MM08	<p><b>Paragraph 2.16 – 2.19</b></p> <p><b>New paras. after 2.19 (SD3)</b></p>	<p><b>2.16</b> The development limits have been determined through retaining the existing boundaries, and making allowances for new site allocations identified in the Local Plan. In a small number of instances, some minor amendments have been made to correct any anomalies and to provide a consistent approach. <del>It should be noted that certain</del> Settlement limits have also been defined around a number of smaller rural settlements <del>are not defined by development limits and, as such, are</del> which were previously located outside of development limits. These include Liverton, Moorsholm, Newton-under-Roseberry and Upleatham, where a continuing policy of allowing further development, including infilling, would erode the special character of the settlement. Further details can be found in the 'Review of Development Limit Boundaries' background evidence paper.</p> <p><b>2.17</b> Any development beyond the development limits will be strictly controlled and restricted to the exceptional circumstances that require a countryside location set out in Policy SD3. Affordable housing allowed as a 'rural exception' would need to satisfy the criteria set out in the Affordable Housing Policy H4. Other developments may be justified in a countryside location to support local communities including community buildings, village halls or health care facilities. Service and infrastructure development including sewage treatment facilities, renewable energy schemes and telecommunication masts may also need to be located in the countryside due to technical or operational reasons. <del>The appropriate conversion or extension of existing buildings in the countryside can be a sustainable option to help deliver employment and housing needs in rural areas. Normally, extensions to properties outside development limits will be limited to a total of 50% from the original floor area (gross).</del></p> <p><b>2.18</b> The Council's Regeneration Masterplan identified the potential benefits of promoting the borough as an 'executive living' destination through the 'Grand Designs in the Countryside' project. The NPPF recognises that the development of isolated individual dwellings may be acceptable providing that they are of truly outstanding quality, incorporating innovative design features and reflecting the highest standards in architecture. Where proposals meet these criteria they will be supported, providing that they are sympathetic to their location, significantly enhance their immediate setting and are sensitive to the characteristics of the local area.</p> <p><b>2.19</b> In a small number of circumstances, previously developed land may become available for development outside development limits, <del>including in those villages where no development limits have been defined.</del> The redevelopment of such land will normally be acceptable providing it was developed with an established use prior to the plan period, <del>and that the site is not of high environmental quality and is, or can be made,</del> accessible.</p> <p><b>2.19a</b> The re-use or conversion of buildings can also provide sustainable development opportunities in the countryside. However, the Council will ensure the visual impact of development is minimised by limiting extensions and alternations, and ensuring the design and materials are in keeping with the existing building.</p> <p><b>2.19b</b> Not all existing buildings will be suitable for conversion or reuse. The Council does not wish to see buildings that are poorly scaled and designed and not in keeping with their surroundings converted into another use. The Council will also ensure the building proposed is large enough and structurally sound to be converted to its proposed use without significant alteration. The overall aim should always be to conserve and enhance the character of the landscape.</p> <p><b>2.19c</b> Applicants will need to submit a full structural survey of the building as part of their application. Any conversion must be considered in the context of any likely impacts on protected species.</p>	<p>This MM would clarify that some small rural settlement which were previously outside of any development limits are now within development limits. The effect would be to confirm that criteria within Policy SD3 which restrict development proposals located outside of development limits would not apply to proposals located within these small rural settlements. This would provide increased flexibility that may allow other types of development not specified in Policy SD3, and greater levels of infill development, within small rural settlements, subject to their compliance with other relevant Local Plan policies.</p>	<p>As this MM would only clarify supporting text and the contents of the Local Plan Proposals Maps, rather than altering policy criteria, no new or different significant effects are predicted.</p> <p>The increased flexibility introduced by this MM could lead to greater infill development in small rural settlements. This could indirectly contribute to meeting local needs (e.g. for housing, infrastructure, employment and services), resulting in Minor Positive effects on SA objectives 10- 12 and 14 – 18.</p> <p>Other policies would assess the acceptability of any environmental or amenity effects from development proposals, including protection against the erosion of rural landscape character, meaning that this MM would have no clear effects on other SA objectives.</p>
MM09	SD4	In assessing the suitability of a site or location, development will be permitted where it:	In addition to removing duplication and simplifying policy wording, this MM	The Publication RCLP SA Report (2016) previously concluded that

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		<p>a. meets the requirements of the Locational Policy and accords with other Local Plan policies and designations;</p> <p>b. will not have a significant adverse impact on the amenities of occupiers of existing or proposed nearby <del>properties land and buildings</del>;</p> <p>c. will not result in the unacceptable loss or significant adverse impact on important open spaces or environmental, built or heritage assets which are considered important to the quality of the local environment;</p> <p>d. minimises the loss of best and most versatile agricultural land;</p> <p>e. avoids locations that would put the environment, or human health or safety, at unacceptable risk;</p> <p>f. will not increase flood risk either on site or downstream of the development;</p> <p>g. <del>has</del> will have access to adequate infrastructure, services and community facilities to serve the development; and</p> <p>h. will not result in an adverse effect on the integrity of a Natura 2000 site, either alone or in combination with other plans or projects.</p> <p>All development must be designed to a high standard. Development proposals will be expected to:</p> <p>i. <del>optimise the potential of the site to accommodate development, Where necessary make the most effective and efficient use of available land,</del> create and sustain an appropriate mix of uses, including (where appropriate) incorporation of green space and landscaping as part of development, and support local facilities and transport networks;</p> <p>j. respect or enhance the character of the site and its surroundings in terms of its proportions, form, massing, density, height, size, scale, materials and detailed design features;</p> <p><u>k. take opportunities available to improve the character and quality of the surrounding area and the way it functions by establishing a strong sense of place, responding to local character and history and using streetscapes and buildings to create attractive places to live, work and visit;</u></p> <p>kl. be sustainable in design and construction, incorporating best practice in resource management, energy efficiency and climate change adaptation;</p> <p>lm. create a healthy, active, safe and secure environment;</p> <p><del>mn. reduce</del> <u>minimise</u> pollution including light, noise and vibration levels to meet or exceed acceptable limits;</p> <p><del>no.</del> respect or enhance the landscape, biodiversity, geological features, the historic environment and both designated and non-designated heritage designations that contribute positively to the site and the surrounding area;</p> <p>op. provide <u>suitable and safe</u> vehicular access and parking suitable for its use and location;</p> <p><del>p. consider water conservation and recycling as an integral element of new development;</del></p> <p><del>q. incorporate an artistic element [major developments only];</del></p> <p><del>r. consider the social value of development; and</del></p> <p><u>q. be designed, constructed and managed in ways that improve health and promote healthy lifestyles to help to reduce health inequalities; and</u></p> <p><u>s. consider the needs of people with disabilities by encouraging inclusive design and accessible environments through site layout and design, including the needs of the elderly.</u></p> <p><del>s. meet the requirements of other Local Plan policies.</del></p> <p>In addition:</p> <p><del>t. a Design and Access Statement will be required for all major developments. The level of detail will be dependent on the scale and nature of the development;</del></p> <p><del>u. a Travel Plan will be required for all strategic and significant development proposals that will generate large amounts of traffic and movement;</del></p> <p><del>v. a comprehensive Flood Risk Assessment and Sustainable Drainage Scheme will be required for all major development or where new development has the potential to impact on existing flood risk;</del></p> <p><del>w. a Preliminary Risk Assessment will be required where development is proposed on sites where land contamination is identified that has the potential to have a significant impact on human health, property, ecosystems and the water environment;</del></p> <p><del>x. a Land Stability Risk Assessment will be required where development is proposed in areas where there is a potential for ground instability due to previous mineral activity;</del></p> <p><del>y. a Health Impact Assessment will be required where the development is likely to have a significant impact on the health and wellbeing of the local population or particular groups within it; and</del></p>	<p>would introduce new criteria requiring development proposals to take opportunities to enhance placemaking, promote healthy lifestyles and consider the needs of people with disabilities and the elderly through design and access. This would strengthen the effectiveness of Policy SD4 and have beneficial effects on the environment and local community through enhancing the consideration of social inclusion, health and good design in decision making.</p>	<p>Policy SD4 would help create a quality place to live by protecting the existing character of communities from harm and securing amenity improvements.</p> <p>Policy SD4 as modified would provide strong support for high quality design, protect and enhance landscape/townscape character, promote social inclusion and ensure that development is appropriate to meet the varied needs of the population. Considering all proposed changes to policy criteria together it is considered that Policy SD4 as modified would now result in Major Positive and Significant effects on SA objectives 2, 3, 9, 10, 11, 12 and 13.</p>

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		<p><del>z. a Local Employment Agreement (LEA) may be required for strategic and significant development proposals and, where the value of a development exceeds £5 million, the LEA may also include a Local Procurement Plan.</del></p> <p><del>For the purposes of this policy, major development includes residential development comprising 10 or more dwellings and other developments with a floor space of 1,000m<sup>2</sup> or more.</del></p>		
MM10	2.24 – 2.31 And new paras (SD4)	<p><b>2.24</b> Due to past and present mineral activity in Redcar and Cleveland, there are areas of possible ground instability. Where there is a potential of land instability, applicants may be required to carry out an investigation and assessment of the ground to ensure its stability or, alternatively, that any instability can be overcome by appropriate remedial or preventative action.</p> <p><b>2.25</b> Good design can make the difference between a high quality and successful development, and a mediocre or unsuccessful one. Improving the quality of the built environment and its public spaces will improve the quality of life of the borough's residents and enhance economic performance by making the area more attractive to investors and visitors.</p> <p><b>2.25a</b> <u>Developers should consider the social value of development to improve the economic, social and environmental wellbeing of local communities both in the design of development and during the construction process. Where a development is anticipated to have significant implications for people's health and wellbeing, a Health Impact Assessment (HIA) should be considered. HIAs are used to judge the effects a proposed development may have on the health and wellbeing of different groups of people. The findings of an HIA will be used to make recommendations as to how any positive health impacts of a development may be increased and any negative impacts reduced. In order to improve health and wellbeing in the borough, applicants are recommended to seek the advice of the Council's public health team.</u></p> <p><b>2.26</b> The design and layout of where we live and work plays a vital role in keeping us healthy and active. Making sure that the environment where people work, live and play helps to get more people moving is crucial if we are to tackle this issue. Guidance on how to create healthy and active developments is contained in the Sport England's Active Design guidelines.</p> <p><b>2.26a</b> <u>New development should be designed to ensure people, in particular the elderly and those with disabilities, can move freely, efficiently and safely. Inclusive design should not only be specific to a building, but also include the setting of buildings in the wider built environment. The design aspects to ensure new development is accessible to everyone include, for example, access to public transport, the positioning and visual contrast of street furniture, the design of footways and approach routes and whether entrances are accessible and clearly identified.</u></p> <p><b>2.27</b> Applicants for major developments will be required to submit a Design and Access Statement to demonstrate how good design has been taken into account in drawing up the development proposal, including adaptation to climate change, reducing carbon emissions and water consumption, and setting out how waste will be managed. The Design of Residential Areas SPD, the Residential Extensions and Alterations SPD and the Shop Fronts and Advertisements SPD should be consulted for detailed design guidance as appropriate.</p> <p><b>2.28</b> Although sustainable construction standards, such as the Code for Sustainable Homes and the Building Research Establishment's Environmental Assessment Method (BREEAM) may change over the plan period, as a guiding principle the Council will adopt, as a minimum, the nationally described standards prevalent at the time, although developments will be encouraged to exceed such requirements where possible.</p> <p><b>2.29</b> <del>The inclusion of an artistic element in major developments can enhance a development and improve the quality of the general environment. The artistic element does not necessarily mean a piece of public art, it could involve including higher design details or materials such as railings, windows, doors, brickwork, paving or landscape features which will improve the quality of the scheme.</del></p>	<p>This MM would amend supporting text to clarify HRA requirements and identify the purpose of HIAs, provide inclusive design guidance and removing specific reference to specific sustainability accreditation schemes (whilst retaining support for relevant national sustainability standards). This would enhance the implementation of Policy SD4 but would have no specific effects relating to the SA objectives.</p>	<p>As this MM would only clarify supporting text rather than altering policy criteria, no new or different significant effects are predicted.</p>

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		<p><del>2.30 A Health Impact Assessment should be used to assess development proposals where there are expected to be significant impacts on health and wellbeing. They should be used to reduce adverse impacts and maximise positive impacts on health and wellbeing, as well as assessing the indirect implications for the wider community. Any adverse impact(s) will be addressed through a planning condition or section 106 agreement.</del></p> <p><del>2.31 The Council will encourage developers to provide opportunities for employment and training for the local labour market through the construction phase of a development and for the end use of non-residential development. One of the main mechanisms by which a developer and the Council will work together to maximise access to employment opportunities for local labour will be specified in a Local Employment Agreement (LEA). Where the value of a development exceeds 5 million, the LEA should include a Local Procurement Plan with an aim to ensure at least 20% of the qualifying supplies and services used as part of the development to be provided from companies and organisations based or operating in the borough. Further guidance is contained in the Developer Contributions SPD.</del></p>		
MM11	SD5	<p>Subject to economic viability, the Council <del>may</del> <u>will seek to</u> secure developer contributions in order to fund necessary infrastructure and other community benefits required as a consequence of development.</p> <p>Developer contributions will normally be secured through planning obligations. In the event that the Council adopts a Community Infrastructure Levy (CIL), certain developer contributions will be payable through that mechanism.</p> <p><u>Planning obligations will be sought where:</u></p> <p><u>a. it is not possible to mitigate the impacts of development through the use of a condition; and,</u>  <u>b. the contributions are fair, reasonable, directly related to the development and necessary to make the development acceptable in planning terms.</u></p> <p><u>The level of developer contribution will be commensurate with the scale and nature of the proposal. The Council will follow the guidance set out in the Developer Contributions SPD. Guidance on planning obligations in relation to affordable housing is set out in the Affordable Housing SPD. The Council will have regard to the Developer Contributions SPD and the Affordable Housing SPD when considering the need for Section 106 agreements.</u></p> <p>Examples of matters for which contributions relevant to the nature and scale of the development will be sought will include:</p> <ul style="list-style-type: none"> <li>a. affordable housing;</li> <li>b. community buildings, facilities and services;</li> <li>c. open space, sport and recreation;</li> <li>d. drainage and flood prevention measures;</li> <li>e. education facilities;</li> <li>f. highway and rail improvements;</li> <li>g. public transport provision or improvements including bus and rail passenger facilities;</li> <li>h. pedestrian and cycling facilities;</li> <li>i. improvements to landscape, water environments, biodiversity (including habitat creation and management) and heritage assets (including repair or restoration of historic buildings and structures);</li> <li>j. sustainable design and construction;</li> <li>k. local employment and training;</li> <li>l. healthcare; and</li> <li>m. public realm.</li> </ul> <p><u>If the economic viability of a new development is such that it is not reasonably possible to make payments to fund all or part of the infrastructure required to support it, applicants will need to provide robust evidence of the viability of the proposal to demonstrate this. In these circumstances the Council may:</u></p> <p><u>n. enter negotiations with the applicant over a suitable contribution towards the infrastructure costs of the proposed development, whilst continuing to enable viable and sustainable development; or</u></p>	<p>This MM would confirm the circumstances in which planning obligations would be sought in connection with development proposals. Whilst not resulting in specific effects on individual SA objectives it would provide greater certainty for RCBC and applicant's alike regarding when financial contributions and other undertaking may be sought. The MM would also introduce viability criteria in line with the NPPF which whilst providing increased flexibility would importantly confirm the need for all development proposals to be acceptable and sustainable. This would indirectly enhance the importance of sustainable development as a key factor in decision making.</p>	<p>This MM would strengthen the implementation of Policy SD5 and align it with the achievement of sustainable development. Therefore, whilst Policy SD5 as modified would not relate directly to any SA objectives and therefore no new or different LSE would result, the MM does have the potential to result in Minor Positive and Not Significant effects on all of the SA objectives.</p>

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		<p><u>o. consider alternative phasing, through the development period, of any contributions where to do so would sufficiently improve the economic viability of the scheme to enable payment.</u></p> <p><u>When determining the level of contributions required, consideration will be given to a proposal's overall conformity with the development plan and its contribution towards sustainable patterns of development.</u></p>		
MM12	2.34, 2.36 and 2.37 and new paragraph after 2.37	<p><b>2.34</b> The Developer Contributions SPD sets out <del>detailed</del> <u>further</u> guidance on the Council's approach to securing developer contributions.</p> <p><b>2.36</b> <del>The Council are working with partners, including industry and other regulatory authorities, to agree a collective vision for ongoing management of the interests of wildlife and industry in the Tees estuary as part of a 'Tees Estuary strategic framework'. The Council is also committed to the development of a management plan to address the impact of recreational disturbance on the SPA and Ramsar site. Any proposals within, or impacting on, the SPA should be informed by the framework. Developments identified, through an appropriate assessment, as leading to recreational disturbance of the SPA and Ramsar site may also be required to contribute to any appropriate mitigation identified through the management plan.</del></p> <p><b>2.37</b> Where site specific issues generate viability concerns, applicants should discuss these with the Council at the earliest possible stage in the development process. Proposals that are unable to comply with the Plan's policies on viability grounds must be accompanied by a detailed viability assessment. <u>Further, should the justified contribution to all the infrastructure required to support a development mean that the development would not be financially viable, then the Council will need to consider, in the light of all the material considerations, whether the development should be refused planning permission, or whether the development could be granted planning permission without some of that justified contribution, or whether the viability of the scheme should be reassessed during the construction phase of development.</u></p> <p><b>2.37a</b> Policies and proposals for particular types of infrastructure are set out in other parts of this Plan. The Local Plan is also supported by a separate Infrastructure Delivery Plan (IDP). The IDP sets out the main infrastructure proposed over the Plan period and required to support the development proposed in the Plan</p>	<p>This MM would amend supporting text to improve clarity, remove duplication and provide guidance to support the viability criteria introduced within Policy SD5 as modified by MM11. As an explanatory modification to supporting text only, this MM would clarify the implementation of Policy SD5 but would itself have no specific effects.</p>	None predicted.
MM13	SD6	<p><b>Renewable and Low Carbon Energy</b></p> <p>Renewable and low carbon energy schemes will be supported and encouraged, and will be approved where their impact is, or can be made, acceptable.</p> <p>The incorporation of renewable energy into developments will be encouraged, particularly as part of major schemes. The retrofit of renewable energy and use of micro-renewables will also be supported in appropriate buildings and locations.</p> <p>We will support appropriate schemes for wind and solar energy where they are located within the South Tees and Wilton industrial area and other <u>potentially</u> suitable areas as identified on the Policies Map.</p> <p>We will actively support community-led renewable energy schemes which are led by, or meet the needs of, local communities. Development of district heating schemes will also be supported.</p> <p>In determining applications for renewable and low carbon energy, and associated infrastructure, the following issues will be considered:</p> <ol style="list-style-type: none"> <li>impact on residential amenity;</li> <li>environmental impacts;</li> <li>sensitivity and capacity of the landscape, as detailed in the Renewable and Low Carbon Study;</li> <li>impact on heritage assets and their settings;</li> <li>impact on recreation;</li> <li>scale of proposal;</li> <li>local topography and siting of proposal to minimise harm, including through reasonable mitigation;</li> <li>aeronautical and other military considerations;</li> <li>operational and other relevant constraints;</li> <li>impact on the North York Moors National Park and its setting; and</li> <li>cumulative impacts of proposals.</li> </ol>	<p>This MM would simply re-order paragraphs for clarity and would have no substantive effects.</p>	None predicted.



Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
		<p>Renewable energy developments will not be allowed within, or where they are likely to have an adverse effect - alone, or in combination with other plans or projects - on designated ecological sites or on priority species, unless they meet the exceptions criteria set out in Policy N4.</p> <p><del>Development proposals for the generation of renewable energy will not be granted if there would be any adverse impacts on airport radar, unless mitigation is possible and a scheme for its provision is agreed with the airport affected.</del></p> <p>Sites being brought forward for wind turbine deployment should be subject to survey to assess their use by the bird species that are qualifying interests of the North York Moors SPA and the Teesmouth and Cleveland SPA and Ramsar Site. Where the presence of the relevant species is confirmed, an assessment of the impacts of the development on the relevant bird species, including assessment of the risk of mortality from turbine blade strikes, shall be undertaken.</p> <p><del>Development proposals for the generation of renewable energy will not be granted if there would be any adverse impacts on airport radar, unless mitigation is possible and a scheme for its provision is agreed with the airport affected.</del></p>		
MM14	<p><b>New para. after 2.41 (was previously 2.51)</b></p> <p><b>New para. after 2.43 (was previously 2.52)</b></p> <p><b>Para. 2.48</b></p>	<p><b>2.41</b> The policy covers the full range of renewable energy schemes, including wind, solar, tidal, district heating, biomass and energy from waste.</p> <p><b>2.42</b> In determining applications, consideration will be given to the scale of the proposal; its design and layout; how the proposal relates to the existing landscape; the sensitivity of the landscape; the capacity of the landscape to accommodate the proposal; and any cumulative impacts. Impacts on residential amenity will be considered to ensure any impacts are acceptable. The impact on heritage assets and their settings will also be considered.</p> <p><b>2.43</b> We will aim to focus renewable energy projects in our less sensitive landscapes areas as identified in the Renewable and Low Carbon Study (2015). The study has been used to identify potentially suitable areas for wind and solar energy by combining the results of an assessment of technical potential, based on a refinement of the Department of Energy and Climate Change methodology, and areas of moderate to lower sensitivity to these technologies. Full details of the methodology used are outlined in the study. It should, however, be noted that these areas do not provide a definitive statement of the suitability of particular location for wind or solar energy. Site specific assessment and design will still be required and all applications will be assessed on their individual merits. Suitable schemes will also be supported in the South Tees and Wilton industrial area, as identified in Policy ED6.</p> <p><b>2.43a</b> <u>Small scale wind development is considered to include one or more turbines, less than 50m to tip. The number of turbines would also be an important factor in determining the suitability of development and would be considered on a case by case basis. Small scale solar development is considered to include developments less than 5ha in area, and medium scale between 5 and 10ha.</u></p> <p><b>2.48</b> The siting and design of proposals are particularly important. Design considerations include scale, layout and simplicity to create a proposal which does not conflict with landscape character, <u>heritage assets and their settings</u>, focal points and indicators of scale. Significant effects on views from important viewpoints should be avoided where possible or minimised through careful siting. This will include views in registered historic parks, and views from popular tourist locations, scenic routes, and settlements. Proposals should consider sites where areas of existing vegetation and/or the landform help to minimise visibility and screen views. Cumulative impacts, where there is more than one renewable energy development located close by in a landscape or view, should be assessed. It should also be considered whether the impacts are temporary or could be capable of being reversed and the landscape restored within a reasonable timescale. All components of wind farm development will be considered including turbines, associated infrastructure and construction and decommissioning. Renewable energy projects and their associated infrastructure should be reversible where possible.</p>	<p>This MM would re-order paragraphs for clarity and insert a reference to protecting heritage assets and their settings in order to align with Policy SD6. The MM would not result in any substantive effects.</p>	<p>None predicted. Of note, the guidance set out in paragraph 2.43a regarding small renewable energy developments would be implemented through the application of criteria a – k in Policy SD6 and the consideration of issues regarding scale where relevant, as the policy does not set out a separate policy test relating to small scale renewable energy developments.</p>

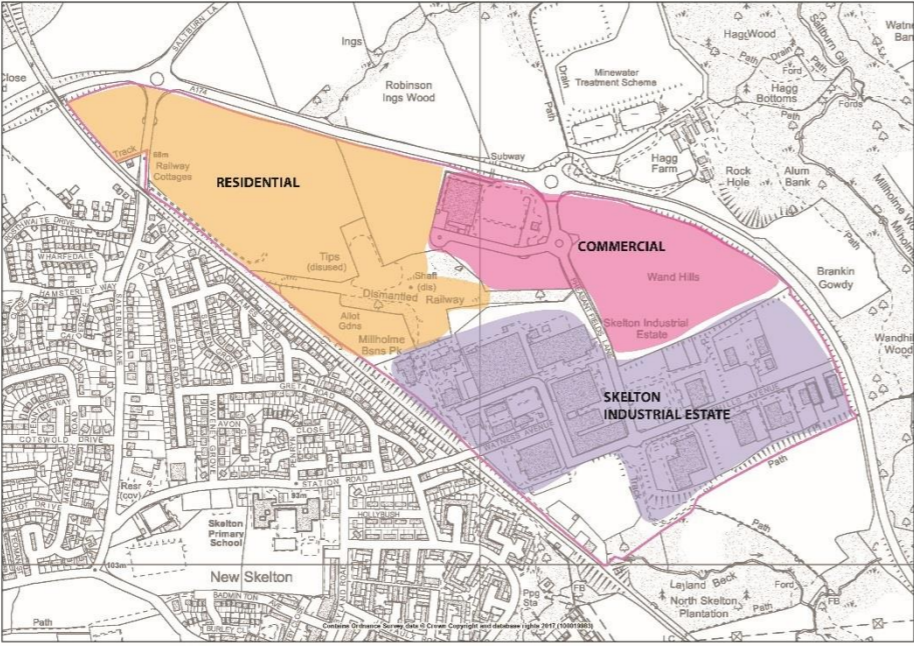
Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
		<p><b>2.51</b> We will actively support community based renewable energy schemes which can help to deliver cheap energy sources to local communities through a local supply network. Such developments would normally be conceived by and/or promoted within the community within which the renewable development will be undertaken and have as their primary purpose local term economic, social and/or environmental benefits for the community. We will also support new and retrofitted district heating systems and the potential for waste heat from industrial processes being used to heat homes, businesses and community services.</p> <p><del><b>2.52</b> Small scale wind development is considered to include one or more turbines, less than 50m to tip. The number of turbines would also be an important factor in determining the suitability of development and would be considered on a case by case basis. Small scale solar development is considered to include developments less than 5ha in area, and medium scale between 5 and 10ha.</del></p>		
MM15	LS3	u. <u>protect bathing water quality.</u>	This MM would insert an additional policy criterion in Policy LS3 requiring the protection of bathing water quality, which would help to protect and improve water quality and water resources.	<p>The Publication RCLP SA Report (2016) did not previously identify a relationship between Policy LS3 and SA objective 5 concerning the protection and improvement of water resources.</p> <p>Policy LS3 as modified would directly contribute to the protection of water quality in rural areas, resulting in a Major Positive and Significant effect on SA objective 5.</p>
MM16	Policy LS4	<p>The South Tees Spatial Strategy includes:</p> <ul style="list-style-type: none"> <li>• Wilton International</li> <li>• <u>South Tees Development Corporation area, as illustrated on the Policies Map, including current and former steelworks at South Tees and Redcar)</u></li> <li>• Teesport</li> <li>• South Tees Industrial Estates and Business Parks</li> </ul> <p>The Council and its partners will aim to:</p> <p>Economy</p> <p>a. deliver significant economic growth and job opportunities through the <u>South Tees Development Corporation and Tees Valley Enterprise Zone at Wilton International and South Bank Wharf;</u></p> <p>b. <u>support the regeneration of the South Tees Development Corporation area through implementing the South Tees Master Plan Supplementary Planning Document;</u></p> <p><del>b.c.</del> grow the environmental and recycling sector;</p> <p><del>ed.</del> investigate opportunities to create a new energy hub to support the offshore wind and sub-sea engineering sectors;</p> <p><del>de.</del> support the expansion and protection of the port and logistics sector;</p> <p><del>ef.</del> improve existing employment areas and provide a range of modern commercial premises that meet contemporary business requirements, <u>including the target sectors of the South Tees Master Plan Supplementary Planning Document;</u></p> <p><del>fg.</del> continue development on general industrial and business estates;</p> <p><del>gh.</del> give the area an identity and make it attractive to inward investment;</p> <p><del>hj.</del> develop the chemical, technology and energy production industries at Wilton International;</p> <p><del>ij.</del> support the existing steel industries and take a lead role in supporting the future regeneration of former steel sites <u>as part of the South Tees Development Corporation;</u></p> <p><del>kl.</del> enhance the quality and range of services and facilities that serve the needs of those working in the South Tees employment area;</p> <p><del>lm.</del> encourage clean and more efficient industry in the South Tees area to help reduce carbon dioxide emissions and risk of environmental pollution;</p>	<p>In addition to clarifying the name of the Sirius Minerals' North Yorkshire Polyhalite project, the main effect of this MM would be to embed the work of the South Tees Development Corporation (STDC) within the RCLP and provide policy support for a future South Tees Masterplan SPD. This would directly support the principal of economic and industrial led regeneration and development within the South Tees Masterplan area. The MM would also ensure that future regeneration and development within the Masterplan area proceeds on a properly planned basis, with policy LS4 now acting as a back-stop which all proposals (including a future South Tees Masterplan SPD) would need to accord with.</p>	<p>Policy LS4 already established the principle of development at the former steelworks at South Tees and provided support for the growth of environmental industries and the recycling sector. The Redcar and the Publication RCLP SA Report (2016) therefore concluded that this policy would have a positive relationship with resource efficiency and employment and economic growth related SA objectives.</p> <p>Policy LS4 as modified would directly contribute to economic growth, regeneration and enhanced accessibility, including now by supporting the work of the STDC, prioritising the regeneration of South Tees and supporting for road infrastructure improvements to unlock new employment opportunities. The MM would therefore result in Major Positive and Significant effects on SA objectives 15, 16 and 17.</p> <p>The introduction of policy support for the regeneration of land at South Tees would indirectly help to ensure the efficient use of land and</p>

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		<p><del>pn.</del> support development related to the <del>proposed York Potash</del> Sirius Minerals' North Yorkshire Polyhalite project; and</p> <p><del>r.</del> investigate the feasibility for providing a new South Tees Docks Road.</p> <p><del>rs.</del> support the extension of the road network to unlock the development potential of South Tees.</p>		<p>support contaminated land remediation within the Masterplan area. This would reinforce the previously identified positive relationship and potentially Significant effect between Policy LS4 and SA objectives 8 and 12.</p> <p>Given that specific regeneration and land use proposals, together with any required environmental mitigation, requires to be confirmed through the South Tees Masterplan SPD, Policy LS4 as modified would not itself result in substantive environmental or ecological effects. No new or different LSE are therefore predicted on other SA objectives.</p>
MM17	<p><b>Para. 3.26 – 3.27 (LS4)</b></p> <p><b>New para after 3.30</b></p>	<p><b>3.26</b> The South Tees area continues to provide a key driver in the Tees Valley economy providing a wide range of skilled employment opportunities in the port and logistics, chemical and steel sectors. There are also many businesses in the area that provide ancillary services to the major industries. The area has further potential to contribute to the national economy, particularly through the <u>establishment of the South Tees Development Corporation (STDC) which will drive economic growth and regeneration. The STDC covers a 1820ha area, including the former SSI site, and surrounding land, Teesport, Bolckow Industrial Estate and South Tees Freight Park. A Master Plan is being prepared by the STDC and will be adopted by the Council as a supplementary planning document. This will help to guide development of this area, including associated infrastructure improvements. Opportunities include the expansion of process and advanced engineering manufacturing sectors, and other industries which can take advantage of the areas unique locational benefits and large-scale plots of land. The close proximity to the North Sea and offshore projects provides the opportunity to create a new energy hub, supporting the offshore wind and sub-sea engineering sectors, and other marine based activities.</u></p> <p><b>3.27</b> Planning permission has been granted for the <del>York Potash</del> Sirius Minerals' North Yorkshire Polyhalite project, which proposes to transport mined ore from a new mine in the North York Moors National Park via a tunnel conveyor to a new minerals handling facility at Wilton International.</p> <p><b>3.30</b> The area is well served by the strategic highway network, with the A66 providing linkages to the A19 and A1. The railway line crosses the area with limited services at South Bank station. Teesport and other parts of the area are linked to the rail freight network. The South Tees area is easily accessible to employees from many parts of the Tees Valley.</p> <p><b>3.30a</b> <u>The establishment of the new access at South Bank off Docks Road and Middlesbrough Road East as shown on the Policies Map is intended to better connect the A66 highway to the South Bank Wharf Tees Valley Enterprise Zone site opening up this area for development and also providing a second primary access to Teesport. It will be an integral part of any development of this area.</u></p>	<p>This MM would amend supporting text to improve clarity and provide guidance to support the references to the STDC introduced within Policy LS4 as modified by MM16. In particular, the MM would identify key parameters for the South Tees Masterplan SPD and highlight industrial sectors which could make best use of available land within the South Tees Masterplan area. Whilst this could indirectly stimulate economic investment, the main regeneration effects within the Masterplan area would occur through the implementation of Policy LS4 and the South Masterplan SPD. As explanatory modifications to supporting text only, this MM would clarify the implementation of Policy LS4 but would itself have no specific effects.</p>	<p>None predicted.</p>
MM18	<p><b>Policy REG1</b></p>	<p>Land at Coatham (8.7ha) is allocated for a mixed use development comprising leisure, tourism, visitor and retail uses.</p> <p>It is expected that the proposals will achieve the following:</p> <p>a. a high quality mixed use development comprising of a range of leisure and tourism uses, including appropriate ancillary uses;</p> <p>b. ground investigation and prior completion of any necessary remediation work;</p>	<p>This MM would introduce a new criterion requiring development proposals at this site to respect the character of the adjacent Coatham Conservation Area, which would directly protect and enhance the historic environment. The MM would also clarify flood risk information</p>	<p>The Publication RCLP SA Report (2016) did not previously identify a relationship between Policy REG1 and SA objective 3 concerning the protection and enhancement of the historic environment.</p> <p>In determining any development proposal affecting conservation</p>

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		<p>c. contributions as necessary at the time of the application, towards any other services and community infrastructure enhancements;</p> <p>d. good accessibility by sustainable transport, including walking and cycling; and</p> <p>e. high quality development that has regard to the character and appearance of the nearby Coatham Conservation Area; and</p> <p><del>of. Where development is proposed in flood zones 2 and 3, proposals should meet the sequential and exceptions tests and be supported by a Flood Risk Assessment, which will inform site layout and design. a site layout and design informed and supported by a Flood Risk Assessment, where any development is proposed in Flood Zones 2 or 3.</del></p> <p><del>Any proposal will be required to carry out a screening exercise to determine the need for Appropriate Assessments. Proposals should be in accordance with the requirements of Policy N4, including the provision of any necessary mitigation.</del></p>	<p>requirements for development proposals within flood risk areas.</p> <p>This MM has the potential to generate or alter previously predicted effects on the integrity of European Sites. This is subject to separate consideration within an HRA Screening Addendum which accompanies this SA Addendum.</p>	<p>areas the statutory requirement for RCBC to pay special attention to the desirability of preserving or enhancing their character or appearance would apply. The MM would support this statutory requirement by providing an additional related policy test within the statutory Development Plan which development proposals would need to accord with. Taking account of existing statutory requirements, policy REG1 as modified would help to protect and enhance the historic environment, resulting in a Minor Positive and Not Significant effect on SA objective 3.</p> <p>The clarification of flood risk information requirements would enhance the implementation of policy REG1 but would not result in any new or different significant effects.</p>
MM19	<p>New paragraph after 4.5</p> <p>4.6 and 4.8</p>	<p>4.5 Whilst the site is primarily for leisure, tourism and visitor uses, some retail and other ancillary uses will be supported as they could improve the leisure and tourism offer of the site. Retail and other main town centre uses, such as restaurants and cafes, may be used as part of a linked trip and increase the length of stay. Whilst main town centre uses may be supported on the site, they will still be expected to <del>follow the sequential assessment approach set out in Policy ED1 and be supported by an impact assessment, where necessary</del> in line with Policy ED1.</p> <p>4.5a The site is located approximately 130m to the north of Coatham Conservation Area. Development proposals should, therefore, be of a high quality design, having regard to the character and appearance of the conservation area, and should, where possible, respect the historic links of Coatham with the coast.</p> <p>4.6 Parts of the site are located in flood zones 2 and 3. <del>Development should try to avoid the parts of the site which are most prone to flooding. However, w</del>Where development is proposed on land within flood zones 2 and 3, <del>where required,</del> and a flood risk assessment should demonstrate that the development will be safe, including access and egress, without increasing flood risk elsewhere. <u>Development should be designed to be appropriately flood resilient and resistant.</u></p> <p>4.8. The site is located in close proximity to the Teesmouth and Cleveland Coast Special Protection Area and Ramsar site. <del>Any proposal will be required to carry out a screening exercise to determine the need for Appropriate Assessment, to ensure that there will be no adverse effect on the SPA. A recreation management plan will be developed that will set out measures to ensure that the increased recreational pressure arising from the development will not have an adverse effect on the SPA. There is, therefore, potential for proposals in this area to impact upon the integrity of the site, including through increased recreational disturbance. All proposals should comply with the requirements of Policy N4, including the provision of any necessary mitigation, to ensure that there will be no adverse effect on the SPA and Ramsar site. Developers are advised to contact the Council for further guidance on suitable mitigation strategies prior to the submission of a planning application.</del></p>	<p>This MM would amend supporting text to improve clarity and provide guidance to support the criterion introduced regarding the protection of Coatham Conservation Area. As explanatory modifications to supporting text only, this MM would clarify the implementation of Policy REG1 but would itself have no specific effects.</p> <p>In combination with MM18, this MM has the potential to generate or alter previously predicted effects on the integrity of European Sites. This is subject to separate consideration within an HRA Screening Addendum which accompanies this SA Addendum.</p>	<p>None predicted.</p>
MM20	Policy REG2	Kirkleatham Estate will continue to be recognised as a major heritage asset in Redcar and Cleveland. Action will be taken to reduce risk and maximise potential by implementing a conservation-led approach to the rescue, re-	There is no clear relationship between this MM and the SA Framework. The	None predicted.

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		<p>use and future management of these historic assets based on a sound understanding of their significance. The Council <del>has created an Investment Prospectus</del> <u>will consider preparing a strategic masterplan</u> for the historic estate, <del>which could help</del> to ensure appropriate uses for the heritage assets of the estate.</p> <p>The conservation-led project <del>has commenced with planning permission and listed building consent being granted for re-development of Kirkleatham walled garden.</del> <u>and The associated strategic masterplan Investment Prospectus will</u> <del>could</del> enable successful social regeneration, which revives social cohesion and communities; economic regeneration which uses physical renovation to revive the economic market of a place; and cultural regeneration in order to make a positive contribution to local communities.</p> <p>Through sensitive and appropriate conservation-led regeneration, and informed future management, Kirkleatham Estate will realise its potential as a valuable historic asset in a wider cultural landscape whilst successfully combining heritage protection with economic activity to ensure future sustainability. Access and interpretation would form part of its future.</p> <p>The surrounding landscape <del>and gardens</del> will be protected and opportunities sought for their restoration, management and sensitive re-use.</p> <p>The Kirkleatham Conservation Plan (and its two addendums) will be actively used to inform the preparation of any development proposals that are brought forward to help guide the future of the estate and ensure its historical significance is maintained and, where appropriate, enhanced or better revealed.</p> <p>Accepted conservation philosophies should be adhered to when considering any change to original fabric, spaces or layout at Kirkleatham Hall Stables and Garden and other heritage structures and land within the broader site.</p> <p>Kirkleatham Estate should be considered as a whole, ensuring its component elements, ranges and rooms, and the relationships between them and their setting and wider cultural landscape, are protected and enhanced. There should be a presumption in favour of retaining and conserving in situ all buildings, structures, landscaping, archaeological deposits and other features at the site. There should be a presumption against the demolition of structures of heritage interest, including partial demolition or removal.</p>	<p>MM would therefore have no clear effects.</p>	
MM21	4.17	<p><del>4.17 Reflecting the heritage and integrity of the walled garden, the Council plans to re-establish an active site for horticulture and catering at Kirkleatham, as part of the on-going restoration of the estate.</del></p> <p><u>4.17 Reflecting the heritage and integrity of the walled garden, the Council has obtained planning permission and listed building consent to re-establish an active site for horticulture and catering at Kirkleatham, which is intended to be the first step of the ongoing restoration of the estate.</u></p> <p><del>4.24</del> As such, <del>an Investment Prospectus strategic masterplan</del> would be prepared that sets out the project's long-term ambitions whilst, at the same time, establishing the key short-term objectives that need to be achieved in order to meet longer term ambitions. It is the intention that the <del>masterplan</del> <u>Investment Prospectus</u> would set out a coherent approach to revitalising the historic estate through:</p>	<p>This MM would clarify supporting text, including to confirm that an Investment Prospectus rather than strategic masterplan will be prepared for Kirkleatham gardens. However, as there is no clear relationship between this MM and the SA Framework the MM would have no clear effects.</p>	None predicted.
MM22	Policy REG3	<p>Land at Skelton is allocated for a mixed use development comprising commercial and residential uses. <u>Development of the site will include the following elements:</u></p> <p><u>a. approximately 17ha at the western part of the site, as identified in Inset Map 01, will be utilised as a long term strategic site for residential development of approximately 400 dwellings, 200 of which are expected to be delivered over the plan period;</u></p> <p><u>b. approximately 27ha of land at Skelton Industrial Estate, as identified in Inset Map 01, will be developed and safeguarded for employment uses (B1, B2 and B8) in accordance with Policy ED6; and</u></p>	<p>This MM would recast policy criteria to more clearly define the extent and key parameters which development proposals on land at Skelton should accord with. Criteria which previously required the undertaking of a sequential assessment for proposed commercial uses and compliance with Appropriate</p>	<p>The Publication RCLP SA Report (2016) previously identified positive, negative and uncertain relationships between Policy REG3 and individual SA objectives owing to the scale of development proposed and potential effects on the local community. Whilst this</p>

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		<p><u>c. proposals for commercial uses will be supported on approximately 5ha of land on the eastern part of the site, as identified in Inset Map 01, where they are compatible with the adjacent uses and would not significantly harm the vitality and viability of Skelton Local Centre.</u></p> <p><del>The scale and composition of the existing industrial estate will be reviewed and it will be extended onto the eastern part of the site adjacent to the A174 Skelton and Brotton Bypass to provide an attractive environment for local economic growth with a strong frontage onto the main road network. Other commercial uses will be supported alongside the existing Asda superstore, where they are compatible with the adjacent uses would not significantly harm the vitality and viability of Skelton Local Centre. Any proposals for main town centre uses will be required to follow the sequential assessment approach as set out within Policy ED1 and should be supported by an impact assessment where they exceed the locally set thresholds.</del></p> <p><del>The western part of the site will be utilised as a long term strategic site for residential development. It is expected that the site could accommodate up to 400 dwellings, 200 of which are expected to be delivered over the plan period.</del></p> <p><del>It is expected that the proposals will achieve the following:</del></p> <p><del>a. a high quality mixed use development of commercial and residential properties;</del>  <del>b. up to 400 residential dwellings on the western part of the site;</del>  <del>c. appropriate redevelopment of the existing industrial estate, should sites become available;</del>  <del>da. on-site affordable housing provision in accordance with the requirement of Policy H4;</del>  <del>eb. significant provision of appropriate and highly accessible community green space within the site, including the retention of existing allotments and, potentially, contributions to enhance local off-site facilities;</del>  <del>fc. ground investigation and prior completion of any necessary remediation work;</del>  <del>gd. a sustainable surface water drainage scheme;</del>  <del>he. completion of an ecological survey and any appropriate mitigation;</del>  <del>if. a landscape assessment and appropriate landscaping scheme throughout the site, including a deep planting buffer towards the A174 Skelton and Brotton Bypass and the eastern fringe of the site;</del>  <del>ig. improved pedestrian linkages to the existing settlement;</del>  <del>kh. a screening exercise to determine the need for an Appropriate Assessment accordance with the requirements of Policy N4 in terms of consideration of effects on internationally designated sites, including any necessary mitigation; and</del>  <del>li. contributions, as necessary, at the time of the application, towards any other services and community infrastructure enhancements.</del></p>	<p>Assessment requirements would be reworded for clarity, whilst criteria which required delivery of “<i>high quality mixed use development...</i>” and which provided support for potential future redevelopment of industrial land would be deleted. These changes would remove duplication and enhance the alignment of Policy REG3 with other policies but would themselves have no specific effects.</p> <p>This MM has the potential to generate or alter previously predicted effects on the integrity of European Sites. This is subject to separate consideration within an HRA Screening Addendum which accompanies this SA Addendum.</p>	<p>MM would strengthen the implementation of Policy REG3 it would not result in any new or different LSE.</p>
MM23	<p>4.25 - 4.26</p> <p>4.29 -4.31</p> <p><b>New paragraph after 4.36 And New Image added after 4.37: Inset Map 01</b></p>	<p><del>4.25 The site comprises Skelton Industrial Estate, which is currently safeguarded for industrial and business use through LDF Policy CS9, and an area of agricultural land which was identified as a future expansion to Skelton Industrial Estate under former Local Plan Policy IND3.</del></p> <p>4.26 The Redcar &amp; Cleveland Employment Land Review (ELR) (2016) indicates that whilst Skelton Industrial Estate should continue to be safeguarded for general industrial and business use, there is no quantitative need to retain <u>an area of land for an extension to the estate</u><del>the extension land for industrial uses</del>. However, the ELR does identify that there are qualitative deficiencies with the existing industrial estate as many of the buildings are outdate and far too large for potential users. This has resulted in a number of vacancies.</p> <p>4.29 Skelton Industrial Estate currently has a Local Development Order (LDO) in place permitting a wide range of development that falls within B1, B2 and B8 use classes. The LDO is time-limited and due to expire on 31<sup>st</sup> March 2017<del>8</del>. <del>Depending on its success, t</del><u>The LDO will be reviewed and the Council may choose to extend its the lifetime of the LDO.</u> However, its content and objectives may need to be redefined to more closely align with Policy REG3.</p>	<p>This MM would amend supporting text to improve clarity, including through the deletion of a previous statement which sought to restrict residential development on land at Skelton until after committed sites are built out. As this statement was not reflected within Policy REG3 as drafted, its removal would aid clarity but would have no substantive effects on housing delivery. The MM would also signpost the need for contributions from relevant sites to the Teesmouth and Cleveland Coast SPA Recreation Management Plan and the need for relevant development proposals to be supported by a retail impact assessment. However, policies SD2, N4 and ED1 would continue to assess these issues rather than Policy REG3.</p>	<p>None predicted.</p>

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		<p><b>4.30</b> The bulk of the residential development is envisaged to take place on the western part of the site, with up to 400 dwellings being provided. <del>As there are a number of outstanding residential commitments in Skelton, it is expected that residential development will not take place on the site until these are completed. On that basis, it</del> is considered that approximately 200 dwellings will be completed over the plan period, with the remainder being completed thereafter.</p> <p><b>4.31</b> Instead of being safeguarded for just industrial and business use (B1, B2 and B8), <u>part of the site will also be suitable for a range of commercial uses to complement the existing Asda superstore. However, where main town centre uses are proposed, these will be expected to follow the sequential assessment approach and undertake a retail impact assessment, where appropriate, in accordance with Policy ED1 and should cause no significant harm to the vitality and viability of Skelton Local Centre.</u></p> <p><b>4.36a</b> <u>Natural England are proposing to extend the extent of the Teesmouth and Cleveland Coast SPA. This is expected to bring the SPA/potential SPA within 6km of the allocation. Residential development and any tourist or leisure proposals which would increase recreation disturbance of the SPA, will therefore be expected to contribute towards measures identified in the Recreation Management Plan, unless other appropriate mitigation is provided. Further detail is contained in Policy N4.</u></p> <p><b><u>Inset Map 01: Distribution of Uses</u></b></p> 	<p>As explanatory modifications to supporting text only, this MM would clarify the implementation of Policy REG3 but would itself have no specific effects.</p> <p>In combination with MM22, this MM has the potential to generate or alter previously predicted effects on the integrity of European Sites. This is subject to separate consideration within an HRA Screening Addendum which accompanies this SA Addendum.</p>			
MM24	Policy ED1 and footnote	<p>The following hierarchy of town, district and local centres will be used in the Local Plan:</p> <table border="1" data-bbox="626 1814 1519 1892"> <tr> <td data-bbox="626 1814 783 1892"><b>Town Centre</b></td> <td data-bbox="783 1814 1519 1892">Redcar</td> </tr> </table>	<b>Town Centre</b>	Redcar	The MM would amend requirements for proposals to be supported by retail impact assessments, which would improve assessment proportionality, and	The Publication RCLP SA Report (2016) previously identified a clear positive relationship between Policy ED1 and SA objective 10 as well as potential positive relationships with
<b>Town Centre</b>	Redcar					

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		<b>District Centres</b>	<ul style="list-style-type: none"> <li>• Eston</li> <li>• Guisborough</li> <li>• Loftus</li> </ul>	<ul style="list-style-type: none"> <li>• Low Grange Farm</li> <li>• Marske</li> <li>• Saltburn</li> </ul>	<p>set out additional criteria to support and safeguard shops and services both both within local centres and outwith the hierarchy of centres. This would protect the role and functioning of local centres and would safeguard important community amenities. In addition, the MM would import the definition of “<i>main town centre uses</i>” as defined by the NPPF (2012) within the RCLP, which would aid clarity.</p>	<p>SA objectives 16 and 17, although some uncertainties were noted.</p> <p>This MM would strengthen the effect of Policy ED1 in safeguarding retail and main town centre uses within the identified hierarchy of centres, including local centres. Combined with providing enhanced protection for existing community facilities located outwith the hierarchy of centres, this would result in a Major Positive and Significant effect on SA objective 10 and Minor Positive and Not Significant effects on SA objectives 16 and 17. Policy ED1 as modified would also result in Minor Positive and Not Significant effect on SA objective 14 through directing high footfall development to highly accessible locations.</p>
<b>Local Centres</b>	<ul style="list-style-type: none"> <li>• Brotton, High Street</li> <li>• Carlin How</li> <li>• Dormanstown, Ennis Square</li> <li>• Guisborough, Enfield Chase</li> <li>• New Marske, Birkdale Road</li> </ul>	<ul style="list-style-type: none"> <li>• Normanby</li> <li>• Nunthorpe</li> <li>• Redcar, Park Avenue</li> <li>• Redcar, Roseberry Square</li> <li>• Skelton, High Street</li> </ul>				
<p>Development proposals for main town centre uses<sup>(11)</sup> will be focussed in town, <del>and district centres and local centres</del>. <del>Any proposal which would increase the floorspace of a centre by 10% or more must be supported by a retail impact assessment.</del></p> <p>Any proposal for a main town centre use will be expected to follow the sequential assessment approach set out within the NPPF, favouring locations within existing centres, followed by edge of centre locations. The sequential assessment will not apply to site allocations for main town centre uses, or small-scale proposals for main town centre uses (less than 200m<sup>2</sup> gross), except where the site is safeguarded/allocated for another form of development.</p> <p>An impact assessment will be required to support any retail or leisure development outside of an existing centre, where the gross floorspace proposed would be above any of the following thresholds:</p> <ol style="list-style-type: none"> <li>a. retail development (where Redcar Town Centre is the nearest town or district centre): 1,000m<sup>2</sup>;</li> <li>b. all other retail development: 500m<sup>2</sup>; and</li> <li>c. leisure development;             <ol style="list-style-type: none"> <li>i. cinemas, health and fitness clubs, tenpin bowling, casinos, nightclubs and bingo halls: 1,000m<sup>2</sup>; and</li> <li>ii. cafes, restaurants, pubs and bars: 500m<sup>2</sup></li> </ol> </li> </ol> <p>The vitality and viability of the town and district centres will be maintained and, where appropriate, enhanced. Measures will include:</p> <ol style="list-style-type: none"> <li>d. safeguarding the retail character and function of the area. Within Redcar Primary Shopping Area, at least 75% of the units will be retained for A1 use. Within Guisborough Primary Shopping Area, at least 55% of the units will be retained for A1 use. No A5 uses will be permitted within the primary shopping areas;</li> <li>e. enhancing the appearance, safety and environmental quality of the centre;</li> <li>f. encouraging a diversity of uses within the centre (outside the primary shopping areas) including a range of retail, leisure, social, education, arts, cultural, office, residential and commercial uses. Particular attention will be given to bringing upper floors back into active use;</li> <li>g. safeguarding and improving markets within centres, including increasing their frequency;</li> <li>h. promoting the reuse of vacant buildings, especially those of heritage value and at risk;</li> <li>i. maintaining and enhancing access to the centre by sustainable modes of transport, and encouraging multi-purpose trips; and</li> <li>j. improving the quality and quantity of parking in designated centres, where necessary.</li> </ol> <p>The role of local centres in the borough will be maintained and strengthened to better serve the local community. <u>Proposals within local centres will be supported where they contribute to the vitality and viability of the centre and enhance the range and quality of shops and services.</u></p> <p>Neighbourhood shops, services and community facilities located outside of the borough’s centres will be protected where they are important to the day-to-day needs of local communities, particularly in the rural parts of the borough, <del>unless it has been demonstrated that there is no longer a need or demand for the facility or its loss would secure wider regeneration community benefits.</del></p>						



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		11 For the purposes of the Local Plan, main town centre uses are <u>as defined by the NPPF considered to be retail, leisure, offices, arts tourism and cultural activities.</u>		
MMMM 25	5.5	5.5 Town, <del>and district</del> <u>and local centres</u> should provide a diverse range of uses and a high quality environment if they are to be places where people wish to visit. Development proposals for main town centre uses, including retail, leisure, entertainment facilities, offices, arts, culture and tourism, <del>will continue to be focussed in the defined town, and district and local centres in the borough.</del>	There is no clear relationship between this MM to supporting text and the SA Framework. The MM would therefore have no clear effects.	None predicted.
MM26	Policy ED2	Cleveland Retail Park will continue to provide an important role as an out-of-centre retail park. Bulky goods will continue to be supported at Cleveland Retail Park, where alternative, <u>suitable, viable and available</u> sites cannot be found within existing centres. All other forms of retail will not be supported at Cleveland Retail Park, unless they have been clearly justified through the sequential assessment approach and a retail impact assessment (where required) in accordance with Policy ED1.	This MM would clarify that the availability of sites must be considered as a factor within sequential assessments in support of relevant development proposals at Cleveland Retail Park. Whilst enhancing the implementation of Policy ED2, there is no clear relationship between this MM and the SA Framework and the MM would therefore have no clear effects.	None predicted.
MM27	5.15	5.15 The retail park was originally developed as a location for bulky goods retail, <u>such as DIY, furniture, large household appliances or carpets.</u> However, over recent years, several planning permissions have been granted, to widen the range of goods which can be sold from some of the units, <del>to non-bulky comparison goods retail and convenience retail.</del>	There is no clear relationship between this MM to supporting text and the SA Framework. The MM would therefore have no clear effects.	None predicted.
MM28	5.19 and Footnote 12	5.19 <del>There is a recognised link between takeaway food and obesity and</del> <u>Rates</u> of obesity in both children and adults are higher in Redcar and Cleveland than the national average. In order to improve health and wellbeing in the borough and encourage healthier eating, applicants for takeaway uses are recommended to seek the advice of the Council's public health team on how to provide healthier choices.  12 Those falling within Use Class A5, <del>or where there is Use Class A3 or A4 with associated A5 use.</del>	There is no relationship between this MM to supporting text and the SA Framework. The MM would therefore have no clear effects.	None predicted.
MM29	Policy ED4	Retail uses will only be permitted on existing industrial estates and business parks, <u>in accordance with Policy ED6, (as identified in Policy ED6)</u> where it involves:  a. proposals for the sale of bulky goods, where it is demonstrated that there are no <u>sequentially preferable sites which are suitable, viable and available sequentially preferable sites and where there will not be an adverse impact upon the supply of employment land;</u> or b. retailing ancillary to, and inextricably linked with, a business or industrial use, where the main use would be inappropriate in a centre; or c. small scale retail and food uses (A1, A3 and A5) providing a local service to those working in an industrial area where there is a deficiency in that service. Total gross floorspace in any one unit should not exceed 200m <sup>2</sup> .	This MM would remove duplication with Policy ED6, which sets out criteria to safeguard industrial estates and business parks for employment uses, and would clarify sequential assessment requirements for relevant proposals.	None predicted.
MM30	5.21	5.21 Bulky goods retailers require large buildings for the display of their goods, and are often serviced by large heavy goods vehicles. This makes it difficult, in many cases, to find suitable premises or land available within or on the edge of centres. In those circumstances where it is demonstrated that there are no suitable, <u>or viable and available</u> locations within or on the edge of existing centres, it may be more appropriate for these uses to be accommodated on existing industrial or business parks, which are characterised by units of a similar scale. The use of industrial land or existing industrial buildings will also be required to accord with the requirements of Policy ED6.	As an explanatory modification to supporting text only, this MM would clarify the implementation of Policy ED2 as modified by MM26 but would itself have no specific effects.	None predicted.
MM31	5.25	5.25 Particular attention will be given if the advertisement is to be located in a rural or residential location, in a conservation area or affects a listed building or its setting. <u>For example,</u> <del>in</del> such locations, proposals involving projected box signs or illuminated signs will be very carefully controlled in order to protect the character of the area or building.	There is no clear relationship between this MM and the SA Framework. The MM would therefore have no clear effects.	None predicted.
MM32	Policy ED6	<del>Protecting Employment Areas</del> <u>Promoting Economic Growth</u>	Parts of this modification to Policy ED6 to safeguard land for industrial and	The Publication RCLP SA Report (2016) concluded that Policy ED6

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		<p>Land and buildings within existing industrial estates and business parks, as shown on the Policies Map, will continue to be developed and safeguarded for general industrial and business employment uses. (B1, B2 &amp; B8).</p> <p><del>The following areas will be developed and safeguarded for heavy industry and logistics sectors Specialist uses, such as heavy processing industries and port logistics, will be focused in the following areas, with 405ha of additional land available over the plan period. In these areas proposals falling within Use Classes B1, B2, B8 and suitable employment related sui-generis uses will be supported.</del></p> <p>a. <del>Wilton International;</del> b. <del>Land at South Tees, including Teesport and land along the River Tees; and</del> c. <del>Land at Skinningrove.</del></p> <table border="1"> <thead> <tr> <th>Ref.</th> <th>Site</th> <th>Location</th> <th>Additional available land (net ha)</th> </tr> </thead> <tbody> <tr> <td>ED6.1</td> <td>Wilton International<sup>1</sup></td> <td>South Tees</td> <td>221</td> </tr> <tr> <td>ED6.2</td> <td>Land at South Tees<sup>2</sup></td> <td>South Tees</td> <td>184</td> </tr> <tr> <td>ED6.3</td> <td>Skinningrove</td> <td>East Cleveland</td> <td>0</td> </tr> </tbody> </table> <p>1. Includes Main Complex and land to the West of A1053 2. Includes Teesport Estate, Teesport Commerce Park and land along the River Tees</p> <p>General employment uses will be focused in the <del>The following sites areas land will be developed and safeguarded, with 32ha of additional land available over the plan period. Proposals for development within Use Classes B1, B2 and B8 will be supported.</del></p> <p>d. <del>South Tees Industrial Estates and Business Parks, South Tees;</del> e. <del>Skippers Lane Industrial Estate, South Bank;</del> f. <del>Kirkleatham Business Park, Redcar;</del> g. <del>Tees Offshore Base, South Bank;</del> h. <del>Warrenby Industrial Estate, Redcar;</del> i. <del>North Liverton Industrial Estate, Liverton Mines;</del> j. <del>Barmet Industrial Estate, Lingdale;</del> k. <del>Longbeck Industrial Estate, Marske;</del> l. <del>Cleveland Gate Business Park and Morgan Drive, Guisborough; and</del> m. <del>Dormanstown Industrial Estate, Redcar.</del></p> <table border="1"> <thead> <tr> <th>Ref.</th> <th>Site</th> <th>Location</th> <th>Additional available land (net ha)</th> </tr> </thead> <tbody> <tr> <td>ED6.4</td> <td>South Tees Industrial Estates and Business Parks<sup>3</sup></td> <td>South Tees</td> <td>3.5</td> </tr> <tr> <td>ED6.5</td> <td>Skippers Lane Industrial Estate</td> <td>South Tees</td> <td>0.8</td> </tr> <tr> <td>ED6.6</td> <td>Kirkleatham Business Park</td> <td>Redcar</td> <td>22.2</td> </tr> <tr> <td>ED6.7</td> <td>Warrenby Industrial Estate</td> <td>Redcar</td> <td>0.3</td> </tr> <tr> <td>ED6.8</td> <td>Trunk Road Industrial Estate</td> <td>Redcar</td> <td>2.5</td> </tr> <tr> <td>ED6.9</td> <td>Longbeck Industrial Estate</td> <td>Marske</td> <td>0</td> </tr> <tr> <td>ED6.10</td> <td>North Liverton Industrial Estate</td> <td>Liverton Mines, East Cleveland</td> <td>1.9</td> </tr> </tbody> </table>	Ref.	Site	Location	Additional available land (net ha)	ED6.1	Wilton International <sup>1</sup>	South Tees	221	ED6.2	Land at South Tees <sup>2</sup>	South Tees	184	ED6.3	Skinningrove	East Cleveland	0	Ref.	Site	Location	Additional available land (net ha)	ED6.4	South Tees Industrial Estates and Business Parks <sup>3</sup>	South Tees	3.5	ED6.5	Skippers Lane Industrial Estate	South Tees	0.8	ED6.6	Kirkleatham Business Park	Redcar	22.2	ED6.7	Warrenby Industrial Estate	Redcar	0.3	ED6.8	Trunk Road Industrial Estate	Redcar	2.5	ED6.9	Longbeck Industrial Estate	Marske	0	ED6.10	North Liverton Industrial Estate	Liverton Mines, East Cleveland	1.9	<p>business uses rather than only heavy industry and logistics were proposed at pre-examination stage and addressed within the RCLP SA Addendum Report – April 2017.</p> <p>This MM would clarify that industrial estates and business parks should be safeguarded for employment uses, without setting additional restrictions. This MM would also insert additional text to define “specialist uses” according to specific use classes and direct these to three strategic sites, whilst general employment uses will be directed towards other identified sites.</p> <p>This MM would align with Policy LS4 as modified by MM16 by requiring development proposals within the South Tees Masterplan area to accord with a future South Tees Masterplan SPD and setting out a positive position that would be supportive of proposals which contribute to growth and regeneration. This would directly support the regeneration of the South Tees Development Corporation area.</p> <p>The MM would also expand criteria to assess proposals for non-employment uses on employment sites as well as introducing criteria to assess employment proposals located outwith allocated sites. This would support the primacy of employment allocations for related uses whilst protecting communities and the local environment from adverse impacts.</p>	<p>would have a strong and positive relationship with SA objectives 16 and 17 through protecting employment areas.</p> <p>Policy ED6 as modified would provide a clear employment land strategy for the RCLP which directs specialist and general land uses to different sites. Through safeguarding employment allocations for related uses, supporting regeneration and ensuring that proposed employment uses on unallocated sites appropriately safeguard amenity and local character, Policy ED6 as modified would have Major Positive and Significant effects on SA objectives 16 and 17 as well as Minor Positive and Not Significant effects on SA objectives 2 and 12.</p>
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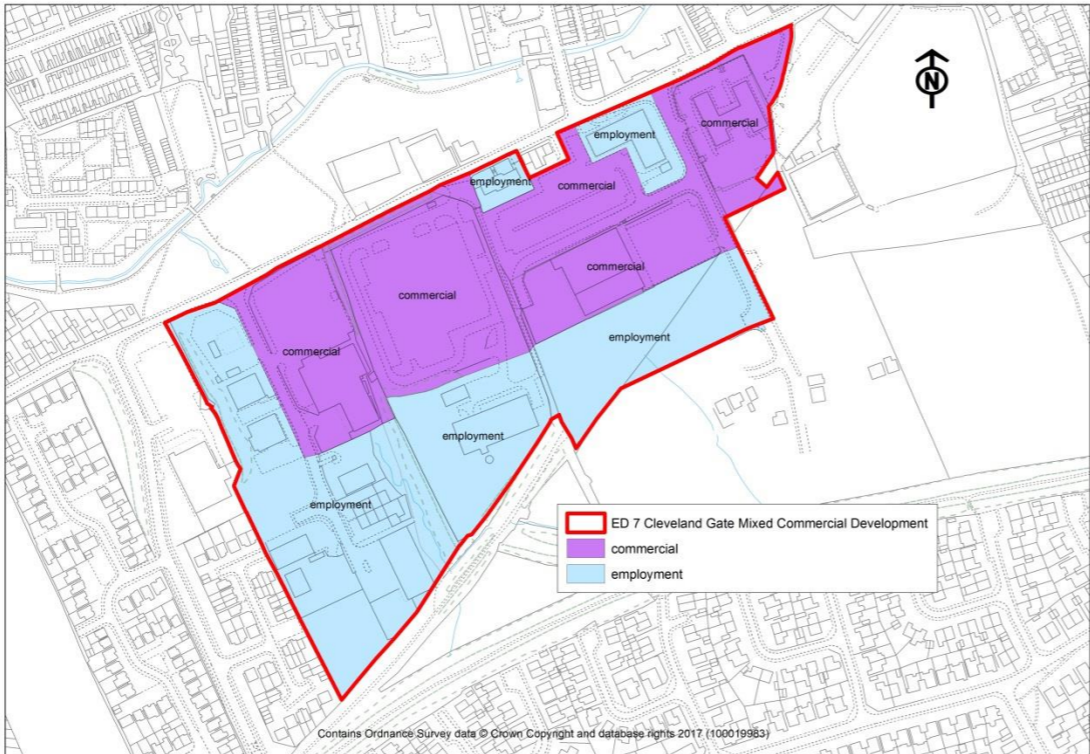
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		<u>ED6.11</u>	<u>Barnet Industrial Estate</u>	<u>Lingdale, East Cleveland</u>	<u>0.8</u>		
<p>3. Includes <u>South Tees Freight Park, South Tees Imperial Park, Nelson Street Industrial Estate and Bolckow Industrial Estate</u></p> <p><u>Proposals at South Tees, South Tees Freight Park and Bolckow Industrial Estate (collectively referred to as the South Tees Development Corporation area) should have regard to the South Tees Master Plan Supplementary Planning Document (SPD). Proposals which positively contribute towards growth and regeneration will be supported.</u></p> <p><u>High tech and knowledge driven development should be focused within the South Tees Development Corporation area, at Kirkleatham Business Park and Cleveland Gate Business Park, as defined on the Policies Map.</u></p> <p><u>The mixed-use site at Skelton, allocated under Policy REG3, and mixed-use commercial site at Cleveland Gate and Morgan Drive, allocated under Policy ED7, will also contribute towards meeting employment needs over the plan period.</u></p> <p><del>Proposals for alternative uses on safeguarded employment land will only be acceptable if it is considered that the land is no longer required for industrial development and its release for an alternative use would not adversely impact upon the supply of employment land in the future.</del></p> <p><del>High tech and knowledge driven development should be focused at Kirkleatham Business Park and Cleveland Gate Business Park.</del></p> <p>Some of the above <del>general</del> employment sites lie adjacent to, or are within, the proximity of protected landscapes and nature conservations sites. Where appropriate, proposals will need to demonstrate that there will be no adverse effects on the integrity of the Teesmouth and Cleveland Coast SPA and Ramsar site, or other European designated nature conservation sites either alone or in combination with other plans and programmes. <del>Any</del> proposals for development within the Warrenby Industrial Estate adjacent to Coatham Marsh should include a buffer of undeveloped land and a suitable boundary treatment during both construction and operation, such that direct effects on land within and immediately adjacent to the proposed extension to the Teesmouth and Cleveland Coast SPA are avoided. Any necessary mitigation measures must be secured in advance of the development in order to meet the requirements of the Habitat Regulations.</p> <p>Proposals will be encouraged to improve the quality of the environment, signage, security and accessibility of the sites.</p> <p><del>Existing employment sites and buildings located outside the employment areas will be safeguarded where they are important to sustaining the local economy and meeting the Council's regeneration objectives.</del></p> <p><u>Employment proposals on non-allocated sites</u></p> <p><u>Proposals for new employment uses outside of allocated employment land or involving buildings already within B1, B2 and B8 uses, will be permitted where it can be demonstrated that they:</u></p> <ol style="list-style-type: none"> <li><u>cannot be accommodated on land allocated for employment uses;</u></li> <li><u>would make a contribution to job creation and diversification of the economy;</u></li> <li><u>can be provided with appropriate vehicular access, and supports access to sustainable transport connections; and,</u></li> <li><u>will not result in an adverse impact upon the character and appearance of the surrounding area, or residential amenity.</u></li> </ol> <p><u>Alternative uses of employment land and buildings</u></p>							

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		<p>Proposals for alternative uses on the sites listed above, or other buildings in Use-class B1, B2 or B8, will only be acceptable where they:</p> <ol style="list-style-type: none"> <li>would not adversely affect the economic growth and employment opportunities in the area;</li> <li>demonstrate that the location of the site is no longer appropriate or viable for alternative employment uses following an active and exhaustive marketing process for a minimum of 12 months;</li> <li>would not result in an inappropriate reduction in the supply of land or buildings for employment uses, taking into account the overall amount, range and choice available for the remainder of the plan period and supply of employment land in the future;</li> <li>would result in a good standard of amenity for existing and future occupants of land and buildings; and</li> <li>would not prejudice the operation of neighbouring properties and businesses.</li> </ol>		
MM33	Paras. 5.26 – 5.35,	<p><b>5.26</b> There is a need to ensure that there is a continuous supply of employment land within the borough to provide a choice of sites in terms of size, quality and location. The Redcar &amp; Cleveland Employment Land Review update (2016) (ELR) identified a need of up to 163ha of employment land for specialist uses over the plan period. However, given the unique and critically important role these specialist use sites play in driving the economic growth of Redcar and Cleveland, the ELR concluded that the majority of land previously protected for steel, chemical and port-related industries should continue to be protected in the Local Plan. These sites will also help support the growth ambitions of the newly established South Tees Development Corporation, the Tees Valley Strategic Economic Plan and the Council's Growth Strategy. The Local Plan therefore allocates land for specialist employment uses (sites ED6.1-ED6.3), including 405ha of net additional available land, based on 2016 available land data included in the ELR.</p> <p><b>5.26a</b> Specialist industries in the borough have specific locational requirements and will be focused at Wilton International (ED6.1), South Tees (ED6.2) and Skinningrove (ED6.3). Specialist uses are considered to include heavy industry and logistics, and industries such as steel, waste, chemical, refining, utilities, energy, manufacturing, engineering, process industries, port-related development and other uses which have specific locational requirements or large land-take, or would benefit from close location to these uses such as their supply chain or associated offices. A number of these specialist uses fall within a sui- generis use class. The Council will therefore support these employments related sui-generis uses on sites ED6.1, ED6.2 and ED6.3. Other forms of sui-generis uses will not be supported. Taking advantage of the borough's unique assets, land will be safeguarded for these specialist uses. This will allow us to attract companies to develop, test and produce materials and processes which would be restricted elsewhere, including uses which may be potentially hazardous or polluting.</p> <p><b>5.26b</b> Wilton International is a world class chemicals and energy complex with large multinational operators such as Sabic, Lotte and Huntsman currently operating from the site. The site is operated by Sembcorp who provide a range of utilities to meet the needs of operators. These sectors are a significant employer within the borough, and with potential for growth and investment over future years. Approximately 70ha of available land within the Wilton site, included in ED6.1, would be unsuitable for heavy industry due to relative proximity to residential areas. Light industrial uses, storage or offices associated with the chemicals and energy sector could be acceptable in these areas.</p> <p><b>5.26c</b> The South Tees Development Corporation (STDC) has been established to drive forward opportunities on a 1,820ha area, which includes the site of the former SSI steelworks in Redcar. This substantial area of economic opportunity has access to a deep water port, excellent road and rail links, access to energy and utilities, and to a highly skilled and committed work force. It ranks amongst the best sites in Europe for export-orientated industrial production. Land at South Tees, Bolckow Industrial Estate and South Tees Freight Park fall within the proposed STDC boundaries. ED6 will be kept under review, and may require update, as the STDC progresses.</p> <p><b>5.26d</b> Teesport remains one of the busiest ports in the UK, handling over 5,000 vessels a year and around 40 million tonnes of cargo. Whilst traditionally used to export bulky goods, palletised freight is becoming increasingly important and the port has been successful at attracting large supermarket distribution centres</p>	<p>Parts of this modification were proposed in tandem with pre-examination modifications to Policy ED6 and addressed within the RCLP SA Addendum Report – April 2017.</p> <p>Some further amendments are now proposed to align supporting text with Policy ED6 as modified by MM32. These changes include text re-ordering and the inclusion of additional supporting text to explain the RCLP employment land strategy. As explanatory modifications to supporting text only, this MM would have no clear effects.</p>	None predicted.

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		<p><u>for Tesco and Asda in recent years. The port is seen as a key growth area over the plan period based on the expansion of the port under its Northern Gateway proposals.</u></p> <p><b>5.26e</b> <u>Despite the cessation of steel making at SSI in Redcar, the steel sector continues to be an important part of the local economy, and it is one which the Council wishes to support, alongside other employment opportunities, through safeguarding land at South Tees, and Skinningrove for employment purposes.</u></p> <p><b>5.26f</b> <u>The Joint Tees Valley Minerals and Waste DPDs identify the South Tees Eco Park as a site specific allocation for recycling industries to help address the needs of the sub-region over the plan period. The Eco Park will continue to be promoted for recycling facilities through the Local Plan.</u></p> <p><b>5.26g</b> <u>The area of land safeguarded for general industrial employment uses through the policy is slightly higher than the projected need of up to 26ha over the plan period, as identified in the ELR. However, it is considered that following de-allocation of a number of sites, justification exists for protecting the remaining sites in order to meet local needs and allow a small amount of choice and flexibility. General employment uses are defined as including B1, B2 and B8 uses. Additional land availability, as included in the policy, is based on 2016 available land data as included in the ELR.</u></p> <p><b>5.26h</b> <u>The quality and success of general industrial areas does vary and it is recognised that environmental, access and security improvements are needed in order to retain and to attract new businesses. Some improvement work has already been undertaken in areas such as the South Tees business parks, but further improvements are needed. The Council will continue to work with landowners and businesses to improve the quality and image of existing industrial estates and business parks.</u></p> <p><b>5.27</b> <u>The existing business parks and industrial estates in the borough are important in providing local jobs and for sustaining the local economy and the wider community. If successful, they can attract businesses into the borough and ensure a spread of industrial employment uses across the borough. It is, therefore, important that employment areas are safeguarded to meet identified needs and allow the local economy to grow, strengthening and diversifying our business base in accordance with the Tees Valley Strategic Economic Plan, the South Tees Master Plan SPD and the Council's Growth Strategy. Sector development plans will support those sectors in which the borough has competitive advantage – port &amp; logistics, energy &amp; low carbon, material processing and advanced manufacturing are a key focus, together with emerging local sectors of tourism, creative &amp; digital industries and social enterprise.</u></p> <p><b>5.27a</b> <u>Redcar and Cleveland benefits from three sites which are part of the Tees Valley Enterprise Zone (EZ):</u></p> <ul style="list-style-type: none"> <li>• <u>Land at Kirkleatham Business Park (12.6ha) has been included within the EZ, with new businesses in the target sectors of advanced manufacturing and engineering; chemicals and renewable energy sectors benefiting from up to £275,000 business rate discount over a five-year period. A Local Development Order has been established for the site, which allows new businesses within the target sectors to build new premises without the need to apply for planning permission. The LDO is time-limited and due to expire on 31<sup>st</sup> March 2018. The LDO will be reviewed and the Council may choose to extend its lifetime.</u></li> <li>• <u>Land at South Bank Wharf (80.7ha) has been included within the EZ for development by the renewable energy and advanced engineering sectors. Businesses within the target sectors can benefit from 100% enhanced capital allowances on capital investment.</u></li> <li>• <u>Land at Wilton International (164ha) has been designated as an EZ site for the chemicals and renewable energy sectors. The site also benefits from 100% enhanced capital allowances on plant and machinery for businesses operating within the target sectors.</u></li> </ul> <p><b>5.27b</b> <u>In addition to the above, the Council also aims to support development from the target sectors on the EZ sites at Wilton International and South Bank Wharf by entering into a Planning Performance Agreement with the developer.</u></p> <p><b>5.28</b> <u>Within the borough there are several key employment sectors which the Council will continue to support through the Local Plan. Taking advantage of the borough's unique assets, land will be safeguarded for heavy industries, port and logistics. This will allow us to attract companies to develop, test and produce</u></p>		

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		<p>materials and processes which would be restricted elsewhere, including uses which may be potentially hazardous or polluting, such as chemicals, steel, energy, waste and recycling.</p> <p><del>5.29</del> Wilton International is a world class chemicals and energy complex with large multinational operators such as Sabic, Lotte and Huntsman currently operating from the site. The site is operated by Sembcorp who provide a range of utilities to meet the needs of operators. These sectors are a significant employer within the borough, and with potential for growth and investment over future years.</p> <p><del>5.30</del> Teesport remains one of the busiest ports in the UK, handling over 5,000 vessels a year and around 40 million tonnes of cargo. Whilst traditionally used to export bulky goods, palletised freight is becoming increasingly important and the port has been successful at attracting large supermarket distribution centres for Tesco and Asda in recent years. The port is seen as a key growth area over the plan period based on the expansion of the port under its Northern Gateway proposals.</p> <p><del>5.31</del> Despite the cessation of steel making at SSI in Redcar, the steel sector continues to be an important part of the local economy, and it is one which the Council wishes to support, through safeguarding land at South Tees, including land along the river, and Skinningrove for employment purposes.</p> <p><del>5.32</del> The Joint Tees Valley Minerals and Waste DPDs identify the South Tees Eco Park as a site specific allocation for recycling industries to help address the needs of the sub-region over the plan period. The Eco Park will continue to be promoted for recycling facilities through the Local Plan.</p> <p><u>5.27d</u> Over the life of the Local Plan it is possible that policies for employment land development will come forward that for a variety of reasons cannot be readily accommodated within the existing range of allocated employment land. This policy ensures that whilst priority would continue to be given to allocated areas for employment land development, the Local Plan can also be flexible enough to support positive proposals for sustainable economic development beneficial to the overall growth and prosperity of the borough.</p> <p><u>5.27e</u> Policy ED6 also seeks to enable flexibility in the use and re-development of employment land, which is not required to meet employment needs, whilst ensuring that developments support the overall growth and prosperity of the borough, and the wider regional and national economy. By considering proposals against their impact on economic growth, this will ensure that sufficient flexible opportunities for businesses within employment uses are retained, but also that full use can be made of the economic potential of land in highly sustainable and accessible locations across the borough. National policy is clear that local authorities need to plan for future needs of economic development but a balance needs to be struck between making land available and not reserving land that has little likelihood of being taken up. For an employment site that is considered to no longer have a reasonable prospect of coming into use for employment purposes, justification would be needed as to whether the site is no longer suitable, available and/or economically viable, including evidence of appropriate marketing and future market demand where appropriate. An active and exhaustive marketing process should be undertaken for a minimum of 12 months.</p> <p><del>5.33</del> Redcar and Cleveland benefits from three sites which are part of the Tees Valley Enterprise Zone (EZ):</p> <ul style="list-style-type: none"> <li>• Land at Kirkleatham Business Park (12.6ha) has been included within the EZ, with new businesses in the target sectors of advanced manufacturing and engineering; chemicals and renewable energy sectors benefiting from up to £275,000 business rate discount over a five year period. A Local Development Order has been established for the site, which allows new businesses within the target sectors to build new premises without the need to apply for planning permission.</li> <li>• Land at South Bank Wharf (80.7ha) has been included within the EZ for development by the renewable energy and advanced engineering sectors. Businesses within the target sectors can benefit from 100% enhanced capital allowances on capital investment.</li> <li>• Land at Wilton International (164ha) has been designated as an EZ site for the chemicals and renewable energy sectors. The site also benefits from 100% enhanced capital allowances on plant and machinery for businesses operating within the target sectors.</li> </ul>		

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		<p><del>5.34</del> In addition to the above, the Council also aims to support development from the target sectors on the EZ sites at Wilton International and South Bank Wharf by entering into a Planning Performance Agreement with the developer.</p> <p><del>5.35</del> The quality and success of general industrial areas does vary and it is recognised that environmental, access and security improvements are needed in order to retain and to attract new businesses. Some improvement work has already been undertaken in areas such as the South Tees business parks, but further improvements are needed. There has been suggestion of a deficiency of quality employment land in the South Tees area. Should further evidence emerge this will be addressed in a future review of the Local Plan. The Council will continue to work with landowners and businesses to improve the quality and image of existing industrial estates and business parks.</p>		
MM34	Policy ED7	<p><b>Cleveland Gate and Morgan Drive Mixed Commercial Development Site</b></p> <p>Land at Cleveland Gate and Morgan Drive, Guisborough (2.4ha), as illustrated on the Policies Map, is allocated for a mixed use of <del>will be brought forward for mixed use commercial development of retail (Use Class A1 use), employment and business development (Use Class B1, B2 and B8 uses) and other commercial/business uses.</del></p> <p>The development of the site will be expected to achieve the following:</p> <ol style="list-style-type: none"> <li>a well-designed mixed-use scheme providing retail units (up to 47402) and business units;</li> <li>associated car parking;</li> <li>suitable new vehicular, cycle and pedestrian access to throughout the site;</li> <li>an appropriate landscaping scheme throughout the site; and</li> <li>ground investigation and prior completion of any necessary remediation works.</li> </ol> <p><u>Approximately 5.1 ha of land, as identified in Inset Map 02, will be developed and safeguarded for employment uses (B1, B2 and B8) only, in accordance with Policy ED6. Mixed - commercial development, including retail and employment uses, will be supported on the remainder of the site.</u></p>	<p>This MM would recast policy criteria to more clearly define the key parameters which development proposals at this site should accord with. This includes removing a cap on the number of retail units and safeguarding part of the site for specific employment uses, whilst allowing wider commercial uses across the rest of the site. These clarifications would enhance the implementation of Policy ED7 but would not result in specific effects on SA objectives, as the policy would retain strong support for retail and commercial uses within the site.</p>	<p>The Publication RCLP SA Report (November 2016) previously concluded that Policy ED7 would have a strong positive relationship with SA objectives 16 and 17, as well as positive relationships with SA objectives 4 and 12. Whilst MM34 would not alter these findings, for the avoidance of doubt Policy ED7 as modified is predicted to have Major Positive and Significant effects on SA objectives 16 and 17.</p>
MM35	<p>Paras. 5.38-5.40</p> <p><b>New Image after Para. 5.43</b></p>	<p><del>5.38</del> The site includes the former <del>was previously the location of the</del> Esco Foundry. <del>Re-development of the site</del> will result in bringing this brownfield site back into use through a mixed-use commercial development.</p> <p><del>5.39</del> The Redcar &amp; Cleveland Employment Land Review update (2016) has identified that there is a quantitative oversupply of general employment land in Guisborough. The proposed re-development seeks to move away from historic employment uses and promote employment units which can be used by starter companies/entrepreneurs and smaller local businesses, for which there is local demand. This employment development will be supported by the retail element of the scheme which is in a sequentially preferable location with links to Guisborough District Centre.</p> <p><del>5.40</del> In accordance with the resubmitted scheme, R/2016/0485/RSM, it is anticipated that the retail park element will be located in the northern part of the site, off Rectory Lane, and will comprise 4,740m<sup>2</sup> of retail space.</p> <p><del>5.41</del> The new employment element will be located in the southern part of the site. It is anticipated that this will involve the construction of 10 workshops for employment uses, along with the refurbishment and sub-division of the existing industrial unit on the site, and the development of B1 offices. Flexible units will provide a mix and range of workshop sizes that caters for a variety of employment space requirements and will allow for businesses to expand in line with the market.</p> <p><del>5.42</del> Suitable new vehicular, cycle and pedestrian access should be provided from Rectory Lane and a suitable landscaping scheme, incorporating trees, shrubs and vegetation, should be provided throughout the site. The trees protected by Tree Protection Orders along Rectory Road should be retained.</p> <p><b><u>Inset Map 02: Distribution of Uses</u></b></p>	<p>This MM would delete some previously proposed supporting text to ensure the longevity of the justification for Policy ED7, without amending policy criteria or altering the justification for Policy ED7. As a clarification amendment to supporting text only, there is no clear relationship between this MM and the SA Framework and the MM would have no clear effects.</p>	<p>None predicted.</p>

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		 <p>The map shows a red-outlined area labeled 'ED 7 Cleveland Gate Mixed Commercial Development'. Inside this area, there are several zones: purple areas labeled 'commercial' and light blue areas labeled 'employment'. A north arrow is located in the top right corner of the map. A legend at the bottom center of the map identifies the red outline as 'ED 7 Cleveland Gate Mixed Commercial Development', purple as 'commercial', and light blue as 'employment'. Small text at the bottom of the map reads 'Contains Ordnance Survey data © Crown Copyright and database rights 2017 (100019983)'.</p>		
MM36	Policy ED8	<p><b>Rural Economy</b></p> <p>The rural economy will be supported by:</p> <ol style="list-style-type: none"> <li>promoting the <u>sustainable</u> growth and expansion of <u>both new and existing rural based businesses and enterprises</u>;</li> <li>supporting appropriate <del>farm</del> <u>agricultural and land-based diversification schemes</u>;</li> <li>promoting rural leisure and tourism developments which build upon the unique assets of the borough;</li> <li>introducing and improving information and communications technology (ICT) networks to help support local businesses, including the expansion of high speed broadband networks;</li> <li><del>preserving and enhancing</del> <u>promoting and retaining rural community facilities and local services which meet rural needs</u>; and</li> <li>supporting the management of land for nature conservation and heritage assets.</li> </ol> <p>Rural economic development will not be supported which would result in the loss of the best and most versatile agricultural land</p> <p>Existing buildings should be reused where possible but, where new buildings are necessary, these should be <u>well designed and well-related</u> to existing buildings.</p>	<p>This MM would improve the consistency of individual policy criteria with NPPF (2012) and would strengthen support for appropriate rural economic development and services to meet identified needs.</p>	<p>The Publication RCLP SA Report (November 2016) previously concluded that Policy ED8 would have a strong positive relationship with SA objectives 10, 16, 17 and 18 by protecting and enhancing key aspects of the rural economy and rural communities. Whilst MM34 would not alter these findings, for the avoidance of doubt Policy ED8 as modified is predicted to have Major Positive and Significant effects on SA objectives 10, 16, 17 and 18.</p>
MM37	New para. after 5.46	<p><b>5.46a</b> The Council will support proposals which seek to enhance and improve provision and access to <u>community facilities and local services</u>, as defined in the National Planning Policy Framework (NPPF). Any proposals for new facilities and services should be in accordance with other policies in the Local Plan, including ED1 <u>where they include main town centre uses</u>. In accordance with ED1, the Council will also seek to <u>retain access to community facilities and local services where they are important to meeting day-to-day needs of local communities and would assess any losses against this policy</u>.</p>	<p>This MM would introduce additional supporting text to confirm RCBC's support for proposals which enhance community facilities and local services. As a modification to supporting text only the MM would have no specific effects, as relevant policy criteria which would have substantive effects are instead set out within Policy ED1.</p>	<p>None predicted.</p>



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MM38	Policy ED9	<p>Leisure and tourism development will be supported throughout the borough. In particular, the Council will support the following:</p> <ul style="list-style-type: none"> <li>a. new tourist accommodation throughout the borough to meet future needs;</li> <li>b. enhancing the visitor facilities on Redcar Seafront, including the proposals for leisure based development at Coatham.</li> <li>c. promotion and enhancement of Kirkleatham as a leisure and tourist destination, utilising its heritage assets;</li> <li>d. expanding the leisure and tourism economy by capitalising on other heritage assets within the borough;</li> <li>e. enhancing the visitor facilities of Saltburn, in particular the sea front and Saltburn Valley Gardens;</li> <li>f. improving the leisure and tourism offer of Guisborough as a market town destination at the gateway to the North York Moors National Park; and</li> </ul> <p>a. expanding the leisure and tourism economy of the rural areas, capitalising on the natural assets of the borough and the Park.</p> <p>Development for main town centre uses will be expected to follow the sequential assessment approach set out within Policy ED1 and should be supported by an impact assessment approach where they exceed the locally set thresholds.</p> <p>Development proposals for leisure and tourism uses will be expected to follow the sequential approach considered in the context of the locational strategy set out in Policy SD2. Any proposals located within 6km of a Natura 2000 site will be required to carry out a screening exercise to determine the need for an Appropriate Assessment.</p> <p>Loss of tourist accommodation through change of use or demolition will only be supported where it can be clearly demonstrated that they are no longer financially viable there is no demand for the business following an active and exhaustive marketing process for a minimum of 12 months, or their loss would secure wider regeneration benefits.</p>	<p>This MM would remove duplication and strengthen the policy test for assessing development proposals that would result in the loss of existing tourist accommodation. This would increase the level of protection afforded to existing visitor accommodation.</p>	<p>The Publication RCLP SA Report (November 2016) previously concluded that Policy ED9 would have a positive relationship with SA objective 18 through supporting the growth of the leisure and tourism sector. By increasing the level of policy protection for visitor accommodation, MM38 would further strengthen this relationship and result in Major Positive and Significant effects on SA objective 18.</p>
MM39	5.54 and new paragraphs after 5.55	<p><del>5.54 It is recognised that some Natura 2000 sites, such as the Teesmouth and Cleveland Coast Special Protection Area, are already impacted by recreation and, given the potential for leisure and tourism development coming forward near these sites, some degree of cumulative impact is possible. The Council is committed to the development of a management plan to address the impact of recreational disturbance on the SPA and Ramsar site. Development will only be permitted where it can be demonstrated that it will not have an adverse effect on the integrity of a Natura 2000 site, either alone or in combination. Where any adverse effects cannot be mitigated, tourism or leisure development would be unlikely to pass the test of imperative reasons of overriding public interest (IROPI), without European Commission involvement.</del></p> <p><b>5.55</b> The Council will support leisure and tourism developments within the borough to help deliver the projects set out within the Council's Regeneration Masterplan and to support the priorities of the Council's Growth Strategy.</p> <p><b>5.55a</b> <u>An adequate supply of accommodation, such as hotels and guest houses, is essential to support the growth of the tourist and visitor economy within the borough and the Redcar &amp; Cleveland Visitor Destination Plan (2014) considers that a low overnight visitor market and limited tourism accommodation offer are weaknesses within the borough. The Council will, therefore, seek to restrict the loss of existing tourist accommodation where possible.</u></p> <p><b>5.55b</b> <u>The Council will support applications for change of use or other proposals resulting in a loss of tourist accommodation where there is no longer a need for the facility or where there is strong evidence that the business is no longer viable. The Council should be satisfied that the business or property has been advertised on the open market for a minimum period of 12 months, at a value that reflects its use and that no reasonable offer has been refused.</u></p>	<p>This MM would amend supporting text in line with the changes to Policy ED9 and would not itself change policy criteria. The MM would therefore have no clear effects.</p>	<p>None predicted.</p>
MM40	Policy ED11	<p>Development of new static caravan, camping and chalet type sites and accommodation for holiday use, including extensions to existing sites, will only be permitted where it:</p>	<p>This MM would extend the applicability of Policy ED11 to other types of holiday</p>	<p>The Publication RCLP SA Report (November 2016) previously</p>

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		<p><del>a. avoids the most sensitive landscape areas identified through Policy N4;</del>  <del>ba. is sited within a mature landscape containing established woodland or forest which screens the site from roads, viewpoints and other public places, or incorporates a comprehensive landscaping scheme which would adequately screen the development from public vantage points;</del>  <del>eb. does not result in cumulative harm to landscape character from a concentration of similar development;</del>  <del>c. avoids an adverse impact upon residential amenity, either alone or in combination with other tourist developments; and</del>  <del>d. is satisfactorily accessed from the road network and provides safe pedestrian access points.</del>  <del>d. would not have an adverse impact upon designated biodiversity or geological sites, unless appropriate mitigation can be provided in accordance with Policy N4; and</del>  <del>e. does not result in cumulative harm from a concentration of such development.</del></p> <p><del>Development of new camping and touring caravan sites will be permitted where the proposal can be sited and landscaped so as to minimise its visual impact on the surrounding area.</del></p> <p><del>Any proposals located within 6km of a Natura 2000 site will be required to carry out a screening exercise to determine the need for an Appropriate Assessment.</del></p> <p><del>Any ancillary buildings should be carefully sited and grouped with any existing buildings to limit the visual their impact of the development on the surrounding area.</del></p> <p><del>Development should be directed to areas at least risk of flooding. Proposals will not be acceptable in Flood Zone 3b and will only be supported in Flood Zone 23a if both the sequential and exceptions tests have been met and in Flood Zone 2 if the sequential test is met.</del></p>	<p>accommodation, introduce new criteria to assess residential amenity, remove duplication and align flood risk policy tests with the NPPF (2012). This would provide enhanced protection against adverse amenity impacts.</p>	<p>concluded that Policy ED11 would have a clear positive relationship with SA objective 18 through supporting the growth of the leisure and tourism sector, which is expected to experience strong growth over the Local Plan period. Whilst MM40 would not alter this finding, for the avoidance of doubt Policy ED11 as modified is predicted to have a Major Positive and Significant effect on SA objective 18. Policy ED11 and modified is also predicted to have a Major Positive effect on SA objective 12 through protecting against adverse residential amenity impacts.</p>
MM41	5.62, 5.63, 5.65 - 5.67 and 5.69	<p><del>5.62</del> Taking into account the rural nature of much of the borough, it is envisaged that there will be a strong increase in the demand for caravan <u>and camping</u> sites and chalet accommodation over the plan period.</p> <p><del>5.63</del> <del>Static caravan sites and chalet type accommodation, due to their permanent nature, Caravan and camping sites can have a significant impact on the landscape if not carefully controlled and sited. The Council will ensure that new proposals are located outside the special designated areas and sites, particularly the Heritage Coast, to protect its undeveloped qualities. Elsewhere, new static caravan sites and chalet developments</del> <u>New caravan, camping and chalet sites</u> should be sited within mature woodland settings, wherever possible. If there are no suitable sites available within a mature woodland setting, sites will be supported which include a comprehensive landscape scheme to adequately screen the development from public vantage points.</p> <p><del>5.63a</del> <u>In some circumstances, a single caravan or camping development may not result in an adverse impact upon the surrounding area on its own but may result in harmful effects when considered alongside any other existing or proposed development of a similar type. The Council will, therefore, consider any cumulative effects of proposals to prevent detrimental impacts on the surrounding areas, including on landscape, biodiversity and residential amenity.</u></p> <p><del>5.65</del> <u>Touring caravan and camping sites, although mainly involving temporary structures, will still be required to be located so as to minimise the impact on the landscape. This will mean effectively screening the development within existing or enhanced landscaping and ensuring Proposals should be designed to ensure that any associated facilities and new buildings are kept to a minimum by making the best use of existing buildings. The Council will use a seasonal occupancy condition and/or a holiday occupancy condition to prevent the permanent occupation of the site.</u></p> <p><del>5.66</del> <u>Consideration will be given to any cumulative effects of proposals to prevent detrimental impacts on the surrounding areas, including on landscape, biodiversity and local amenity.</u></p> <p><del>5.67</del> As a <u>highly more vulnerable use</u>, proposal for caravan, chalet and camping sites <u>for holiday use</u> should be directed to areas at low risk from flooding. Development will not be allowed within Flood Zone 3b and will</p>	<p>This MM would amend supporting text only to align with Policy ED11 as modified by MM40, as well as re-ordering text for clarity and removing redundant text now that a Recreation Management Plan has been prepared for the Teesmouth and Cleveland Coast SPA. The MM would enhance the implementation of Policy ED11 but would have no specific effects on the SA objectives.</p>	<p>None predicted.</p>

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		<p>only be considered acceptable in Flood Zone 23a if both the sequential and exceptions tests have been met. <u>Development within Flood Zone 2 will only be considered acceptable where the sequential test is met.</u></p> <p><del>5.69 The Council is committed to the development of a management plan to address the impact of recreational disturbance on the Teesmouth and Cleveland Coast Special Protection Area and Ramsar site. Development will only be permitted where it can be demonstrated that it will not have an adverse effect on the integrity of a Natura 2000 site, either alone or in combination.</del></p>		
MM42	Policy ED12	<p>Planning permission will be granted for conversions from residential accommodation to guest/boarding houses and new hotels, provided that:</p> <p>a. the use does not adversely impact on local residential amenity or adversely impact on the character of the locality;</p> <p><del>b. the site is not located in an area which is characterised as being predominantly single family dwellings</del> <u>the development will not give rise to an over-concentration of properties in use as tourist accommodation or exacerbate a shortage of single family dwellings in the local area; and</u></p> <p><del>c. the site does not adjoin properties for use in single family occupation;</del></p> <p><del>dc. the existing development will not adversely impact or unacceptably exacerbate existing parking conditions in the locality.</del></p> <p>Proposals for new hotel accommodation will be required to follow the sequential approach to site selection set out in Policy ED1. <del>Any proposals located within 6km of a Natura 2000 site will be required to carry out a screening exercise to determine the need for an Appropriate Assessment.</del></p>	<p>This MM would alter criteria within Policy ED12 to remove duplication and focus on changes to the balance between single family and tourist accommodation in a local area. However, the policy would continue to set out criteria to protect residential amenity and local area character, whilst allowing conversions to guest houses and hotels in some circumstances. The MM would therefore have no clear effects.</p>	<p>Whilst MM42 would alter the policy tests set out in Policy ED12 it would not result in any new or different LSE.</p>
MM43	Policy ED13	<p>Proposals for livery stables and other commercial equestrian developments will be permitted if:</p> <p>a. existing buildings are reused and any necessary new buildings are sited adjacent to existing buildings, wherever possible;</p> <p>b. the character, scale and design of the proposal is appropriate to its rural surroundings;</p> <p>c. any external facilities are <del>well sited within the landscape;</del> <u>appropriately located and adequately screened to avoid adverse visual impact;</u></p> <p>d. the proposal is located in an area with an adequate provision of suitable off-road horse-riding routes; and</p> <p>e. the amount of horse riding on or across roads will not have a detrimental impact on road safety.</p> <p>All proposals will be expected to provide appropriate manure storage and dirty water handling facilities.</p>	<p>This MM would reword a single criterion to focus on screening development to avoid adverse visual impacts rather than the wider issue of the development's siting in the landscape.</p>	<p>Whilst MM43 would amend a policy test in Policy ED13 it would not result in any new or different LSE, as the modified criterion would provide a similar level of landscape protection.</p>
MM44	5.75	<p><del>5.75 Equestrian development can contribute to recreational disturbance affecting the Teesmouth and Cleveland Coast Special Protection Area and Ramsar site. The Council is developing a management plan to address recreational impacts on the site.</del></p>	<p>This MM would remove redundant text now that a Recreation Management Plan has been prepared for the Teesmouth and Cleveland Coast SPA and Ramsar site. This would itself have no effect on any SA objectives.</p>	<p>None predicted.</p>
MM45	H1	<p><b>Policy H 1</b></p> <p><b>Housing Requirements</b></p> <p>Housing will be delivered to meet a <del>net</del> minimum requirement of 234 net additional dwellings per annum over the plan period from 2015/16 to 2031/32 <u>(3,978 dwellings in total).</u></p> <p>The minimum requirement will be met through: completions already achieved since April 2015; further completions on existing development sites; the housing land allocations set out in Policy H3; the mixed use allocation set out in Policy REG3 (Skelton); and other sites with residential planning permission.</p> <p><del>To promote a flexible and continuous supply of housing land in line with national policy, and to reduce the risk of under delivery, a buffer of around 20% additional housing land has been identified.</del></p> <p>It is anticipated that the sites will be delivered in accordance with the delivery schedule in Appendix 4, which</p>	<p>This MM would update the housing land requirement and quantum of total housing land allocations for the Local Plan period, as well as clarifying the mechanisms which RCBC would implement to ensure the maintenance of a continuous five-year housing land supply. This would strengthen the implementation of Policy H1 and thereby help to ensure the provision of housing to meet identified needs throughout the Local Plan period.</p>	<p>The Publication RCLP SA Report (November 2016) previously concluded that Policy H1 would have a clear positive relationship with SA objective 11 by setting out a strategy for housing growth, whilst negative effects were predicted on SA objective 4 as it was considered that housing growth would increase car travel, with associated air pollution impacts. MM45 would not alter these previous findings, except for providing greater certainty that a continuous supply of effective</p>

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		<p>indicates that a continuous five-year supply of housing <del>will be</del> <u>is capable of being</u> maintained throughout the plan period. <u>However</u>, if it becomes apparent that a five-year deliverable supply cannot be evidenced, <u>or delivery is consistently falling below the housing requirement</u>, the Council will work with landowners and the development industry and take <del>other</del> appropriate action in seeking to address <del>the</del> <u>any</u> shortfall.</p>		<p>housing land will be provided within the RCLP area over the Local Plan period. For the avoidance of doubt, Policy H1 as modified by MM45 is predicted to have a direct, Major Positive and Significant effect on SA objective 11, whilst a Minor Positive and Not Significant effects on SA objective 4 is predicted owing to the indirect relationship between housing growth and air pollution.</p>
MM46	6.14	<p><del>6.14 If it becomes apparent at any point that a five-year supply cannot be evidenced, we will work with developers and land owners to bring forward additional sites, provided that it can be demonstrated that development would make a significant contribution to reducing the supply deficit and that delivery on other sites would not be compromised as a result.</del></p> <p>6.14 If it becomes evident at any point through the monitoring process that the Council cannot demonstrate a five-year supply of housing, or that actual or anticipated rates of delivery are consistently falling below the housing requirement, we will seek to address the shortfall using appropriate mechanisms which, depending on the scale and nature of potential under-delivery, may include one or more of the following:</p> <ul style="list-style-type: none"> <li>• <u>in the first instance, investigating why sites identified in Appendix 4 are not coming forward as per the trajectory, giving consideration to whether any potential delivery constraints can be overcome and how housing delivery can be accelerated including through seeking public sector funding support, infrastructure improvements or overcoming constraints;</u></li> <li>• <u>preparation of new development plan documents, development briefs and use of the Council's powers to support delivery, such as through Compulsory Purchase Orders;</u></li> <li>• <u>drawing on the Strategic Housing Land Availability Assessment and any other appropriate evidence to identify additional allocations where justified to enable further suitable and deliverable sites to be brought forward for housing; and/or</u></li> <li>• <u>undertaking a partial review of the Local Plan.</u></li> </ul> <p><u>In taking any remedial action the Council will, where appropriate, work with developers and landowners to bring forward appropriate additional sites that accord with the Locational Strategy at Policy SD2, provided that it can be demonstrated that development would make a significant contribution to reducing the supply deficit and that delivery on other sites would not be compromised as a result. The remedial actions will be kept under review and additional actions identified where significant progress to meeting the housing requirement and / or five year supply has not been made.</u></p>	<p>This MM would amend supporting text only to align with Policy H1 as modified by MM45. In particular, the MM would explain the monitoring and mechanisms which RCBC would adopt to ensure the maintenance of a five-year housing land supply. The MM would directly enhance the implementation of Policies H1 and SD2 and would indirectly help to support housing delivery over the Local Plan period.</p>	<p>As a modification to supporting text only, there is no potential for MM46 to result in new or different LSE.</p>
MM47	H2	<p><b>Policy H2 Type and Mix of Housing</b></p> <p>Proposals for housing development will be expected to:</p> <ol style="list-style-type: none"> <li>a. contribute to meeting <del>social</del> affordable housing requirements, market housing demand and specialist housing needs as indicated in the Strategic Housing Market Assessment or by other evidence;</li> <li>b. provide an appropriate mix of house types and sizes which <del>enhances local housing options and is acceptable for the site and its location</del> reflects local housing needs and demand, having regard to the Strategic Housing Market Assessment, its successor documents or other appropriate supporting evidence;</li> <li>c. where appropriate, increase the supply of detached dwellings in the borough, including 'executive' or 'executive-style' housing;</li> </ol>	<p>This MM would clarify policy criteria and improve the consistency of Policy H2 with the NPPF (2012). However, the MM would not introduce or delete substantial policy tests, meaning that it would not have clear effects on any SA objectives.</p>	<p>The Publication RCLP SA Report (November 2016) previously concluded that Policy H2 would have a clear positive relationship with SA objectives 12 and 13 through ensuring the provision of an appropriate housing mix which meets identified needs and creates sustainable, diverse communities. Whilst MM47 would not alter this finding, the MM would enhance the</p>

Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
		<p>d. where appropriate, increase the supply of bungalows in the borough;</p> <p>e. achieve an density <u>appropriate to the proposed housing type and mix which supports wider sustainability objectives</u><del>promotes the sustainable use of land for development</del>;</p> <p>f. <del>promote</del><u>encourage</u> self-building and custom housebuilding where it is economically viable and where there is an identified need; and</p> <p>g. have full regard to the Design of Residential Areas SPD.</p> <p><u>For the purposes of this policy, executive housing is defined as detached dwellings with 4 or more bedrooms and developed at densities of up to 10 dwellings per hectare. Executive-style housing is defined as detached dwellings with 4 or more bedrooms, developed at densities of up to 20 dwellings per hectare.</u></p>		<p>implementation of Policy H2. For the avoidance of doubt, Policy H2 as modified is predicted to have Major Positive and Significant effects on SA objectives 12 and 13.</p>
MM48	<p>6.16-6.19</p> <p>And 6.24</p>	<p><del>6.16 While the Council's current evidence of the need and demand of dwelling types and tenures in the borough is provided through the Strategic Housing Market Assessment (SHMA) there may be other acceptable sources of evidence. Such information may come from housing providers, the demand evidence gathered by market housebuilders, or from other studies and strategies, such as updates to the Tees Valley Joint Strategic Needs Assessment. In line with national policy, the Council defines affordable housing as social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.</del></p> <p><del>6.17 The various types of affordable housing are described as follows:</del></p> <ul style="list-style-type: none"> <li><del>• <b>Social rented housing</b> is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.</del></li> <li><del>• <b>Affordable rented housing</b> is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).</del></li> <li><del>• <b>Intermediate housing</b> is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the affordable housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.</del></li> </ul> <p><del>6.18 Homes that do not meet the above definition of affordable housing, such as low cost market housing, will not be considered as affordable housing for planning purposes.</del></p> <p><del>6.19 The Local Plan should ensure that the needs and requirements of all people in the community are taken into account, particularly people with disabilities or special needs, elderly people, young people and various minority groups. Appropriate measures or adaptations should be included where necessary.</del></p> <p><del>6.241 In addition to retaining and attracting working age population, the borough needs to plan appropriately for its ageing population. The SHMA has identified an undersupply of bungalows, both within the market and affordable housing sectors, across all parts of the borough. Development of an appropriate scale will be expected to contribute at least 10% of their units to meeting this identified need. The Council will support the provision of bungalows within development proposals, as part of an appropriate mix of house types and sizes.</del></p>	<p>This MM would amend supporting text to reflect changes to Policy H2 and H4. This would have no effect on any SA objectives.</p>	<p>None predicted.</p>
MM49	H3	<p>The housing site allocations set out below are required in order to:</p> <p>a. Meet residual housing supply requirements specified under Policy H1 for the period from 2015 - 2032, taking into account existing housing commitments and delivery since 2015;</p> <p>b. Provide an appropriate mix of residential developments in accordance with the objectives set out in Policy H2;</p>	<p>This MM would align Policy H3 with Policy H1 as modified remove duplication with other policies. The MM would therefore improve the clarity and effectiveness of Policy H3 in setting out</p>	<p>An appraisal of LSE from all housing allocations was provided in Appendix H of the Publication RCLP SA Report (2016). This report identified differential sustainability effects from individual</p>

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		<p>c. Support the sustainable development of the borough and achieve an appropriate development split which is in conformity with the locational strategy set out at policy SD2; and</p> <p>d. Provide a continuous supply of housing land which can, throughout the plan period, comfortably evidence a deliverable 5-year housing supply in accordance with the National Planning Policy Framework. <u>If the plan is failing to deliver against its housing requirement and / or unable to demonstrate a five-year housing supply, the remedial actions identified in paragraph 6.14 will be progressed.</u></p> <p><del>Proposals for housing development located within 6km of a Natura 2000 site will be required to carry out a screening exercise to determine the need for an Appropriate Assessment.</del></p>	<p>a housing land strategy to meet identified needs.</p> <p>This MM and associated changes to policy requirements for proposed housing allocations and supporting text (H3.1 – H3.31) has the potential to generate or alter previously predicted effects on the integrity of European Sites. This is subject to separate consideration within an HRA Screening Addendum which accompanies this SA Addendum.</p>	<p>proposed housing allocations such that a single level of effect from Policy H3 could not be determined. Whilst clarifying the relationship of Policy H3 with other policies, MM49 would not alter this finding and would therefore not result in any new or different LSE.</p>																																																																											
MM50	H3	<p><b>Housing Site Allocations</b></p> <table border="1"> <thead> <tr> <th>Policy</th> <th>Site</th> <th>Location</th> <th colspan="2">Anticipated Housing Units</th> </tr> <tr> <td></td> <td></td> <td></td> <th>By 2032</th> <th>After 2032</th> </tr> </thead> <tbody> <tr> <td>H3.1</td> <td>Low Grange Farm</td> <td>South Bank</td> <td>200</td> <td>1,050</td> </tr> <tr> <td>H3.2</td> <td>Swan's Corner</td> <td>Nunthorpe</td> <td>128</td> <td></td> </tr> <tr> <td>H3.3</td> <td>Gypsy Lane</td> <td>Nunthorpe</td> <td>10</td> <td>0</td> </tr> <tr> <td>H3.4</td> <td>Morton Carr Lane</td> <td>Nunthorpe</td> <td>30</td> <td>0</td> </tr> <tr> <td>H3.5</td> <td>Longbank Farm</td> <td>Ormesby</td> <td>320</td> <td>0</td> </tr> <tr> <td>H3.6</td> <td>Spencerbeck Farm</td> <td>Ormesby</td> <td>61</td> <td>0</td> </tr> <tr> <td>H3.7</td> <td>Normanby Hall</td> <td>Normanby</td> <td>25</td> <td>0</td> </tr> <tr> <td>H3.8</td> <td>Normanby High Farm</td> <td>Normanby</td> <td>150</td> <td>0</td> </tr> <tr> <td>H3.9</td> <td>Land at Former Eston Park School</td> <td>Eston</td> <td>100</td> <td>0</td> </tr> <tr> <td>H3.10</td> <td>Corporation Road</td> <td>Redcar</td> <td>86</td> <td>0</td> </tr> <tr> <td>H3.11</td> <td>St. Hilda's Church</td> <td>Redcar</td> <td><del>30</del>25</td> <td>0</td> </tr> <tr> <td>H3.12</td> <td>Land adjacent Ryehills School</td> <td>Redcar</td> <td>30</td> <td>0</td> </tr> <tr> <td>H3.13</td> <td>Wykeham Close</td> <td>Redcar</td> <td>35</td> <td>0</td> </tr> </tbody> </table>	Policy	Site	Location	Anticipated Housing Units					By 2032	After 2032	H3.1	Low Grange Farm	South Bank	200	1,050	H3.2	Swan's Corner	Nunthorpe	128		H3.3	Gypsy Lane	Nunthorpe	10	0	H3.4	Morton Carr Lane	Nunthorpe	30	0	H3.5	Longbank Farm	Ormesby	320	0	H3.6	Spencerbeck Farm	Ormesby	61	0	H3.7	Normanby Hall	Normanby	25	0	H3.8	Normanby High Farm	Normanby	150	0	H3.9	Land at Former Eston Park School	Eston	100	0	H3.10	Corporation Road	Redcar	86	0	H3.11	St. Hilda's Church	Redcar	<del>30</del> 25	0	H3.12	Land adjacent Ryehills School	Redcar	30	0	H3.13	Wykeham Close	Redcar	35	0	<p>This MM would remove two candidate housing allocations and update housing site capacities. Except for removing site specific effects which were predicted to result from the allocations of H3.13 - Wykeham Close and H3.15 – Roseberry Road (refer to Appendix H of the Publication RCLP SA Report (November 2016), these changes would have no clear effects.</p>	<p>An appraisal of LSE from all housing allocations was provided in Appendix H of the Publication RCLP SA Report (2016). This report identified differential sustainability effects from individual proposed housing allocations such that a single level of effect from Policy H3 could not be determined. MM50 would not alter this finding or generate any new or different LSE.</p>
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		H3.14	Grosfont Close	Redcar	12	0			
		H3.15	Roseberry Road	Redcar	40	0			
		H3.16	Land at Mickle Dales	Redcar	100	0			
		H3.17	West of Kirkleatham Lane	Redcar	550	0			
		H3.18	Marske Road	Saltburn	116	0			
		H3.19	Wilton Lane	Guisborough	14	0			
		H3.20	Park Lane	Guisborough	40	0			
		H3.21	Cleveland Gate	Guisborough	<del>435</del> 137	0			
		H3.22	Land at Galley Hill	Guisborough	50	0			
		H3.23	Home Farm	Skelton	47	0			
		H3.24	Stanghow Road	Skelton	10	0			
		H3.25	Kilton Lane	Brotton	270	0			
		H3.26	Newbury Road	Brotton	25	0			
		H3.27	Former Rosecroft School	Loftus	100	0			
		H3.28	Former Handale Primary School	Loftus	10	0			
		H3.29	Low Cragg Hall Farm	Carlin How	46	0			
		H3.30	Abattoir Site and Adjacent Land	Boosbeck	<del>70</del> 69				
			<b>Total Supply</b>		<del>2810</del> <b>2,761</b>	1,050			
<b>MM51</b>	<b>H3 6.30</b>	<b>6.30</b> Of the <del>30</del> <u>28</u> sites shown above, 14 have a planning permission in place and from the remaining <del>47</del> <u>14</u> sites, <del>6</del> <u>5</u> are greenfield allocations outside current development limits which account for less than 15% of the projected supply over the remaining plan period.						There is no clear relationship between this MM to supporting text and the SA Framework. The MM would therefore have no clear effects.	None predicted.

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MM52	Para. 6.31	<del>6.31 Some housing allocations are located within 6km of a Natura 2000 site and where this applies developers will be required to carry out a screening exercise to determine the need for an Appropriate Assessment.</del>	This MM to supporting text would remove duplication with other policies and update the position with respect to the assessment and mitigation of LSE on Natura 2000 sites. The MM would itself have no clear effect on any SA objectives.	None predicted.																																																																					
MM53	6.32	6.32 The preferred allocations are identified in addition to the supply from ongoing major residential developments, <u>and other deliverable housing sites with planning permission</u> , as shown in Table 3 below.	There is no relationship between this MM and the SA Framework. The MM would therefore have no clear effects.	None predicted.																																																																					
MM54	6.32	<p><b>Table 3 Major Developments Under Construction and Other Commitments</b></p> <table border="1"> <thead> <tr> <th>Site</th> <th>Location</th> <th>Remaining Completions (as at 31 March 2017).</th> </tr> </thead> <tbody> <tr><td>Barnaby House</td><td>Eston</td><td>51</td></tr> <tr><td>Fabian Place</td><td>Eston</td><td>52</td></tr> <tr><td>High Farm</td><td>Teesville</td><td>174134</td></tr> <tr><td>Wheatlands Chase</td><td>Redcar</td><td>9163</td></tr> <tr><td>Havelock Park</td><td>Redcar</td><td>8532</td></tr> <tr><td>The Dunes</td><td>Redcar</td><td>64</td></tr> <tr><td>Rowan Garth</td><td>Redcar</td><td>138118</td></tr> <tr><td>Scholars Park</td><td>Redcar</td><td>126124</td></tr> <tr><td>The Willows</td><td>Marske</td><td>42</td></tr> <tr><td>Marske Mill Lane</td><td>Saltburn</td><td>14</td></tr> <tr><td>Galley Hill</td><td>Guisborough</td><td>317268</td></tr> <tr><td>Pine Walk</td><td>Guisborough</td><td>179116</td></tr> <tr><td>Enfield Mews</td><td>Guisborough</td><td>4614</td></tr> <tr><td>Highcliffe View</td><td>Guisborough</td><td>23</td></tr> <tr><td>Beckside Gardens</td><td>Guisborough</td><td>381</td></tr> <tr><td>Middlesbrough Road</td><td>Guisborough</td><td>14</td></tr> <tr><td>Annandale Park</td><td>Skelton</td><td>209170</td></tr> <tr><td>Bridge House</td><td>Skinningrove</td><td>11</td></tr> <tr><td></td><td></td><td></td></tr> <tr><td colspan="3"><b>Other Major Deliverable Commitments:</b></td></tr> <tr><td>Woodcock Wood</td><td>Normanby</td><td>400</td></tr> <tr><td>Bridge House</td><td>Normanby</td><td>12</td></tr> </tbody> </table>	Site	Location	Remaining Completions (as at 31 March 2017).	Barnaby House	Eston	51	Fabian Place	Eston	52	High Farm	Teesville	174134	Wheatlands Chase	Redcar	9163	Havelock Park	Redcar	8532	The Dunes	Redcar	64	Rowan Garth	Redcar	138118	Scholars Park	Redcar	126124	The Willows	Marske	42	Marske Mill Lane	Saltburn	14	Galley Hill	Guisborough	317268	Pine Walk	Guisborough	179116	Enfield Mews	Guisborough	4614	Highcliffe View	Guisborough	23	Beckside Gardens	Guisborough	381	Middlesbrough Road	Guisborough	14	Annandale Park	Skelton	209170	Bridge House	Skinningrove	11				<b>Other Major Deliverable Commitments:</b>			Woodcock Wood	Normanby	400	Bridge House	Normanby	12	<p>This MM would update the schedule of major consented developments to indicate the level of remaining housing completions as at 31<sup>st</sup> March 2017. This would not alter any previously identified sustainability effects from these sites or result in additional development taking place. The MM would therefore have no clear effects.</p>	None predicted.
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MM55	6.33	6.33 In 2015/16, the first year of the plan period, Over the first two years of the plan period, there were 213 729 net additional dwellings completed in the plan area, which is equivalent to a <del>shortfall</del> surplus of 261 against the minimum annual net requirement of 234, as set out at Policy H1.	This MM would update the housing land supply position to take account of housing completions. This factual update to supporting text would have no clear effects.	None predicted.															
MM56	H3.1	Land at Low Grange Farm, South Bank (32ha) is allocated for the development of <del>up to</del> approximately 1,250 dwellings. It is anticipated that the site would be partially built within the plan period, with the balance of development taking place after 2032.	There is no clear relationship between this MM and the SA Framework. The MM would therefore have no clear effects.	None predicted.															
MM57	H3.2	Land at Swan's Corner, Nunthorpe (7.7ha) is allocated for the development of <del>up to</del> approximately 128 'executive-style' dwellings at an overall net density of up to 20 dwellings per hectare, to be delivered within the plan period.	There is no clear relationship between this MM and the SA Framework. The MM would therefore have no clear effects.	None predicted.															
MM58	H3.3	<p>Land at Gypsy Lane, Nunthorpe (0.79ha.) is allocated for the development of approximately 10 dwellings, to be completed within the plan period.</p> <p>It is expected that any proposals for the site would be subject to the following:</p> <ul style="list-style-type: none"> <li><del>a.</del> providing a mix of housing which reflects identified needs and market demand, including detached dwellings, and having regard to supporting evidence, including the Redcar &amp; Cleveland Strategic Housing Market Assessment or successor documents;</li> <li><del>b.</del> <u>a.</u> affordable housing provision, if necessary, in accordance with the requirements of Policy H4;</li> <li><del>c.</del> <u>b.</u> accessed from the existing turning head at Gypsy Lane;</li> <li><del>d.</del> <u>c.</u> taking account of the location of the site within Ormesby Hall Conservation Area;</li> <li><del>e.</del> <u>d.</u> high quality development that preserves or enhances the character or appearance of the Ormesby Hall Conservation Area;</li> <li><del>f.</del> <u>e.</u> ensuring the housing footprint does not extend further than the boundary line established by the adjacent residential properties;</li> <li><del>g.</del> <u>f.</u> retaining and where possible enhancing the setting of the Grade-II listed boundary stone within the site boundary;</li> <li><del>h.</del> <u>g.</u> off-site public open space requirements in accordance with Policy N3 and the Developer Contributions SPD;</li> <li><del>i.</del> <u>h.</u> resolution of surface water drainage issues;</li> <li><del>j.</del> <u>i.</u> incorporate an appropriate landscaping scheme throughout the site, including adequate screening along the western boundary with the railway, the retention of hedgerows where possible and planting along the northern boundary to minimise any impact on views from Ormesby Hall; and</li> <li><del>k.</del> <u>j.</u> contributions, as necessary at the time of application, towards any other infrastructure requirements, including local educational and healthcare provision and other community facilities.</li> </ul>	<p>This MM would remove duplication with other policies and strengthen the policy protection afforded to Ormesby Hall Conservation Area.</p>	<p>The Publication RCLP SA Report (November 2014) previously noted that it would be "vital" for site allocation H3.3 to address the implications of being located near to the Ormesby Hall Conservation Area. Policy H3.3 as modified would provide an appropriately high level of protection for this Conservation Area, although this would mitigate adverse effects that may otherwise occur through development at this site rather than generating a positive effect on this SA objective.</p>															

Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
MM59	H3.3 Paras 6.48, 6.49 & 6.51	<p><del>6.48</del> Outline planning consent for 10 dwellings was granted in March 2014 (application ref. 2013/0765/OOM) on part of this site over 0.5ha. This has been superseded by a further outline application for 10 detached dwellings (application ref. 2016/0489/OOM). The current application site occupies extended area which incorporates drainage infrastructure and a revised highway layout.</p> <p>6.48 Outline planning permission for 10 dwellings was granted in November 2016 (application ref. 2016/0489/OOM).</p> <p><del>6.51</del> Due to the small size of the site, it is expected that public open space obligations would be delivered off-site via a financial contribution.</p>	<p>This MM reflects an outline planning consent granted for the suite in November 2016. This MM was addressed in the RCLP Local Plan SA Addendum (April 2017), which and concluded that no sustainability impacts would result from this MM.</p>	None predicted.
MM60	H3.4	<p>Land at Morton Carr Lane, Nunthorpe (4.3 ha.) is allocated for the limited development of approximately 30 executive-style dwellings at a net density of approximately 15 dwellings per hectare, to be completed within the plan period to 2032.</p> <p>The development would be subject to the following:</p> <ol style="list-style-type: none"> <li>delivering a scheme of particularly high quality and entirely comprising executive-style dwellings in accordance with Policy H2 and restricted to the core of the site;</li> <li>off-site affordable housing contribution in accordance with Policy H4;</li> <li>provision of usable public green space in line with Policy N3 and the establishment of a deep woodland buffer and a landscaping scheme throughout the site;</li> <li>securing satisfactory vehicular access from the north and including the retention of the public right of way at the north-eastern boundary;</li> <li>preparation of a transport statement;</li> <li>a flood risk assessment and drainage strategy;</li> <li>completion of an ecological audit and any requisite mitigation; and</li> <li>contributions, as necessary at the time of application, towards other infrastructure requirements, including local educational and healthcare provision and other community facilities as appropriate.</li> </ol>	<p>This MM would remove specific density requirements from Policy H3.4 although the site area and expected capacity would remain unchanged. The effect of the MM would be to increase flexibility in the design of development proposals, which could enhance development viability, whilst continuing to prescribe detailed environmental requirements.</p>	<p>The MM would increase flexibility in design, which could accelerate the delivery of housing at the site. However, owing to the weak relationship between the MM and SA objective 13, no new or different LSE are predicted.</p>
MM61	H3.4 Paras 6.55 & 6.56	<p>6.55 Formal open space provision is therefore required as part of the development and should be located within the development core of the site to promote the creation of a distinctive, high quality residential environment.</p> <p>6.56 A deep peripheral woodland buffer should be established around the site in order to:</p> <ul style="list-style-type: none"> <li>reduce potential noise and visual disturbance from the A1043, which overlooks the site, and from the railway</li> <li>establish (along with communal open space in the site core) an attractive landscape setting in keeping with a particularly high quality development;</li> <li>mitigate for the loss of any environmental value and promote biodiversity; and</li> <li>provide a fully accessible and managed natural space.</li> </ul>	<p>This MM would remove a specific requirements to provide open space provision at the site's core, although open space requirements in other policies would continue to apply. The effect of the MM would be to increase flexibility in the design of the site, which could enhance development viability, whilst continuing to prescribe detailed environmental requirements.</p>	<p>The MM would increase flexibility in design, which could accelerate the delivery of housing at the site. However, owing to the weak relationship between the MM and SA objective 13, no new or different LSE are predicted.</p>
MM62	H3.5	<p>Land at Longbank Farm, Ormesby (21ha) is allocated for the development of up to approximately 320 dwellings, significant landscaping and open space uses, to be delivered within the plan period to 2032.</p> <p>Proposals should include the following:</p> <ol style="list-style-type: none"> <li>achieving satisfactory vehicular access from the A171 to serve the development;</li> <li>implementation of a travel plan to encourage more sustainable travel modes, having regard to Policy TA12;</li> <li>establishing a deep woodland buffer in the east of the site and high quality peripheral landscaping as appropriate;</li> <li>restricting residential development within the higher and more environmentally-sensitive parts of the site;</li> <li>providing a mix of housing, including bungalows, which reflects local needs and market demand, having regard to supporting evidence including the Redcar &amp; Cleveland Strategic Housing Market Assessment or successor documents;</li> </ol>	<p>This MM would remove duplication with other policies but would have no clear effects on any SA objectives.</p>	None predicted.

Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
		<p><del>f.e.</del> on-site affordable housing provision as required under Policy H4;  <del>g.f.</del> usable community green space within the development in accordance with Policy N3;  <del>h.g.</del> provision of a pedestrian link through the site to improve access from existing development to the west;  <del>i.h.</del> ground investigation to include ground stability assessment due to historic mineworking activities in the area;  <del>j.i.</del> incorporation of a sustainable drainage scheme;  <del>k.j.</del> maintaining a wayleave along the western edge of the site to facilitate access to the existing water and sewerage mains; and  <del>l.k.</del> contributions, as necessary at the time of application, towards any other infrastructure enhancements, including local educational and healthcare provision and other community facilities.</p>		
MM62a	Para 6.66	<p>6.66 The higher southern part of the site is <del>designated</del> adjacent to a Sensitive Landscape Area and Local Wildlife Corridor under Policies N1 and N4 respectively, so any residential development should be strictly limited in that location.            Although on the periphery of the Eston Hills and remote from the designated historic landscape area, higher parts of the site, and lower parts immediately beyond the existing housing, form part of the Eston Hills landscape tract identified in the Council's Landscape Character Assessment (2006).</p>	This MM would clarify that the site is no longer included within a defined Sensitive Landscape Area and Wildlife Corridor. This would clarify planning issues affecting the site but would have no substantive effects, as other policies would determine the implications of the Sensitive Landscape Area for adjacent development proposals.	None predicted.
MM63	H3.6	<p>Land at Spencerbeck Farm, Ormesby (2.4 ha) is allocated for the development of <del>up to</del> approximately 82 dwellings (61 net additional properties). The development is expected to complete within the plan period.</p> <p>Proposals should include the following</p> <p><del>a.</del> an appropriate mix of housing types, including bungalows, which reflects local housing needs and demand, having regard to supporting evidence, including the Redcar &amp; Cleveland Strategic Housing Market Assessment or successor documents;</p> <p><del>b.a.</del> on-site affordable housing provision as required under Policy H4;  <del>c.b.</del> creation of a single access and egress point with Normanby Road;  <del>d.c.</del> an appropriate landscaping scheme throughout the site including a peripheral landscaping buffer;  <del>e.d.</del> ground investigation and prior completion of any necessary remediation works following demolition of the existing buildings;  <del>f.</del> off-site contribution towards open space improvements in accordance with Policy N3 and the Developer Contributions SPD; and  <del>g.e.</del> contributions, as necessary at the time of application, towards other infrastructure enhancements including local educational and healthcare provision and other community facilities.</p>	This MM would remove duplication with other policies but would have no clear effects on any SA objectives.	None predicted.
MM64	H3.6 Paras. 6.72 & 6.76	<p><del>6.72</del> Detailed planning permission was granted in June 2013 (application reference R/2011/0589/FFM) for 41 dwellings on the front part of the site, which largely comprises farm buildings and residential dwellings. That permission included the clearance of the existing 21 residential properties and incorporating affordable housing requirements. That permission expired in June 2016 and has been superseded by an outline application for 41 dwellings, which is awaiting determination (application ref. 2016/0410/OOM). In December 2016, outline planning permission for 41 dwellings was granted for the redevelopment of the front part of the site, which largely comprises farm buildings and residential properties (application ref. 2016/0410/OOM).</p> <p><del>6.76</del> As the site backs onto a large area of public space, an off-site contribution towards the enhancement of existing facilities would be appropriate.</p>	This MM reflects an outline planning consent granted in December 2016. This MM would have no effects on any SA objectives.	None predicted.

Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
MM65	H3.7	<p>Proposals for a conservation-led scheme incorporating sensitive residential development of up to <u>approximately</u> 25 dwellings within the grounds of Normanby Hall, will be supported. It is anticipated that the development would be completed within the plan period.</p> <p>The development of the site would be subject to the following:</p> <ol style="list-style-type: none"> <li>the restoration and sustainable re-use of the existing Grade II listed building, potentially as housing;</li> <li>the restoration and sustainable management of the woodland and parkland areas;</li> <li>achieving a development which is sympathetic to the listed building and its setting and <del>avoids</del> <u>minimises</u> disturbance to protected trees, valuable woodland and important wildlife areas;</li> <li>satisfactory resolution of access and traffic issues;</li> <li>preparation of a flood risk assessment and drainage strategy;</li> <li>detailed tree, ecological, building and archaeological surveys and adherence to recommendations emerging from them;</li> <li><del>a screening exercise to determine the need for an Appropriate Assessment;</del> and</li> <li>kg. contributions, as necessary at the time of application, towards any other infrastructure enhancements, including local educational and healthcare provision and other community facilities.</li> </ol>	<p>This MM would remove duplication and align Policy H3.7 with other policies with other policies relating to the assessment and mitigation of LSE on European Sites. Statutory Appropriate Assessment requirements would still apply where relevant, meaning that this MM would clarify the implementation of Policy H3.7 but would have no specific effects on any SA objectives.</p>	<p>This specific MM would have no clear effects when the RCLP is read as a whole, as the assessment and mitigation of LSE effects on European Sites would now be required through other policies instead (SD2 and N4). No new or different LSE are therefore predicted specifically due to this MM.</p>
MM66	<p>H3.7</p> <p>Paras 6.77, 6.80-6.81 &amp; 6.83-6.84</p> <p>New para. to replace 6.83 &amp; 6.84</p>	<p>6.77 Normanby Hall is an unused Grade II listed manor house within a mature wooded parkland setting extending over <del>3.5</del> <u>2.8</u> hectares. The Hall, which has been vacant for over a decade, has fallen into a dilapidated state along with the substantial grounds within which it sits. <del>The listed building is on the Historic England 'at risk' register.</del></p> <p>6.81 Preliminary observations from the Council's highways engineers have indicated that it may be difficult to justify development above 25 dwellings, <u>as the highway at Normanby Hall Park which serves the site is narrow and takes the form of a shared surface.</u> The potential to serve development from an alternative access to the west of the site via Coach House Mews appears to be limited and could also have an adverse impact on the hall and its setting.</p> <p><del>6.83 Due to the physical constraints and environmental and conservation considerations, only limited parts of the site are suitable for development, which subject to more detailed investigation appear to be as follows:</del></p> <ul style="list-style-type: none"> <li><del>• land to the south of the hall;</del></li> <li><del>• the hall itself;</del></li> <li><del>• the Coach House area to the north of the hall; and</del></li> <li><del>• a small area towards the northern entrance avoiding Middle Gill.</del></li> </ul> <p><del>6.84 The area to the south of the hall towards the site boundary, avoiding valuable protected trees, provides the principal area for new development. The previous scheme proposed the vertical subdivision of the hall into four houses. This proposal and, if appropriate, any realistic alternatives should be re-visited.</del></p> <p><u>6.82a Due to physical constraints and environmental and conservation considerations, only limited parts of the site are suitable for development. Based on previous proposals for the site and subject to further investigation, the area to the south of the hall towards the site boundary, avoiding valuable protected trees, appears to provide the principal area for new housing. Whilst enabling development means building within the last remaining section of open curtilage, overall a positive result could be achieved by restoring historic garden features such as the cascade, implementing a scheme of vegetation management to restore the garden setting, and, by virtue of a quality housing development, drawing attention to the historic significance of Normanby Hall. Previous redevelopment proposals have also sought the sub-division of the hall into dwellings and this approach should continue to be considered in seeking the sustainable re-use of the building.</u></p>	<p>This MM would update text to reflect the reduction in available site area due to partial land sale. This would have no clear effects as Policy H3.7 would continue to set out relevant environmental and design criteria for any development proposals at the site.</p>	<p>None predicted.</p>
MM67	H3.8	<p>Land at Normanby High Farm (10ha) is allocated for the development of <del>up to</del> <u>approximately</u> 150 residential dwellings, with community woodland to be established on the remaining land as part of a wider planting scheme. Housing delivery is expected to complete within the plan period to 2032 <del>and follow on from the existing High Farm development.</del></p> <p>Proposals will be subject to the following:</p>	<p>This MM would enhance flexibility and could increase housing delivery in the short – medium term by removing a phasing requirement that would have prevented housing delivery on the site before the completion of an adjacent housing development, High Park Farm.</p>	<p>As a proposed housing site allocation, the appraisal provided in Appendix H of the Publication RCLP SA Report previously indicated that this policy would directly contribute towards SA objective 13 through increasing the supply of housing</p>

Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
		<p><del>a. achieving an appropriate mix of dwellings, including bungalows, which reflects local needs and demand, having regard to supporting evidence, including the Redcar &amp; Cleveland Strategic Housing Market Assessment or successor documents;</del></p> <p><del>b.a. on-site affordable housing provision in accordance with the requirements of Policy H4;</del></p> <p><del>c.b. an appropriately designed layout which achieves a logical southern extension to the existing High Farm development including the extension of footpath and cycleway links;</del></p> <p><del>d. prior completion of the current High Farm development;</del></p> <p><del>e.c. as part of the wider requirement attached to the existing planning consent at High Farm, the establishment of a community woodland within the Spencer Beck Green Wedge;</del></p> <p><del>f.d. open space requirements in accordance with Policy N3;</del></p> <p><del>g.e. an appropriate landscaping scheme throughout the site;</del></p> <p><del>h.f. a pedestrian link to the east to enable direct access to local primary schools and Normanby Road;</del></p> <p><del>i.g. subject to a transport assessment, acceptable vehicular access from Skippers Lane and any off-site improvements;</del></p> <p><del>j.h. the preparation and implementation of a travel plan to encourage more sustainable travel modes, having regard to Policy TA12;</del></p> <p><del>k.i. a flood risk assessment and drainage strategy;</del></p> <p><del>l. a screening exercise to determine the need for an Appropriate Assessment; and</del></p> <p><del>m.j. contributions, as required, towards other infrastructure enhancements including local educational and healthcare provision and other community facilities.</del></p>	<p>The MM would clarify the need to re-provide a community woodland under any planning permission granted for development proposals at this site, as development would take place on land previously earmarked for a community woodland as part of the High Park Farm residential development. The MM would also remove duplication with other policies.</p>	<p>land. The removal of phasing restrictions would strengthen the contribution of this site to meeting identified housing needs in the short – medium term. Given the estimated capacity of the site and the fact that it can be brought forward independently of High Park Farm through an alternative access road, this MM is predicted to have a Major Positive effect on SA objective 13.</p> <p>The provision of a community woodland within the site is required under an existing planning permission so the MM would simply confirm that this should be re-provided within an identified Green Wedge, meaning that the policy requirement would not result in net additional woodland being created. Policy H3.8 a modified would therefore not result in any other new or different significant effects beyond those associated with community woodland creation as part of the consented High Park Farm development.</p>
MM68	H3.8 Para. 6.91	<p><del>6.91 To promote continuity of supply and to ensure that a co-ordinated extension can be achieved, proposals will be subject to the prior completion of the existing High Farm site. Development at High Farm has been ongoing since 2011 and as at 31 March 2016, there were 134 dwellings awaiting completion including a permission granted to the landowner for 116 dwellings on 3ha at the southern end of the permission site on land abutting the allocation site. To promote a steady completion rate it is anticipated therefore that this scheme would be delivered later on in the plan period.</del></p>	<p>This MM would align supporting text with Policy H3.8 as modified but would itself have no specific effects.</p>	<p>None predicted.</p>
MM69	H3.9	<p>Land at the former Eston Park School (3ha.) is allocated for the development of up to approximately 100 dwellings, to be delivered within the plan period.</p> <p>It is expected that any proposals would be subject to the following:</p> <p>a. achieving access via the adjacent Fabian Place development, together with any off-site highway requirements as recommended through a transport assessment;</p> <p><del>b. delivering an appropriate mix of housing types, including bungalows, which reflects local demand, extends housing choice in the north of Greater Eston and has regard to supporting evidence, including the Redcar &amp; Cleveland Strategic Housing Market Assessment (SHMA) or successor documents;</del></p> <p><del>c.b. the preparation and implementation of a travel plan to encourage more sustainable travel modes, having regard to Policy TA2;</del></p> <p><del>d.c. a well-designed scheme, which is integrated with prospective residential development on the town hall site and nearby community uses including existing open space;</del></p> <p><del>e.d. financial contributions towards off-site local public open space improvements, specifically playing pitch provision; in accordance with Policy N3, and having regard to the Developer Contributions SPD and the Redcar &amp; Cleveland Playing Pitch Strategy;</del></p>	<p>This MM would remove duplication with other policies and clarify how certain existing policy requirements, including off-site open space requirements, should be addressed. This would strengthen the implementation of Policy H3.9 but would have no clear effects on any SA objectives.</p>	<p>None predicted.</p>

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		<p><del>f.e.</del> an appropriate landscaping scheme throughout the site;</p> <p><del>g.f.</del> ground investigation and prior completion of any necessary remediation works;</p> <p><del>h.g.</del> flood risk assessment and drainage strategy;</p> <p><del>i.</del> a screening exercise to determine the need for an Appropriate Assessment; and</p> <p><del>j.h.</del> contributions, as necessary at the time of application, towards any other infrastructure enhancements including local educational and healthcare provision and other community facilities.</p>		
MM70	H3.9 Paras 6.93 & 6.96	<p><b>6.93</b> This is a partly brownfield site comprising former school buildings and playing fields which have become vacant following the amalgamation of Eston Park with Gillbrook to create the Hillsview Academy. <del>It is anticipated that the site may become entirely surplus to further educational uses and available for redevelopment.</del> <u>The site is surplus to educational requirements and available for redevelopment.</u></p> <p><b>6.96</b> Redevelopment for market housing will support the regeneration of Greater Eston, complementing recent and ongoing investments and will contribute to achieving a more balanced housing stock between market and social tenures. <u>In accordance with the findings of the Redcar &amp; Cleveland Strategic Housing Market Assessment, there are no affordable housing requirements associated with this site due to its location in the Greater Eston North housing market sub-area.</u></p> <p><b>6.97</b> The site has an open outlook with a large expanse of school playing fields and public open space situated to the north and east and its redevelopment for housing will result in the loss of a former school playing field. Development of the site should, therefore, seek to achieve the following:</p> <ul style="list-style-type: none"> <li>• housing fronting onto the open space to provide effective passive surveillance;</li> <li>• direct and safe pedestrian access from the site onto the open space; <del>and</del></li> <li>• the provision of a footpath / cycle route from the northern boundary linking to existing paths which cross into Eston Recreation Ground and connect to local schools, Low Grange Farm District Centre and Eston Leisure Centre; <del>and</del></li> <li>• <u>improvements to existing open space, specifically playing pitch enhancements.</u></li> </ul>	<p>This MM to supporting text would confirm that the site is available for redevelopment and that no affordable housing requirements would apply, although this could be determined with reference to other policies in any case. The MM would align with Policy H3.8 as modified by MM69 and would help to demonstrate the effectiveness of this site, but it would have no specific effects on any SA objectives.</p>	None predicted.
MM71	H3.10	<p>Land at Corporation Road, Redcar (2.4 ha.) is allocated for the development of approximately 86 dwellings, to be completed within the plan period. Proposals will be subject to the following:</p> <p><del>a.</del> <u>the provision of an appropriate mix of dwellings, including bungalows, which reflects local needs and demand, having regard to supporting evidence, including the Redcar &amp; Cleveland Strategic Housing Market Assessment or successor documents;</u></p> <p><del>b.a.</del> on-site affordable housing provision in accordance with the requirements of Policy H4;</p> <p><del>c.b.</del> an off-site contribution towards open space improvements in accordance with Policy N3 and <u>having regard to the Developer Contributions SPD;</u></p> <p><del>d.c.</del> an appropriate landscaping scheme throughout the site;</p> <p><del>e.d.</del> resolution of surface water drainage issues bearing in mind the capacity issues affecting the West Dyke culvert;</p> <p><del>f.e.</del> ground investigation and prior completion of any necessary remediation works;</p> <p><del>g.f.</del> subject to a transport assessment, acceptable vehicular access from Corporation Road and any off-site requirements;</p> <p><del>h.g.</del> the preparation and implementation of a travel plan to encourage more sustainable travel modes, having regard to Policy TA12;</p> <p><del>i.h.</del> <u>a screening exercise to determine the need for an Appropriate Assessment; and proposals should take into account the requirements of Policy N4 in terms of consideration of effects on internationally designated sites, including any necessary mitigation; and.</u></p>	<p>This MM would remove duplication and align Policy H3.10 with other policies relating to the assessment and mitigation of LSE on European Sites. This would clarify policy requirements for the development of this site but would itself have no clear effects on any SA objectives.</p>	None predicted.

Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
MM72	H3.10 New Para after 6.103	<u>6.103a</u> Proposals should take into account the requirements of Policy N4 in terms of consideration of effects on internationally designated sites, including necessary mitigation where they are within 6km of the Teesmouth and Cleveland Coast SPA and Ramsar site.	This MM to supporting text would update the position with respect to the assessment and mitigation of LSE on Natura 2000 sites, as set out in other policies. The MM would itself have no clear effect on any SA objectives.	None predicted.
MM73	H3.11	Land at and adjacent to St-Hilda's Church, Mersey Road, Redcar (0.9ha.) is allocated for the mixed-use development of a replacement church and approximately <del>30</del> <u>25</u> dwellings, to be completed within the plan period.  Proposals will be subject to the following:  <del>a. an appropriate mix of housing types which reflects local housing needs and demand, having regard to supporting evidence, including the Redcar &amp; Cleveland Strategic Housing Market Assessment or successor documents;</del> <del>b. on-site affordable housing provision in accordance with the requirements of Policy H4;</del> <del>e.a. off-site contribution towards open space improvements in accordance with Policy N3 and having regard to the Developer Contributions SPD;</del> <del>d.b. an appropriate landscaping scheme throughout the site;</del> <del>e.c. the on-site redevelopment of the church building and parking area;</del> <del>f.d. achieving adequate separation between residential and church uses;</del> <del>g.e. completion of a drainage strategy;</del> <del>h.f. a screening exercise to determine the need for an Appropriate Assessment; proposals should take into account the requirements of Policy N4 in terms of consideration of effects on internationally designated sites, including any necessary mitigation; and</del> <del>i.g. contributions, as necessary at the time of application, towards other infrastructure enhancements, including local educational and healthcare provision and other community facilities.</del>	This MM would remove duplication and align Policy H3.11 with other policies relating to the assessment and mitigation of LSE on European Sites. This would clarify policy requirements for the development of this site but would itself have no clear effects on any SA objectives.	None predicted.
MM74	H3.11 New Paras. after 6.107	<u>6.107a</u> Proposals should take into account the requirements of Policy N4 in terms of consideration of effects on internationally designated sites, including necessary mitigation where they are within 6km of the Teesmouth and Cleveland Coast SPA and Ramsar site	This MM to supporting text would update the position with respect to the assessment and mitigation of LSE on Natura 2000 sites, as set out in other policies. The MM would itself have no clear effect on any SA objectives.	None predicted.
MM75	H3.12	Land adjacent to Rye Hills School, Redcar (1.23ha) is allocated for <del>the development</del> approximately 30 dwellings, <del>to be developed at a net density of up to 30 dwellings per hectare and</del> to be completed within the plan period.  Proposals will be subject to the following:  <del>a. achieving an appropriate housing mix, having regard to supporting evidence, including the Redcar &amp; Cleveland Strategic Housing Market Assessment or successor documents;</del> <del>b.a. development which is well-integrated with and respects the character of the adjacent residential area to the north;</del> <del>e.b. affordable housing provision in accordance with the requirements of Policy H4;</del> <del>d.c. off-site contribution towards open space improvements in accordance with Policy N3 and having regard to the Developer Contributions SPD;</del> <del>e.d. an appropriate landscaping scheme throughout the site incorporating where possible the retention of any valuable trees;</del> <del>f.e. achieving acceptable vehicular access preferably via the existing estate road network off Warwick</del>	This MM would remove duplication and align Policy H3.12 with other policies relating to the assessment and mitigation of LSE on European Sites. This would clarify policy requirements for the development of this site but would itself have no clear effects on any SA objectives.	None predicted.

Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
		<p>Road;</p> <p><del>g-f.</del> ground investigation and prior completion of any necessary remediation works;</p> <p><del>h-g.</del> completion of a flood risk assessment and drainage strategy;</p> <p><del>i-h.</del> safeguarding the existing access to, and adequate separation from, the former caretakers house;</p> <p><del>j-i.</del> <del>screening exercise to determine the need for an Appropriate v Assessment; proposals should take into account the requirements of Policy N4 in terms of consideration of effects on internationally designated sites, including any necessary mitigation; and</del></p> <p><del>k-j.</del> contributions, as necessary at the time of application, towards other infrastructure enhancements, including local educational and healthcare provision and other community facilities</p>		
MM76	New Paragraph after 6.111	<del>6.111a Proposals should take into account the requirements of Policy N4 in terms of consideration of effects on internationally designated sites, including necessary mitigation where they are within 6km of the Teesmouth and Cleveland Coast SPA and Ramsar site.</del>	This MM would amend supporting text to confirm the applicability of Policy N4 as modified. This itself would have no clear effect.	None predicted.
MM77	H3.13	<p>Policy H 3.13</p> <p>Wykeham Close, Redcar</p> <p>Land at Wykeham Close, Redcar (0.3ha) is allocated for the development of</p> <p><del>approximately 35 assisted living dwellings for older people. The scheme should be completed within the plan period.</del></p> <p><del>The development of the site would be subject to the following:</del></p> <p><del>a. achieving development of an appropriate scale and design which can help meet the housing needs of older people;</del></p> <p><del>b. specific entry requirements for occupants, to be determined by the scheme provider;</del></p> <p><del>c. appropriate landscaping throughout the site;</del></p> <p><del>d. a well designed development which achieves adequate separation from adjacent residential properties; and</del></p> <p><del>e. ground investigation and any requisite remediation works.</del></p>	Except for removing previously predicted effects from the allocation of H3.13 - Wykeham Close (refer to Appendix H of the Publication RCLP SA Report (November 2016), this MM would have no clear effects.	This MM would delete Policy 3.13 from the RCLP, meaning that no LSE would now arise from the previously proposed allocation of the site for assisted living dwellings.
MM78	H3.13 Paras. 6.112-6.114	<p><del>6.112 This a cleared brownfield site within an established residential neighbourhood and has been identified for redevelopment for affordable extra-care housing, with grant funding support from the Homes &amp; Communities Agency. The site is in a sustainable location at the southern end of West Dyke Road being close to major food retailers and a principal bus route connecting to Redcar and Middlesbrough.</del></p> <p><del>6.113 In February 2015 permission was granted for a block of 35 assisted living apartments with communal facilities (application ref. 2014/0718/FFM). The application was supported by technical reports, and approval was granted subject to meeting conditions, including in relation to ground investigation and appropriate remediation, drainage, landscaping and residential amenity considerations.</del></p> <p><del>6.114 The retirement age population in Redcar and Cleveland is proportionately the highest in the Tees Valley and well above the national average. Demographic projections indicate that this trend is expected to become more pronounced as the elderly population continues to grow. The proposals will, therefore, help to meet specific local housing needs.</del></p>	This MM would remove supporting text which previously justified the proposed allocation of site H3.13. As a MM to supporting text only this would have no clear effects.	None predicted.



Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
MM79	H3.15	<p><del>Policy H.3.15</del></p> <p><del>Roseberry Road, Redcar</del></p> <p><del>Land at Roseberry Road, Redcar (0.2ha) is allocated for the development of approximately 10 dwellings, to be completed within the plan period.</del></p> <p><del>It is expected that any proposals for the site would be subject to the following:</del></p> <p><del>a. providing a mix of housing which reflects identified needs and market demand, including detached dwellings, and having regard to supporting evidence, including the Redcar &amp; Cleveland Strategic Housing Market Assessment or successor documents;</del></p> <p><del>b. affordable housing provision, if necessary, in accordance with the requirements of Policy H4;</del></p> <p><del>c. achieving satisfactory access from Roseberry Road;</del></p> <p><del>d. off-site public open space requirements in accordance with Policy N3;</del></p> <p><del>e. incorporating an appropriate landscaping scheme throughout the site; and</del></p> <p><del>f. contributions, as necessary at the time of application, towards any other infrastructure requirements, including local educational and healthcare provision and other community facilities.</del></p>	<p>Except for removing previously predicted effects from the allocation of H3.15 – Roseberry Road (refer to Appendix H of the Publication RCLP SA Report (November 2016), this MM would have no clear effects.</p>	<p>This MM would delete Policy 3.15 from the RCLP, meaning that no LSE would now arise from the previously proposed allocation of the site for residential dwellings.</p>
MM80	H3.15 Paras. 6.117-6.119	<p><del>6.117 This is a cleared 'brownfield' site in an established residential area and a highly sustainable location adjacent to Roseberry Square local centre and a main bus route, and within 600m of primary and secondary schools.</del></p> <p><del>6.118 Outline planning consent for a development comprising 10 dwellings with new vehicular and pedestrian accesses was granted in February 2015 (application ref. 2014/0504/OOM). If the detailed proposals result in the provision of 11-14 dwellings (inclusive) an off-site financial contribution towards affordable housing would be appropriate, equivalent to 15% on-site provision. If the detailed proposals result in the provision of 15 dwellings or more, on-site affordable housing should be provided in accordance with Policy H4. The planning consent is subject to conditions, including in relation to ground remediation, boundary treatments and drainage.</del></p> <p><del>6.119 Due to the small size of the site, it is expected that public open space obligations would be delivered off-site via a financial contribution.</del></p>	<p>This MM would remove supporting text relating to the previously proposed allocation of site H3.15. As a MM to supporting text only this would have no clear effects.</p>	<p>None predicted.</p>
MM81	H3.16	<p><del>Land at Mickle Dales, Redcar (4.3ha) is allocated for the development of up to approximately 100 residential dwellings. Development will need to reflect the delivery timeframes and practical requirements associated with delivering the existing Dogger Bank Teesside Development Consent Order (DCO) which affects this site. The scheme potentially provides a later phase to the adjoining Rowan Garth development site and development should be completed within the plan period to 2032 and will be subject to the following:</del></p> <p><del>a. an appropriate mix of housing types, including bungalows, which reflects local housing needs and demand, having regard to supporting evidence, including the Redcar &amp; Cleveland Strategic Housing Market Assessment or successor documents;</del></p>	<p>This MM would require the phasing of development at this site to reflect the requirements of the Dogger Bank Teesside DCO as well as directing that the DCO buried cable route be used for open space provision. This would optimise the efficient use of land and minimise the potential for land use conflicts. The MM would also remove duplication with other policies.</p>	<p>By setting out phasing and development requirements to minimise land use conflicts the MM would result in a Major Positive and Significant effect on SA objective 8. No other new or different LSE are predicted.</p>



Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
MM83	H3.17	<p>Land to the west of Kirkleatham Lane, Redcar (23ha) is allocated for the development of up to approximately 550 dwellings, significant landscaping and open space uses, to be delivered within the plan period to 2032.</p> <p>Proposals for the development of the site will be supported subject to the following:</p> <p><del>a. providing a mix of housing, including bungalows, which reflects local needs and market demand, having regard to supporting evidence including the Redcar &amp; Cleveland Strategic Housing Market Assessment or successor documents;</del></p> <p><del>b.a.</del> on-site affordable housing provision as required under Policy H4;</p> <p><del>e.b.</del> achieving satisfactory vehicular access from the A1042 (Kirkleatham Lane) to serve the development;</p> <p><del>d.</del> satisfactory completion of a transport assessment;</p> <p><del>e.c.</del> implementation of a travel plan to encourage more sustainable travel modes, having regard to Policy TA12;</p> <p><del>f.</del> on-site provision of neighbourhood shopping facilities;</p> <p><del>g.d.</del> establishing a deep landscaping buffer to the west of the site to separate the development from nearby business uses, and high quality peripheral landscaping as appropriate;</p> <p><del>h.e.</del> usable community green space within the development in accordance with Policy N3;</p> <p><del>i.f.</del> provision of pedestrian links to the north and south of the site to improve access to and from Foxrush Farm Community Woodland (north) and Kirkleatham Business Park (south);</p> <p><del>j.g.</del> incorporation of a sustainable drainage scheme;</p> <p><del>k.h.</del> a screening exercise to determine the need for an Appropriate Assessment; proposals should take into account the requirements of Policy N4 in terms of consideration of effects on internationally designated sites, including any necessary mitigation; and</p> <p><del>l.i.</del> contributions, as necessary at the time of application, towards any other infrastructure enhancements, including local educational and healthcare provision and other community facilities.</p>	<p>This MM would remove duplication and align Policy H3.17 with other policies relating to the assessment and mitigation of LSE on European Sites. This would clarify policy requirements for the development of this site but would itself have no clear effects on any SA objectives.</p>	None predicted.
MM84	<p>H3.17 Para.6.127</p> <p>H3.17 Para. 6.130</p> <p>New Paras. after 6.129</p>	<p><del>6.127</del> Bearing in mind the large scale of the prospective development and to support the sustainability credentials of the site, proposals should incorporate small scale neighbourhood shopping facilities to help meet local day today needs.</p> <p><del>6.130</del> As the site is greater than 1ha in area, a site specific flood risk assessment must be undertaken to ensure that the residential properties are adequately protected, and that business users and existing residents in the local area are not put at additional risk of flooding as a result of the development.</p> <p><del>6.129a</del> Proposals should take into account the requirements of Policy N4 in terms of consideration of effects on internationally designated sites, including necessary mitigation where they are within 6km of the Teesmouth and Cleveland Coast SPA and Ramsar site.</p> <p><del>6.129b</del> In April 2017, outline consent was granted for the development of up to 550 dwellings subject to meeting a range of conditions (application ref. R/2016/0663/OOM). All matters apart from access are to be determined via a reserved matters application.</p>	<p>This MM would reflect planning approval granted for the site in April 2017 and align with Policy H3.17 as modified by MM83. This would clarify policy requirements for the development of this site but would itself have no clear effects on any SA objectives.</p>	None predicted.
MM85	H3.18	<p>Land at Marske Road, Saltburn (5.8 ha) is allocated for the development of approximately 116 dwellings, to be delivered within the plan period.</p> <p>Proposals will be subject to the following:</p> <p><del>a.</del> achieving an appropriate mix of dwellings which reflects local needs and demand, having regard to supporting evidence, including the Redcar &amp; Cleveland Strategic Housing Market Assessment or successor documents;</p> <p>b. on-site affordable housing provision in accordance with the requirements of Policy H4;</p> <p>c. usable community green space provision in accordance with Policy N3;</p> <p>d. an appropriate landscaping scheme throughout the site, having regard to the impact of development on the landscape, neighbouring land uses and the strategic gap with Marske; and</p>	<p>This MM would remove duplication with Policy H2 but would itself have no clear effect on any SA objectives.</p>	None predicted.

Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
		e. the implementation of a travel plan to encourage more sustainable travel modes, having regard to Policy TA2.		
MM86	H3.19	<p>Land at Wilton Lane, Guisborough (0.3ha) is allocated for the development of <u>approximately</u> 14 dwellings, to be completed within the plan period.</p> <p>The development of the site would be subject to the following:</p> <p><del>a. achieving an appropriate mix of housing which reflects local need and demand, having regard to supporting evidence, including the Redcar &amp; Cleveland Strategic Housing Market Assessment or successor documents;</del></p> <p>a. <u>affordable housing provision, as necessary, in accordance with the requirements of Policy H4;</u></p> <p>b. an appropriate landscaping scheme throughout the site;</p> <p>c. provision of a satisfactory access from Wilton Lane;</p> <p>d. ground investigation and prior completion of any necessary remediation works; and</p> <p>e. provision of a sustainable drainage scheme.</p>	This MM would remove duplication with Policy H2 but would itself have no clear effect on any SA objectives.	None predicted.
MM87	H3.19 Paras. 6.134 & 6.135	<p><del>6.134</del> Detailed planning permission was granted for 14 dwellings in <del>March 2014</del> September 2017 (application reference <del>2013/0858</del> R/2017/0407/FFM).</p> <p><del>6.135</del> The planning consent <del>was</del> <u>is</u> subject to meeting several conditions, including ground investigation and remediation requirements and incorporating a sustainable drainage system within the development.</p>	This MM would reflect planning approval granted for development at the site in September 2017. The MM would have no effects on any SA objectives.	None predicted.
MM88	H3.20	<p>Land at Park Lane, Guisborough (0.5ha) is allocated for the development of <del>approximately 40 assisted living apartments for older people</del> <u>dwellings</u>, to be completed within the plan period.</p> <p>The development of the site would be subject to the following:</p> <p><del>a. achieving development of an appropriate scale and design which can help meet the housing needs of older people;</del></p> <p><del>b. specific entry requirements for occupants, to be determined by the scheme provider;</del></p> <p><del>e-b.</del> an appropriate landscaping scheme throughout the site;</p> <p><del>d-c.</del> achieving a single vehicular access to the site from Park Lane;</p> <p><del>e-d.</del> ground investigation and prior completion of any necessary remediation works; <del>and</del></p> <p>f. <u>e. high quality development that has regard to the character and appearance of the nearby Guisborough Conservation Area and also complements the street scene and respects nearby uses; and</u></p> <p>e.f. contributions, as necessary at the time of application, towards other infrastructure enhancements as required, including local educational and healthcare provision and other community facilities.</p>	This MM would introduce a new criterion requiring high quality development proposals which have regard to the character and appearance of Guisborough Conservation Area, which would directly protect and enhance the historic environment.	In determining any development proposal affecting conservation areas the statutory requirement for RCBC to pay special attention to the desirability of preserving or enhancing their character or appearance would apply. The MM would support this statutory requirement by providing an additional related policy test within the statutory Development Plan which development proposals would need to accord with. Taking account of existing statutory requirements, policy H3.20 as modified would help to protect and enhance the historic environment, resulting in a Minor Positive and Not Significant effect on SA objective 3.

Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
MM89	H3.20 Paras. 6.137 & 6.138	<p><del>6.137 Funding support has been secured from the Homes and Communities Agency for a scheme of assisted living apartments, augmenting similar developments elsewhere in the borough. There is ongoing demand for this type of accommodation as the number and proportion of older and retired residents increases.</del></p> <p>6.138 It is envisaged that the development will:</p> <ul style="list-style-type: none"> <li>• <del>provide approximately 40 assisted living apartments and supporting functions dwellings;</del></li> <li>• <del>comprise a main building of an acceptable height which respects the appearance of the local area; and</del></li> <li>• <del>achieve adequate access, parking, servicing and landscaped areas in a secure environment.</del></li> <li>• <del>be comprised entirely of affordable housing units for rent.</del></li> </ul>	<p>This MM would reflect changes in development proposals for the site, in particular the change from proposed affordable rented assisted living accommodation to conventional housing provision. Despite this change the MM would continue to support housing provision at the site.</p>	<p>The proposed change from affordable rented assisted living accommodation to conventional housing would reduce some social sustainability benefits previously predicted from this site allocation. However, no new or different LSE are predicted.</p>
MM90	H3.21	<p>Land at Cleveland Gate, Guisborough (4.9ha) is allocated for the development of <del>up to 135</del> <u>approximately 137</u> dwellings. The scheme should be delivered within the plan period and proposals will be subject to the following:</p> <ul style="list-style-type: none"> <li>a. <del>achieving adequate separation and compatibility between the housing and adjacent commercial uses;</del></li> <li>b. <del>the provision of separate access to serve the residential development and distinguish it from the nearby commercial development, together with any required off-site highway infrastructure contributions as identified through a transport assessment;</del></li> <li>c. <del>an appropriate mix of housing types, including bungalows, which reflects local needs and market demand, having regard to supporting evidence including the Redcar &amp; Cleveland Strategic Housing Market Assessment or successor documents;</del></li> <li><del>d.c.</del> <u>d.</u> on-site affordable housing provision in accordance with the requirements of Policy H4;</li> <li><del>e.d.</del> <u>e.</u> flood risk assessment and surface water management scheme;</li> <li><del>f.e.</del> <u>f.</u> within the residential area, on-site public green space provision in accordance with Policy N3;</li> <li><del>g.f.</del> <u>g.</u> establishing a footpath link through the site to the Guisborough Branch Walkway;</li> <li><del>h.g.</del> <u>h.</u> an appropriate landscape enhancement scheme throughout the site; and</li> <li><del>i. h.</del> <u>i.</u> contributions towards other infrastructure enhancements as required, including local educational and healthcare provision and other community facilities.</li> </ul>	<p>This MM would remove the duplication and update the site's capacity, which would have no effects on any SA objectives.</p>	<p>None predicted.</p>

Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
MM91	H3.22	<p>Land at Galley Hill, Guisborough (4.6ha) is allocated for the development of approximately 50 dwellings and public open space. The scheme should be delivered within the plan period and as an extension to the adjacent Galley Hill housing development.</p> <p>Proposals will be subject to the following:</p> <p><del>a. achieving an appropriate mix of dwellings, including bungalows, which reflects local needs and demand, having regard to supporting evidence, including the Redcar &amp; Cleveland Strategic Housing Market Assessment or successor documents;</del></p> <p><del>b.a.</del> on-site affordable housing provision in accordance with the requirements of Policy H4;</p> <p><del>c.b.</del> partial residential development restricted to suitable areas within the site core;</p> <p><del>d.c.</del> subject to a transport statement, achieving vehicular access from the existing Galley Hill housing site;</p> <p><del>e.</del> prior commencement of housing units in the final construction phase at the current Galley Hill development;</p> <p><del>f.d.</del> providing a safe pedestrian and cycle green link from the Galley Hill development through the site to the Middlesbrough Road entrance;</p> <p><del>g.e.</del> provision of usable community open space in accordance with Policy N3;</p> <p><del>h.f.</del> an appropriate landscaping scheme throughout the site including a strong noise attenuation buffer towards northern and easterly boundaries;</p> <p><del>i.g.</del> avoiding development in areas prone to surface water flooding and any other obligations arising from a flood risk assessment;</p> <p><del>j.h.</del> retention of existing planting areas so far as possible and replanting in mitigation where appropriate; and</p> <p><del>k.i.</del> contributions, as necessary at the time of application, towards other infrastructure enhancements as required, including local educational and healthcare provision and other community facilities.</p>	<p>This MM would remove duplication with Policy H2 but would itself have no clear effect on any SA objectives.</p>	<p>None predicted.</p>
MM92	H3.22 Para. 6.146	<p><del>6.146 The site will present a residential infill opportunity, linked to and logically following on from the existing housing site in order to achieve a fully co-ordinated development. However, in recognition of the need to maintain a continuous and flexible supply of housing land, and as the site is expected to be served from the same access via an extension to the highway, development will be permitted following commencement of housing construction at the final (fifth) phase of the ongoing development, as illustrated in the most up to date development phasing plan.</del></p>	<p>This MM would remove supporting text which previously provided some of the justification for Policy H3.22. There is no clear relationship between this MM and the SA Framework. The MM would therefore have no clear effects.</p>	<p>None predicted.</p>
MM93	H3.23	<p>Land at Home Farm, Skelton (1.6ha) is allocated for the conservation-led development of <del>up to</del> <u>approximately</u> 47 dwellings, to be delivered within the plan period.</p> <p>The development of the site would be subject to the following:</p> <p><del>a conservation-led scheme comprising of a mix of housing to meet local needs and market demand, having regard to supporting evidence, including the Redcar &amp; Cleveland Strategic Housing Market Assessment or successor documents;</del></p> <p><del>b.a.</del> open space provision in accordance with Policy N3;</p> <p><del>c.b.</del> an appropriate landscaping scheme throughout the site;</p> <p><del>d.c.</del> provision of satisfactory vehicular access;</p> <p><del>e.d.</del> achieving a high-quality development <u>that preserves or enhances the character or appearance of the Skelton Conservation Area in keeping with the sensitive location of the site;</u> and</p> <p><del>f.e.</del> provision of a pedestrian link between the High Street and Skelton Health Centre.</p>	<p>This MM would remove duplication with Policy H2 and the specific need for development at the site to be “<i>conservation led</i>”, although criterion (d) would be strengthened to increase protection for the Skelton Conservation Area. On balance the MM would clarify design and heritage requirements for development proposals.</p>	<p>Policy H3.23 as amended would continue to make a positive contribution to SA objective 3 through setting out design and heritage requirements. The increased clarity resulting from the MM would not generate new or different LSE.</p>

Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
MM94	H3.24	<p>Land at Stanghow Road, Skelton (0.3ha) is allocated for the development of approximately 10 dwellings, to be completed within the plan period.</p> <p>The development of the site would be subject to the following:</p> <p><del>a. a mix of housing to meet local needs and market demand, having regard to supporting evidence, including the Redcar &amp; Cleveland Strategic Housing Market Assessment or successor documents;</del></p> <p><del>b.a.</del> affordable housing provision, if necessary, in accordance with the requirements of Policy H4;</p> <p><del>e.b.</del> off-site contribution towards open space improvements in accordance with Policy N3;</p> <p><del>d.c.</del> an appropriate landscaping scheme throughout the site;</p> <p><del>e.d.</del> provision of satisfactory access;</p> <p><del>f.e.</del> ground investigation and prior completion of any necessary remediation works; and</p> <p><del>g.f.</del> contributions, as necessary at the time of application, towards other infrastructure requirements including local educational and healthcare provision and other community facilities.</p>	<p>This MM would remove the duplication of Policy H2 but would have no effect on any SA objectives.</p>	<p>None predicted.</p>
MM95	H3.25	<p>Land at Kilton Lane, Brotton (12ha) is allocated for residential development for approximately 270 dwellings. Proposals should be well-integrated with the existing built-up area and be completed within the plan period to 2032.</p> <p>The development of the site would be subject to the following:</p> <p><del>a. an appropriate mix of housing types, including bungalows, which reflects local housing needs and demand, having regard to supporting evidence, including the Redcar &amp; Cleveland Strategic Housing Market Assessment or successor documents;</del></p> <p><del>b.a.</del> on-site affordable housing provision in accordance with the requirements of Policy H4;</p> <p><del>e.b.</del> provision of on-site usable public green space in accordance with Policy N3;</p> <p><del>d.c.</del> an appropriate landscaping scheme which respects the locational and topographical characteristics of the site and incorporates a planting buffer between the A174 Skelton and Brotton bypass and the proposed development;</p> <p><del>e.d.</del> completion of a transport assessment and construction of a new junction at Kilton Lane together with any other necessary highway works;</p> <p><del>f.e.</del> the preparation and implementation of a travel plan to encourage more sustainable travel modes, having regard to Policy TA12;</p> <p><del>g.f.</del> completion of a flood risk assessment and drainage strategy;</p> <p><del>h.</del> resolution of sewerage treatment capacity issues;</p>	<p>This MM would remove duplication with Policy H2 and clarify policy requirements relating to archaeological mitigation. This clarity would increase the level of protection afforded to the historic environment within Policy H3.25.</p>	<p>By clarifying policy requirements in respect of archaeological remains at this site, MM38 would allow Policy H3.25 to have a Minor Positive and Not Significant effect on SA objective 3.</p>

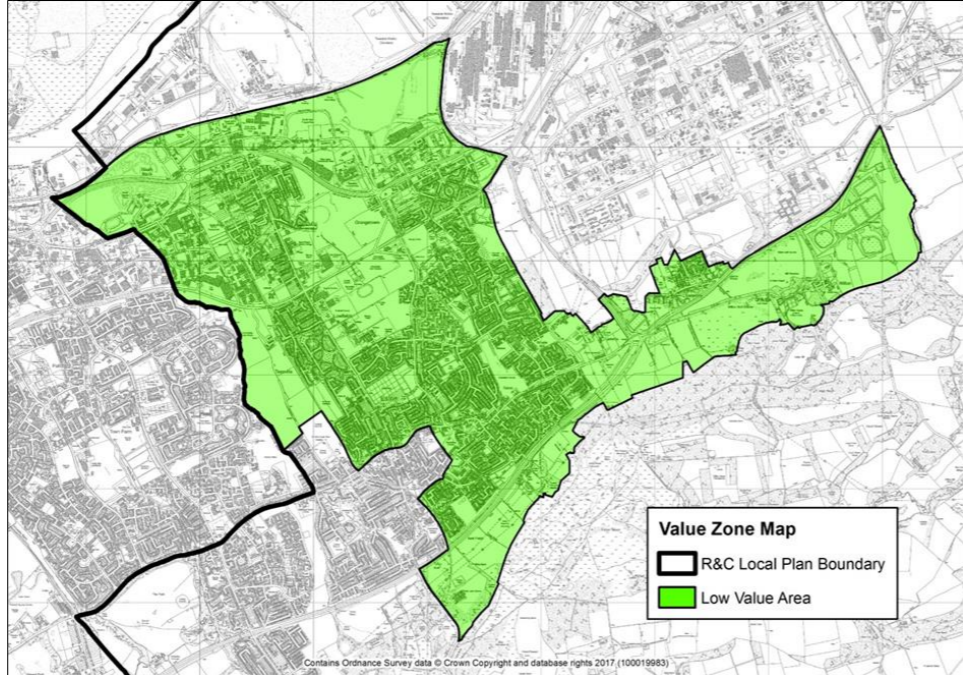
Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
		<p><del>i.g. resolution of archaeological matters further archaeological investigation and the adoption of any necessary scheme of archaeological mitigation should be agreed and undertaken prior to development; and</del></p> <p>j.h. contributions towards other infrastructure enhancements as required, including local educational and healthcare provision and other community facilities.</p>		
MM96	H3.25 Paras.6.160 and 6.161	<p><del>6.160 As Northumbrian Water has identified that the sewerage infrastructure in Brotton is operating at near capacity, proposals will be expected to satisfactorily address water infrastructure requirements.</del></p> <p><del>6.161 Ground investigations undertaken in 2011 revealed potentially valuable archaeological deposits on the site. Appropriate measures to preserve the remains should be agreed and undertaken prior to development.</del></p> <p><del>6.161 Ground investigations undertaken in 2011 revealed potentially valuable archaeological deposits on the site. Further investigation is required and any subsequent archaeological issues must be resolved.</del></p>	As an explanatory modification to supporting text only, this MM would clarify the implementation of Policy H3.25 as modified by MM95 but would itself have no specific effects.	None predicted.
MM97	H3.26	Land at Newbury Road, Brotton (0.7ha) is allocated for the development of <u>approximately</u> 25 older persons' bungalows, to be completed within the plan period.	There is no clear relationship between this MM and the SA Framework. The MM would therefore have no clear effects.	None predicted.
MM98	H3.26 Para. 6.162	<del>6.162 This a cleared brownfield site (formerly the Kiltondale care facility) in an established residential area and sustainable location close to local shops and services at Brotton High Street. The site has been identified for redevelopment for affordable housing for older people, subject to securing grant funding through the Homes &amp; Communities Agency</del>	There is no clear relationship between this MM and the SA Framework. The MM would therefore have no clear effects.	None predicted.
MM99	H3.27	<p>Land at the former Rosecroft School site, Loftus (3.1ha) as shown on the policies map is allocated for the development of <del>up to</del> <u>approximately</u> 100 dwellings, to be completed within the plan period.</p> <p>The development of the site would be subject to the following:</p> <p><del>a. a mix of housing to meet local needs and market demand, having regard to supporting evidence, including the Redcar &amp; Cleveland Strategic Housing Market Assessment or successor documents;</del></p> <p><del>b.a.</del> on-site affordable housing provision in accordance with the requirements of Policy H4;</p> <p><del>c.b.</del> an appropriate landscaping scheme throughout the site, including an adequate buffer between the proposed development and the railway line to the north;</p> <p><del>d.c.</del> ensuring that the development will not have an adverse impact on the adjacent wooded landscape;</p> <p><del>e.d.</del> a transport assessment, with satisfactory new vehicular access achieved from Rosecroft Lane;</p> <p><del>f.e.</del> preparation and implementation of a travel plan to encourage more sustainable travel modes, having regard to Policy TA12;</p> <p><del>g.f.</del> flood risk assessment and drainage strategy;</p> <p><del>h.g.</del> ground investigation and completion of any necessary remediation works;</p> <p><del>i.h.</del> community green space provision in line with the requirements of Policy N3; and</p> <p><del>j.i.</del> contributions, as necessary at the time of application, towards other infrastructure enhancements, including local educational and healthcare provision and other community facilities.</p>	This MM would remove the duplication with Policy H2 but would itself have no effect on any SA objectives.	None predicted.
MM100	H3.27 Paras 6.166 & 6.167	<p><del>6.166-In October 2013, detailed planning permission was granted for 51 dwellings including new vehicular and pedestrian accesses, subject to conditions including land remediation and drainage obligations (application ref. R/2011/0926/FFM).-This permission is now running down however, and the prospective developer has ceased trading has since expired.</del></p> <p><del>6.167-Although the site has since been marketed for disposal, a replacement housebuilder has not been secured to take this site forward. Therefore, in seeking to make this site more attractive to the market, the land area has been extended to incorporate part of the former school playing field area.</del></p>	This MM would amend the justification for Policy H3.27 to confirm that the extent of this site has been increased through the RCLP preparation process to improve its marketability. This does not represent a change compared to the extent of site H3.27 assessed within Appendix H of the Publication RCLP SA Report (November 2016). As an explanatory modification to supporting text, the MM would have no effect on SA objectives.	None predicted.



Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
MM101	H3.28	<p>Land at the former Handale Primary School, Loftus (0.28ha) is allocated for approximately 10 dwellings, to be completed within the plan period.</p> <p>The development of the site would be subject to the following:</p> <p><del>a. appropriate development which reflects local housing needs and market demand, having regard to supporting evidence, including the Redcar &amp; Cleveland Strategic Housing Market Assessment or successor documents;</del>  <del>b.a. affordable housing provision, if necessary, in accordance with the requirements of Policy H4;</del>  <del>c. site clearance, ground investigation and completion of any necessary remediation works;</del>  <del>d.c. achieving satisfactory vehicular access to serve properties from the existing highway;</del>  <del>e.d. a well designed scheme which complements the street scene, and respects nearby uses; high quality development that has regard to the character and appearance of the nearby Loftus Conservation Area and also complements the street scene and respects nearby uses;</del>  <del>f.e. appropriate peripheral landscaping to soften the impact of the development and provide appropriate screening;</del>  <del>g.f. community green space provision in line with the requirements of Policy N3; and</del>  <del>h.g. contributions, as necessary at the time of application, towards other infrastructure enhancements, including local educational and healthcare provision and other community facilities.</del></p>	<p>This MM would remove duplication with other policies and introduce a new criterion requiring high quality development proposals which have regard to the character and appearance of Loftus Conservation Area. This would directly protect and enhance the historic environment.</p>	<p>In determining any development proposal affecting conservation areas the statutory requirement for RCBC to pay special attention to the desirability of preserving or enhancing their character or appearance would apply. The MM would support this statutory requirement by providing an additional related policy test within the statutory Development Plan which development proposals would need to accord with. Taking account of existing statutory requirements, policy H3.28 as modified would help to protect and enhance the historic environment, resulting in a Minor Positive and Not Significant effect on SA objective 3.</p>
MM102	H3.28 Para. 6.174	<p><b>6.174.</b> This is a small brownfield site in a highly sustainable location close to central Loftus. The site has become vacant following school reorganisation and provides an opportunity to broaden the local housing offer. <u>As the site is located within 100 metres of Loftus Conservation Area, development proposals should be of a high quality design, having regard to the character and appearance of the Conservation Area.</u></p>	<p>As an explanatory modification to supporting text only, this MM would clarify the implementation of Policy H3.28 as modified by MM101 but would itself have no specific effects.</p>	<p>None predicted.</p>
MM103	H3.29	<p>Land at Low Cragg Hall Farm, Carlin How (2ha) is allocated for the development of <del>up to</del> <u>approximately</u> 46 dwellings, which should be completed within the plan period.</p> <p>The development of the site would be subject to the following:</p> <p><del>a. a mix of housing to meet local needs and market demand, having regard to supporting evidence, including the Redcar &amp; Cleveland Strategic Housing Market Assessment or successor documents;</del>  <del>b.a. on-site affordable housing provision in accordance with the requirements of Policy H4;</del>  <del>c.b. provision of on-site public open space in accordance with Policy N3;</del>  <del>d.c. an appropriate landscaping scheme throughout the site;</del>  <del>e.d. achieving a satisfactory access to the site from Brotton Road;</del>  <del>f.e. satisfactory surface water drainage scheme;</del>  <del>g.f. carefully designed scheme to take account of the change of levels and the potential impact of the development upon the landscape and nearby residential properties; and</del>  <del>h.g. contributions, as necessary at the time of application, towards other infrastructure enhancements, including local educational and healthcare provision and other community facilities.</del></p>	<p>This MM would remove duplication with Policy H2 but would itself have no effect on any SA objectives.</p>	<p>None predicted.</p>
MM104	H3.30	<p>Land at Boosbeck (<del>2.9ha</del>) (<u>4.3ha</u>), comprising a former abattoir site and adjacent land, as shown on the policies map, is allocated for the development of approximately <del>70-69</del> dwellings.</p> <p>The development should be undertaken within the plan period.</p> <p>Proposals would be subject to the following:</p>	<p>This MM would remove duplication with Policy H2 but would itself have no effect on any SA objectives.</p>	<p>None predicted.</p>

Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
		<p><del>a. a mix of housing which reflects local housing needs and market demand, having regard to supporting evidence, including the Redcar &amp; Cleveland Strategic Housing Market Assessment or successor documents;</del></p> <p><del>b.a. on-site affordable housing provision in accordance with the requirements of Policy H4;</del></p> <p><del>c.b. site clearance, ground investigation and completion of all remediation works prior to development;</del></p> <p><del>d.c. achieving satisfactory highway access from High Street;</del></p> <p><del>e.d. development proposals which are well related to the setting, including the Pit Park open space and adjacent countryside;</del></p> <p><del>f.e. an appropriate landscaping scheme throughout the site, having particular regard to its location at the extended edge of the village;</del></p> <p><del>g.f. preparation of a transport statement;</del></p> <p><del>h.g. retention of play facilities, including the multi-use games area and required contributions towards green space enhancement at the time of application;</del></p> <p><del>i.h. completion of a flood risk assessment and drainage strategy;</del></p> <p><del>j.i. retention of the Public Right of Way which crosses the site and existing footpath links to the High Street and Lockwood Primary School; and</del></p> <p><del>k.j. contributions, as necessary at the time of application, towards other infrastructure enhancements, including local educational and healthcare provision and other community facilities.</del></p>		
MM105	<p><b>H3.30</b> <b>New paragraph after 6.186</b></p>	<p><b>6.186a</b> In February 2017, outline planning permission was granted for the development of 69 dwellings including associated public open space (application ref.2016/0759/OOM).</p>	<p>This MM to supporting text would reflect planning approval granted in February 2017 but would have no effect on any SA objectives.</p>	<p>None predicted.</p>
MM106	<p><b>Policy H4</b></p>	<p><del>Subject to economic viability, on all appropriate housing developments of 15 or more dwellings (gross), located outside of the Low Value Area shown on Inset Map 03, a minimum of 15% of the total number of dwellings on-site shall be provided and maintained as affordable housing, in order to meet needs identified in the Strategic Housing Market Assessment (or other documents which supersede the SHMA).</del></p> <p>For all housing developments of between 11 and 14 gross dwellings (inclusive) located outside of the Low Value Area shown on Inset Map 03, a financial contribution by way of a commuted sum, equivalent to a 15% on-site affordable housing contribution, will be expected, subject to economic viability.</p> <p>Developments of 10 or fewer dwellings and which have a minimum combined gross floorspace of no more than 1,000 square metres (gross internal area) will not generally be required to make an affordable housing contribution, unless they form part of a rural exceptions site.</p> <p><del>A minimum of 70% of the affordable housing requirement shall be provided on-site as social rented or affordable rented housing. The remaining proportion may be provided as intermediate housing.</del></p> <p>In determining the tenure mix, type and size of affordable housing to be provided, the Council will have regard to the findings of the SHMA, its successor documents or other appropriate local evidence, and in meeting the needs of single people, families and older people and people with support needs within the housing mix.</p> <p>Affordable housing shall normally be provided on-site as part of, and integrated within, housing development to help deliver balanced communities. As such, the affordable housing should be distributed across sites in small clusters of dwellings. The exceptions to this requirement for on-site provision will be:</p> <p>a. developments of between 11 and 14 gross dwellings (inclusive);</p> <p>b. proposed development that is exclusively for executive or executive-style housing, where off-site provision would have wider regeneration benefits and contribute towards the creation of sustainable, inclusive and mixed communities;</p> <p>c. schemes which involve the conversion of a building which is not able to physically accommodate units of the size and type of affordable housing which is required within that locality;</p> <p>d. specialist accommodation where the management of the building(s) would make it difficult to provide affordable housing on-site (such as sheltered accommodation); and</p> <p>e. any other circumstances where the Council considers off-site provision to be preferable to is more appropriate than on-site provision.</p>	<p>In addition to removing duplication with other policies, this MM would remove a policy requirement for 70% of affordable housing to be social rented or affordable rented housing. This would align with legislative requirements and provide greater flexibility when determining tenure mix; in particular, it may increase the provision of intermediate mix housing to improve the viability of residential development proposals. Whilst a requirement to determine tenure mix based on the relevant evidence base would remain, the removal of the minimum percentage requirement for social and affordable rented housing may hinder efforts to address the needs of different groups in the community through reducing the available stock of social rented and affordable rented over time. The MM therefore has the potential to adversely affect social inclusion and the provision of housing to meet all identified needs.</p> <p>The MM would also clarify that whilst onsite affordable housing should be provided in residential developments exceeding 14 gross dwellings, contributions to offsite provision would be expected in certain other cases and no affordable housing will be required for development proposals within the Local Value Area. This would clarify the</p>	<p>The proposed removal of a minimum percentage requirement for social rented or affordable rented housing would limit the ability of Policy H4 to provide housing to meet all identified needs and to increase social inclusion. The policy as modified would however still contribute to non-private housing provision. No new or different LSE are predicted to occur.</p>

Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
		<p>In the above exceptional circumstances, a financial contribution by way of a commuted sum will be expected, which will be used by the Council to meet affordable housing needs within the borough. The commuted sum shall be calculated in accordance with guidance as set out in the Affordable Housing SPD.</p> <p>Where an applicant considers that the provision of affordable housing in accordance with the requirements of this policy would make the scheme unviable, they must submit a full detailed viability assessment to demonstrate that this is the case and to show the maximum level of affordable housing that could be delivered on the site. The applicant will be expected to deliver the maximum level of affordable housing achievable.</p> <p>Small scale housing schemes of 10 or fewer dwellings that are located outside, but adjacent to, Development Limits of the Service Villages and Villages, <u>as identified in SD2</u>, will be supported where 100% affordable housing is to be provided and maintained in perpetuity, in order to meet a verifiable and identified local need and where the local need cannot be met on sites within settlements. In exceptional circumstances, and where supported by a detailed viability assessment, a small proportion of market housing may be provided, if it can be demonstrated as necessary in order to deliver the affordable housing.</p>	<p>implementation of Policy H4 but would itself have no specific effects.</p>	
MM107	<p><b>6.187 – 6.190</b></p> <p><b>New paragraphs</b></p> <p><b>And</b></p> <p><b>New image added after 6.190. Inset Map 03</b></p>	<p><b>6.187a</b> <u>The NPPF 2012 defines affordable housing as social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should also include provision to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.</u></p> <p><b>6.187</b> <del>Affordable housing is defined in Policy H2. Dwellings that do not meet the NPPF definition of affordable housing, such as low cost market housing, will not be considered as affordable housing for planning purposes. Affordable housing must achieve at least the minimum standards set out in the Department for Communities and Local Government's "Technical housing standards – nationally described space standard" (March 2015), or their equivalent if revised standards are used.</del></p> <p><b>6.188</b> The Strategic Housing Market Assessment 2016 (SHMA) identified a need for an additional 20 affordable dwellings per annum within Redcar and Cleveland. However, this figure masks significant imbalances in the existing affordable housing stock, unmet needs for 140 smaller general needs units per annum and <del>2040</del> older person units per annum. Therefore, a policy of 15% on-site affordable housing has been adopted, which will not stifle overall development but will contribute to meeting identified needs.</p> <p><b>6.189</b> <del>An analysis of the expressed preferences of households in housing need shows that existing households in need mainly consider social and/or affordable renting as the required tenure option, but newly-forming households are more equally distributed between the two options. Based upon the findings of this analysis, the SHMA recommends a tenure split for affordable housing of 70% social/affordable rent and 30% intermediate housing. In determining the tenure mix, type and size of affordable housing to be provided, the Council will have regard to the findings of the SHMA. However, there may be other acceptable sources of evidence. Such information may come from local needs surveys carried out by housing providers or market housebuilders or from other studies and strategies, such as updates to the Tees Valley Joint Strategic Needs Assessment.</del></p> <p><b>6.189a</b> <u>There may be circumstances, in addition to those specified within Policy H4, where the delivery of affordable housing is more appropriate through contributions to off-site provision rather than on-site and within the proposed housing development. Such circumstances may include, when funding has the potential to support wider Council programmes for affordable housing that could secure more homes with the funds that would be viable from a scheme than might otherwise be achieved. However, in most cases, other than in the exceptions specifically identified in Policy H4, the delivery of adequate on-site affordable provision will be the priority for the Council.</u></p> <p><b>6.190</b> The spatial evidence for additional affordable housing is at a sub-area level of the borough. As such, there is no evidence of specific unmet needs for additional affordable housing in the Service Villages and Villages of the borough. However, if future local needs survey carried out by a parish council or a</p>	<p>This MM would amend supporting text to clarify and support changes to Policy H4, in accordance with the NPPF (2012) and legislative requirements. This would enhance the implementation of Policy H4, in particular by identifying relevance evidence which will be used to determine the required tenure mix within developments, but would itself have no specific effects on any SA objectives.</p>	<p>None predicted.</p>

Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
		<p>registered provider of social housing demonstrates, to the satisfaction of the Council, a need for additional housing in these areas, the policy makes provision for small sites of 10 or fewer affordable dwellings on the edges of villages. It is recognised that the availability of grant funding to help deliver such affordable housing is much reduced. Therefore, in exceptional circumstances, and where supported by a detailed viability assessment, a small proportion of market housing may be provided, if it can be demonstrated as necessary in order to deliver the affordable housing.</p> <p><b>6.190a</b> <u>Where the Council identifies a sustained failure in the delivery of sufficient affordable housing to meet identified needs, we will seek to identify constraints to delivery and to address any shortfall through appropriate mechanisms, in line with the Implementation Plan and Monitoring Framework (Appendix 1).</u></p> <p><b>Inset Map 03: Low Value Area</b></p> 		
MM108	Policy H5	<p><del>Within development limits, the sub-division or conversion of buildings to residential uses will normally be permitted provided that the following criteria are met:</del></p> <ol style="list-style-type: none"> <li><del>the building is capable of providing the number of units or proposed use to an acceptable standard of accommodation;</del></li> <li><del>the development will not result in an adverse impact upon local character or residential amenity; the building is located in an area with a mix of dwelling or residential types;</del></li> <li><del>the proposed development would not give rise to an over-concentration of similar accommodation or exacerbate a shortage of single family dwellings in the local area exacerbate any shortage or oversupply of particular sizes and types of dwellings in the local housing stock; and</del></li> <li><del>the proposal would not give rise to conditions prejudicial to highway safety by reason of additional traffic generation.</del></li> </ol> <p><del>Where a proposal is for the conversion or reuse of a building outside of development limits, the following criteria should also be met;</del></p> <ol style="list-style-type: none"> <li><del>the building is of a form, character and general design in keeping with its rural surroundings;</del></li> <li><del>the building is structurally sound and capable of re-use without fundamental rebuilding; and</del></li> <li><del>the building is large enough to be converted without the need for additional buildings, substantial new extensions or significant alteration.</del></li> </ol>	<p>The effect of this MM would remove duplication with Policy SD 3 and introduce the criteria to safeguard residential amenity and local character. This would protect communities from adverse nuisance and health impacts as well as protecting the quality of the built environment.</p>	<p>Policy H5 as modified would protect against unacceptable adverse pollution (including noise) impacts and safeguard environmental quality, which would result in Major Positive and Significant effects on SA objectives 9, 12 and 13.</p>

Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
MM109	6.191, 6.193 - 6.195 and Footnote 13	<p><b>6.191</b> Proposals for subdivision to self-contained flats are likely to respond to the need for smaller units of accommodation, including accommodation for single persons. However, we want to ensure that such development would not give rise to an over-concentration of flats or exacerbate a shortage of single family dwellings in the local area, in order to prevent any adverse impacts upon local amenity or housing supply. <del>exacerbate any shortage or over-concentration of particular sizes and types of dwellings within an area.</del></p> <p><b>6.193</b> The re-use or conversion of buildings can <u>also</u> provide sustainable development opportunities in the countryside. <del>Proposals for the conversion or re-use of buildings outside of development limits should be in accordance with Policy SD3. Due to their domestic requirements, residential conversions generally have a more significant impact on the building and its setting. The Council will ensure the visual impact is minimised by limiting extensions and alterations, and ensuring the design and materials are in keeping with the existing building.</del></p> <p><b>6.194</b> Not all existing buildings will be suitable for conversion or reuse. The Council does not wish to see buildings that are poorly scaled and designed <del>and not in keeping with their surroundings</del> subdivided or converted into <del>another residential use</del>. The Council will <del>also ensure the building is capable of providing an acceptable standard of living accommodation for potential future occupiers. proposed is large enough and structurally sound to be converted to its proposed use without significant alteration. The overall aim should always be to conserve and enhance the character of the landscape.</del></p> <p><del>6.195 Applicants will need to submit a full structural survey of the building as part of their application. Any conversion must be considered in the context of any likely impacts on protected species.</del></p> <p>13 The Sub-division and Conversion SPD will be prepared in 2017<del>8</del>.</p>	<p>As an explanatory modification to supporting text only, this MM would clarify the implementation of Policy H5 as modified by MM108 but would itself have no specific effects.</p>	None predicted.
MM110	Policy H6	<p>Planning permission for a change of use to a house in multiple occupation will be granted provided:</p> <ol style="list-style-type: none"> <li><del>the building is capable of providing the number of units or use proposed to an acceptable standard of accommodation the site is not located in an area of predominantly single family dwellings;</del></li> <li>the property by reason of its size or location, no longer lends itself to use as a single family dwelling;</li> <li>the development will not give rise to conditions prejudicial to <del>local residential amenity or adversely impact on the character of the locality;</del></li> <li>that the development will not give rise to conditions prejudicial to highway safety by reason of additional traffic generation; and</li> <li>the development will not give rise to an over concentration of properties in multiple occupation in the locality.</li> </ol>	<p>This MM would introduce criteria to ensure the suitability of buildings for intended HMO use and to protect against adverse impacts on local character. This would safeguard against overcrowding and help to protect the quality of the built environment.</p> <p>The proposed removal of a criteria regarding the location of proposed HMOs relative to single family dwellings would only have a limited effect as Policy H6 would retain a criterion to assess impacts on residential amenity.</p>	The Publication RCLP SA Report (November 2016) previously concluded that Policy H6 would result in uncertain effects on the SA objectives, although it could help protect the quality of the built environment by retaining family sized homes. This MM would not alter this conclusion and no new or different significant effects are predicted.
MM111	Footnote 14	<p>14 The Sub-division and Conversion SPD will be prepared in 2017<del>8</del>.</p>	<p>There is no relationship between this MM and the SA Framework. The MM would therefore have no effects.</p>	None predicted.
MM112	Policy H7	<p>Land to the <del>north and west</del> of The Haven, South Bank will be allocated as a Gypsy and Traveller site for a minimum of 9 pitches by 2032.</p> <p>Proposals for other travelling community sites will only be permitted if:</p> <ul style="list-style-type: none"> <li>the demand for pitches is such that they cannot be provided at The Haven;</li> <li>or</li> <li>an alternative site is required for operational <del>or other</del> reasons.</li> </ul> <p><del>Under these circumstances, p</del>Proposals for travelling community sites <u>accommodation</u> will only be permitted where all of the following criteria are met:</p> <ol style="list-style-type: none"> <li>the site will provide adequate accommodation for the number of pitches proposed and the necessary associated infrastructure;</li> <li>the site will be adequately screened by existing landscaping <del>or a landscaping scheme incorporated into the development</del> to ensure that there are no visual impacts on the character and appearance of the surrounding area;</li> </ol>	<p>There is no clear relationship between this MM and the SA Framework. The MM would therefore have no clear effects.</p>	None predicted.

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		<p>c. the site has a satisfactory vehicular access from the road network;  d. the site will be located close to existing services, including schools and healthcare facilities;  e. the site would not be in a high flood risk area;  f. the site will be located in an area with compatible neighbouring uses, which would not harm the health and well-being of any travellers that occupy the site; and  g. the <u>site development</u> is of a reasonable scale and would not over-dominate the closest settlement.</p> <p>All proposals will be considered within the context of the locational policy (SD2). <del>The sequential approach will be applied and preference given to the location of new sites on previously developed land within the conurbation.</del></p>		
MM113	Policy N1	<p><b>Landscape</b></p> <p>We will aim to protect and enhance the borough's landscapes. Development proposals will be considered within the context of the Landscape Character Assessment, the Landscape Character Supplementary Planning Document and the Historic Landscape Characterisation.</p> <p>Developments will not be permitted where they would lead to the loss of features important to the character of the landscape, its quality and distinctiveness, unless the benefits of development clearly outweigh landscape considerations. In such cases appropriate mitigation will be required. <u>Protection will be commensurate to the status of the landscape within the hierarchy.</u></p> <p><i>Nationally Important Landscapes</i></p> <p>Particular priority will be given to protecting and enhancing the landscape character and natural beauty of the North Yorkshire and Cleveland Heritage Coast, <u>as illustrated on the Policies Map</u>. This will be achieved by permitting development only where it is:</p> <p>a. essential development which for operational reasons cannot be located outside the Heritage Coast; or  b. small-scale leisure or tourism development consistent with the conservation of the special qualities of the Heritage Coast; <del>or-</del>  c. <u>suitably scaled extensions and alterations to existing buildings.</u></p> <p>Any development which is acceptable will be required to be designed and sited so as to cause no harm to the special character of the Heritage Coast, in particular the remote character, natural beauty, wildlife and geological value, heritage assets and marine environment.</p> <p>High importance will be given to protecting the landscape setting, scenic beauty and special qualities of the North York Moors National Park, by ensuring that new development does not harm these interests.</p> <p><i>Locally Important Landscapes</i></p> <p>In Sensitive Landscape Areas, including the <del>h</del>Historic <del>l</del>andscape of the Eston Hills, <u>as illustrated on the Policies Map</u>, we will prioritise the retention of elements that make up the landscape character, in many cases with little intervention to change this character. <del>Where development in these locations is To be considered to be</del> appropriate <u>in these locations development</u> <del>it</del>-should:</p> <p><del>ed.</del> be carefully designed;  <del>de.</del> retain important elements that make up the landscape; and  <del>ef.</del> screen or integrate any development into the landscape.</p> <p><u>In Restoration Landscape Areas, as illustrated on the Policies Map</u>, opportunities should be taken to repair or reinstate the landscape structure as part of development.</p> <p>Wherever possible, all developments should include measures to enhance, restore or create special features of the landscape. New development at the edge of settlements should create an attractive urban edge. Priority will</p>	<p>This MM would ensure compliance with the NPPF (2012), improve clarity and increase flexibility by potentially permitting (subject to other policies including SD4) suitable extensions and alterations within the North Yorkshire and Cleveland Heritage Coast. This would help to meet the needs of the population and support existing economic activity.</p>	<p>The Publication RCLP SA Report (November 2016) noted that Policy N1 would have a clear positive relationship with SA objective 2 through directly protecting and enhancing landscape character and key landscape features. Whilst the MM would not alter this, for the avoidance of doubt Policy N1 is predicted to have a Positive and Significant effect on SA objective 2.</p> <p>The flexibility introduced by the MM regarding suitable extensions and alterations would result in a Minor Positive and Not Significant effect on SA objective 10 by allowing existing facilities and buildings (including housing) to be enhanced to meet identified needs.</p> <p>No new or different LSE are predicted.</p>

Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
		<p>be given to the creation of habitats to support local biodiversity priorities and the planting of new hedgerows, trees and woodlands.</p> <p>Consideration should also be given to the opportunities identified by Natural England in the Tees Lowland and the North York Moors and Cleveland Hills National Character Areas.</p>		
MM114	<p><b>New para. after para 7.7</b></p> <p><b>Para. 7.10</b></p>	<p><b>7.7</b> The coastline from Saltburn eastward is defined as the North Yorkshire and Cleveland Heritage Coast, an area protected against any development that may harm its special character. The purposes of Heritage Coasts are to:</p> <ul style="list-style-type: none"> <li>• conserve, protect and enhance the natural beauty of the coasts, their marine flora and fauna, and their heritage features;</li> <li>• facilitate and enhance their enjoyment, understanding and appreciation by the public;</li> <li>• maintain and improve the health of inshore waters affecting Heritage Coasts and their beaches through appropriate environmental measures; and</li> <li>• take account of the needs of agriculture, forestry and fishing, and of the economic and social needs of the small communities on these coasts.</li> </ul> <p><b>7.7a</b> <u>Proposals to extend or alter existing buildings within the Heritage Coast will be considered against relevant criteria in Policy SD4 General Development Principles.</u></p> <p><b>7.8</b> It is also important that the special qualities and character of the wider landscape is protected and enhanced, particularly the <del>Historic</del> <u>Landscape</u> area of the Eston Hills, <u>as identified on the Policies Map</u>, and the areas of ancient woodland in East Cleveland.</p> <p><b>7.10</b> Under the Landscape Character Assessment, the range of landscapes across the rural parts of the borough are identified, with positive and negative attributes analysed. The Landscape Character SPD builds on the Landscape Character Assessment and provides further detailed guidance which will support the implementation of this policy. The SPD sets out guidance which should inform the design of development and new landscape features in each area. Specific guidance for renewable energy schemes is available in the Renewable and Low Carbon Study (2015).</p>	<p>This MM would amend supporting text to provide clarity and reflect the changes to Policy N1. The MM would itself have no effect on any SA objectives.</p>	<p>None predicted.</p>
MM115	<p><b>Policy N2</b></p>	<p><b>Green Infrastructure</b></p> <p>We will aim to protect and enhance the green infrastructure network. Opportunities to incorporate green infrastructure into developments should be sought, in accordance with the Tees Valley Green Infrastructure Strategy. Green infrastructure should be fundamental to the planning of major new development and re-development schemes, and should help to integrate development with surrounding townscape and landscape, and with adjoining communities.</p> <p>Green infrastructure should be designed to high standards of quality and sustainability and aim to be multi-functional, link to the wider green infrastructure network, improve visual amenity, enhance community activity, support the provision of priority natural habitats and species, and seek opportunities to improve the water environment.</p> <p>We will protect and support the enhancement, creation and management of our green infrastructure network, to improve its quality, value, multi-functionality and accessibility, particularly in the following locations:</p> <ol style="list-style-type: none"> <li>a. strategic green infrastructure corridors within the borough and linking to neighbouring areas, in accordance with the Tees Valley Green Infrastructure Strategy;</li> <li>b. strategic gaps, <u>as defined on the Policies Map</u>, between: <ol style="list-style-type: none"> <li>i. Marske and New Marske; and</li> <li>ii. Marske and Saltburn;</li> </ol> </li> </ol>	<p>This MM would identify the purpose of and set out policy tests to assess development proposals affecting Strategic Gaps and Green Wedges. This would enhance policy protection for these areas, with consequential beneficial effects for the protection and enhancement of natural heritage, including biodiversity interests and landscape character.</p>	<p>The Publication RCLP SA Report (November 2016) noted that Policy N2 would directly relate to SA objective 2 and would also have positive but less direct relationships with SA objectives 1, 3, 5, 10, 13, 14 and 18 through supporting and enhancing multi-functional green infrastructure and protecting natural heritage assets.</p> <p>This MM would strengthen the relationship of Policy N2 with all of these objectives. The inclusion of criteria to protect settlement character, biodiversity and recreational opportunities within Policy N2 as modified would</p>

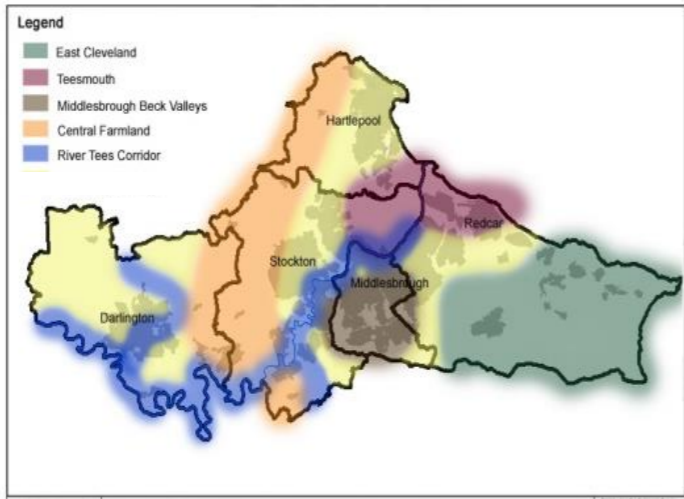
Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
		<p><u>Strategic gaps are areas identified to maintain the separate identity and character of individual settlements and to prevent their coalescence. Development within strategic gaps will only be allowed where:</u></p> <ul style="list-style-type: none"> <li><u>i. it would not adversely affect the separate identity and character of settlements or their surrounding landscape;</u></li> <li><u>ii. it would not result in visual or physical coalescence of the settlements; and</u></li> <li><u>iii. proposals are in accordance with Policy SD3.</u></li> </ul> <p>c. <u>green wedges, as defined on the Policies Map, within the urban and coastal areas:</u></p> <ul style="list-style-type: none"> <li>i. the open area between Marske and Redcar;</li> <li>ii. the open area between Wilton Works and Redcar, extending North to the coast;</li> <li>iii. west of A1053, Greystones Road, between Grangetown and Wilton;</li> <li>iv. the Spencer Beck Valley between East Middlesbrough and Eston, and Ormesby and Normanby; and</li> <li>v. the Hambleton Hill area between Nunthorpe and Ormesby;</li> </ul> <p><u>Green wedges are open areas within the main built-up area, but outside of development limits, which provide buffers between different uses and delineate distinct communities; and are valuable for local amenity, recreation and wildlife. Development within green wedges will only be allowed where:</u></p> <ul style="list-style-type: none"> <li><u>i.it would not result in physical or visual coalescence of built-up areas;</u></li> <li><u>ii. it would not adversely impact on local character or the separate identity of communities;</u></li> <li><u>iii. it would not adversely impact on recreational opportunities;</u></li> <li><u>iv. it would not adversely impact on biodiversity; and</u></li> <li><u>v. proposals are in accordance with Policy SD3.</u></li> </ul> <p>d. <del>open spaces in accordance with Policy N3urban areas where they benefit local communities, or provide other benefits;</del></p> <ul style="list-style-type: none"> <li>e. heritage assets or green infrastructure which contributes to their setting;</li> <li>f. strategic landscape areas, particularly along key transport corridors, between residential and employment areas and on the edge of settlements;</li> <li>g. public rights of way, and other walking and cycling routes; and</li> <li>h. beck valleys and other watercourses.</li> </ul> <p>Where appropriate, <u>and economically viable</u>, the Council will seek developer contributions towards the provision and maintenance of green infrastructure. Where there is a loss of green infrastructure resource a principle of 'net gain' should apply where possible.</p> <p>Proposals affecting open space provision will also be assessed against Policy N3, and heritage assets against Policy HE2.</p>		<p>provide a strong level of protection for natural heritage and recreational interests, resulting in Major Positive and Significant effects on SA objectives 1, 2 and 18.</p>



Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
MM116	Paras. 7.22-7.23 And 7.25	<p><b>7.22</b> In accordance with the Tees Valley Green Infrastructure Strategy, where there is a loss of green infrastructure resource the principle of net gain should normally apply. That is, the positive impacts of the development on green infrastructure, for example through improvements to the functions of green infrastructure or quality of provision, should outweigh any loss. <u>Further guidance will be included in the future Redcar &amp; Cleveland Green Infrastructure Strategy and Implementation Plan.</u></p> <p><b>7.25</b> The Redcar and Cleveland Open Space Assessment identifies open spaces within the settlements which should be protected and, in some cases, improved in order to better serve the community. <u>Policy N3 identifies further policy considerations where development affects open spaces.</u></p>	<p>This MM would amend supporting text to reflect changes in Policy N2 but would itself have no effects on any SA objectives.</p>	<p>None predicted.</p>
MM117	Policy N3	<p><b>Provision of Open Space and Recreation Facilities</b></p> <p>Redevelopment of <u>primary or secondary open space, as shown on the Policies Map, and any other amenity open space or sport and recreational land buildings and buildings land</u>, including playing fields, will only be allowed where:</p> <ol style="list-style-type: none"> <li>there is a proven excess of such provision and the proposed loss will not result in a current or likely shortfall in the plan period; <u>or</u></li> <li><del>the loss of amenity open space would not harm the character of the surrounding area</del> <u>recreational facilities within the site will be enhanced by the proposed development; or</u></li> <li><del>recreational facilities within the open space will be enhanced by the proposed development on an appropriate portion of the open space</del> <u>the community would gain greater or equivalent benefit from the provision of alternative open space, sport or recreational facilities within the local area; or and</u></li> <li><del>the community would gain greater benefit from the developer providing a suitable alternative recreational or amenity open space nearby</del> <u>in all cases, the loss would not harm the character and appearance of the surrounding area.</u></li> </ol> <p><u>Where economically viable, new open space, sport and recreational facilities, including playing fields, required to serve and support residential development should be provided on-site having regard to the Developer Contributions SPD. Contributions for off-site provision will be sought where:</u></p> <p><del>As part of residential developments, we will seek a contribution, towards open space, sport and recreational facilities to serve and support the site. Where possible, provision should be made on-site, in accordance with the Developer Contributions SPD, unless:</del></p> <ol style="list-style-type: none"> <li>the size of the development means that the limited provision required would be too small to create spaces and facilities of a useful size; or</li> <li>the development would be better served by improvements to existing provision; or</li> <li>the size of the site means that it is unable to accommodate the type of provision required; or</li> <li>there is sufficient provision to meet both current needs and those</li> </ol>	<p>This MM would both widen the scope of Policy N3 to include redevelopment of a wide range of community facilities and strengthen criteria to safeguard and improve these facilities. This would enhance access to recreational opportunities and could promote increased community cohesion and social inclusion.</p> <p>The MM would also introduce criteria to protect local amenity and require onsite provision of recreational facilities in residential developments where viable.</p>	<p>The Publication RCLP SA Report (November 2016) noted that Policy N3 would be likely to have a positive relationship with SA objectives 10, 14 and 18 through protecting and enhancing open space and recreational opportunities.</p> <p>The MM would strengthen the existing relationship of Policy N3 with all of these objectives whilst also enabling this policy to contribute directly to SA objectives 2 and 13 through protecting amenity and environmental quality. Policy N3 as modified would therefore result in Major Positive and Significant effects on SA objectives 2, 10, 13, 14, and 18.</p>

Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
		<p>expected to arise from the new development in terms of access and quantity.</p> <p><del>In such circumstances where open space is not provided within the site, the Council will seek an appropriate financial contribution equivalent to the development costs of on-site provision, towards the off-site provision or improvement of open space or facilities.</del></p> <p>Where minimum quantity and accessibility standards are shown to be met through existing provision contributions will support improvements or enhancements to existing spaces.</p> <p>An appropriate financial contribution, <del>where economically viable, will</del> may be required to fund the on-going maintenance of any open spaces provided or improved as part of development over a suitable time period.</p>		
M118	<p><b>New para. after 7.28</b></p> <p><b>Para. 7.29</b></p>	<p><b>7.28</b> This policy covers the following types of open spaces:</p> <ul style="list-style-type: none"> <li>• urban parks;</li> <li>• amenity areas;</li> <li>• equipped children’s play areas;</li> <li>• provision for older children and teenagers;</li> <li>• ‘kick-about’ areas;</li> <li>• sports pitches;</li> <li>• natural and semi-natural spaces;</li> <li>• cemeteries and churchyards;</li> <li>• allotments; and</li> <li>• green corridors.</li> </ul> <p><b>7.28a</b> <u>Primary open spaces, are derived from the Redcar and Cleveland Open Space Assessment (2016). These are spaces, which are a minimum of 0.1ha (unless equipped play areas), are publically accessible and free to access. Secondary open spaces are an equally important part of the borough’s open space system and are private open spaces which are in recreational use, but are not freely open to members of the public, such as private sports clubs which require membership. Both primary and secondary open spaces are illustrated on the Policies Map and will be protected as per Policy N3. There may also be other, smaller amenity open spaces which contribute positively to the character of local communities. In such circumstances proposals will also need to ensure that development does not harm the character and appearance of the surrounding area.</u></p> <p><b>7.29</b> Guidance on the quantity, quality and accessibility of the different types of open space, sport and recreational facilities will be set out in the Developer Contributions SPD, which will support the implementation of this policy. These standards will be drawn from the updated evidence base including the Playing Pitch Strategy (2015), the Open Space Assessment (2016) and the Leisure Provision Strategy (2011). <del>Updated green space standards are included in Appendix 5 for information.</del></p>	<p>This MM to supporting text would strengthen the justification for and align with Policy N3 as modified by MM17, but would itself have no effect on any SA objectives.</p>	<p>None predicted.</p>
MM119	<p><b>Policy N4</b></p>	<p><b>Biodiversity and Geological Conservation</b></p> <p>We will protect and enhance the borough’s biodiversity and geological resources. Support will be given to high quality schemes that enhance nature conservation and management, preserve the character of the natural environment and maximise opportunities for biodiversity and geological conservation, particularly <u>in or adjacent to, Biodiversity Opportunity Areas in the wider Tees Corridor, Teesmouth, East Cleveland and Middlesbrough Beck Valleys opportunity areas.</u> We will protect and preserve local, national and international priority species and habitats and promote their restoration, re-creation and recovery.</p> <p>Biodiversity and geodiversity should be considered at an early stage in the development process, with appropriate protection and enhancement measures incorporated into the design of development proposals, recognising wider ecosystem services and providing net gains wherever possible. Detrimental impacts of development on biodiversity and geodiversity, whether individual or cumulative, should be avoided. Where this is not possible mitigation, or lastly compensation, must be provided as appropriate. <u>Proposals will be considered in accordance with the status of biodiversity and geodiversity sites within the hierarchy.</u></p>	<p>This MM would introduce a Recreation Management Plan and set out standard mitigation requirements for development proposals located within 6km of the Teesmouth and Cleveland Coast SPA and Ramsar Site. This would not negate the need for proposals to undertake Appropriate Assessment but would implement a mitigation framework to address both individual and cumulative effects from development proposals.</p> <p>The MM would also improve consistency with the NPPF (2014) in relation to the assessment of development proposals impacting on nationally designated sites,</p>	<p>The Publication RCLP SA Report (November 2016) noted that Policy N4 would have a positive relationship with SA objective 1 through protecting and enhancing biodiversity interests, although both this Report and the associated Publication RCLP HRA Screening noted potential pressures from the RCLP as a whole on European Sites.</p> <p>The MM would significantly strengthen the approach to mitigating LSE on European Sites and would clarify the level of</p>

Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
		<p><u>Internationally important sites</u></p> <p>Priority will be given to protecting our internationally important sites, including the Teesmouth and Cleveland Coast Special Protection Area/Ramsar and European Marine Site, and the North York Moors Special Protection Area and Special Area of Conservation. Development that is not directly related to the management of the site, but which is likely to have a significant effect on any internationally designated site, irrespective of its location and when considered both alone and in combination with other plans and projects, will be subject to an Appropriate Assessment.</p> <p>Development <u>requiring Appropriate Assessment</u> will only be allowed where:</p> <p>a. it can be determined through Appropriate Assessment at the design stage that, taking into account mitigation, the proposal would not result in adverse effects on the site's integrity, either alone or in combination with other plans or projects. <del>Where appropriate a management plan will need to be prepared that sets out how the proposed mitigation measures will be delivered</del></p> <p><u>Within 6km of the Teesmouth and Cleveland Coast SPA and Ramsar Site, as illustrated on the Policies Map, proposals that would result in a net increase in residential units, or other development that would lead to increased recreational disturbance of the site's interest features, will be expected to contribute towards strategic mitigation measures identified in the Recreation Management Plan. This is to ensure that adverse effects on the sites integrity can be avoided. Any alternative suitable mitigation would need to be proven effective and agreed with the Council, in consultation with relevant statutory consultees or</u></p> <p>b. as a last resort, Appropriate Assessment proves that there are no alternatives and that the development is of overriding public interest and appropriate compensatory measures are provided.</p> <p><u>Nationally important sites</u></p> <p>Development that is likely to have an adverse impact on nationally important SSSI sites, including broader impacts on the national network and combined effects with other development, will not normally be allowed. <del>In accordance with the relative importance of biodiversity and geological sites, development adversely impacting on SSSIs, Local Sites or Local Nature Reserves will only be approved</del> <u>Where an adverse effect on the site's notified interest features is likely, an exception will only be made where:</u></p> <p>c. the benefits <u>of the development, at this site, clearly outweigh both any adverse impact on the features of the site that makes it of special scientific interest, and any broader impacts on the network of SSSIs;</u></p> <p>d. no reasonable alternatives are available; and</p> <p>e. mitigation, or where necessary compensation, is provided for the impact.</p> <p><u>Locally important sites</u></p> <p><u>Development that is likely to have an adverse impact on Local Sites (Local Wildlife Sites and Local Geological Sites) or Local Nature Reserves will only be approved where:</u></p> <p>f. the benefits clearly outweigh any adverse impact on the site;</p> <p>g. no reasonable alternatives are available; and</p> <p>h. mitigation, or where necessary compensation, is provided for the impact.</p> <p>Wildlife corridors and other habitat networks will be protected and enhanced, particularly hedgerows, watercourses and linking habitat features. Opportunities to deculvert watercourses will be encouraged.</p> <p>We will continue to protect our ancient woodland and ancient and veteran trees, including our tree-lined becks. Development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and aged or veteran trees, will only be allowed in very exceptional circumstances where the need for, and benefits of, the development in that location clearly outweigh the loss and the development cannot be located elsewhere.</p>	<p>introduce new criteria to protect locally designated sites and clarify that development adjacent to as well as within Biodiversity Opportunity Areas should protect and enhance biodiversity interests.</p> <p>In overall terms, MM would clarify and enhance the level of protection afforded to sites designated at all levels for reasons of biodiversity conservation or value.</p> <p>This MM has the potential to generate or alter previously predicted effects on the integrity of European Sites. This is subject to separate consideration within an HRA Screening Addendum which accompanies this SA Addendum.</p>	<p>protection to be afforded to other designated sites. Policy N4 as modified would therefore directly support the protection and enhancement of biodiversity interest and would have a Major Positive and Significant effect on SA objective 1. No other new or different LSE are predicted.</p>

Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
MM120	<p>Para. 7.34</p> <p>Para. 7.36</p> <p>New paras. after para 7.38</p> <p>Para. 7.46 -7.47</p>	<p>7.34 It is important to consider biodiversity and geodiversity at the design stage, including where development is on brownfield land. <u>Areas of biodiversity on brownfield land should be retained and enhanced alongside any remediation of contamination, where possible.</u> Development which impacts detrimentally on biodiversity and geodiversity should be avoided, and will only be allowed in accordance with the above policy. It should also be ensured that development does not impact upon species protected by legislation.</p> <p>7.36 <del>The Tees Valley Nature Partnership has produced preliminary results through the Tees Valley Natural Network and Opportunity Mapping programme. This has identified four opportunity areas within the borough, the Tees Corridor, Teesmouth, East Cleveland and Middlesbrough Beck Valleys. We will support any future opportunities identified to improve biodiversity and geodiversity in these areas. The Tees Valley Nature Partnership have identified five broad landscape types within the Tees Valley, four of which are present in Redcar and Cleveland, as illustrated on Inset Map 04. Biodiversity Opportunity Areas (BOAs) comprise the key areas for potential biodiversity enhancement within these larger areas where targeted maintenance, restoration, creation, mitigation and offsetting measures should be adopted to enhance biodiversity, and in turn help to deliver a wide range of ecosystem services. Collectively the BOAs form a strategic network, representing a significant environmental asset for the Tees Valley.</del></p> <p><b><u>Inset Map 04: Tees Valley Broad Landscape Types</u></b></p>  <p>TVNP priorities are to:</p> <p>1: <u>Protect and enhance the geodiversity and biodiversity of the Tees Valley ensuring the conservation, restoration and creation of key landscapes and habitats, including mitigating and adapting to the impacts of climate change.</u></p> <p>2: <u>Work at a landscape scale to restore and deliver robust ecological networks that demonstrate a wide range of environmental, social and economic outcomes.</u></p> <p>7.37 The preservation, restoration, re-creation and recovery of local <u>and</u> national priority species and habitats will <del>also</del> be promoted, <u>including the creation or improvement of habitats to meet the objectives of the TVNP.</u></p> <p><b>International/European Sites</b></p> <p>7.38 The EU Habitats Directive and Birds Directive form the basis for the 'Natura 2000' network of conservation sites. In this country, these sites are designated as Special Protection Areas (SPA), or Special Areas of Conservation (SAC), and are given statutory protection. Within the borough the Teesmouth and Cleveland Coast SPA, which is also a 'Ramsar' site, and the North York Moors SPA, which is also an SAC, have international protection. Marine areas of the Teesmouth and Cleveland Coast SPA form the Teesmouth and Cleveland Coast European Marine Site (EMS).</p>	<p>As a MM to supporting text only, this would strengthen the justification for and align with Policy N4 as modified by MM19. The inclusion of text to define the reasons for the designation of the Teesmouth and Cleveland Coast SPA and Ramsar Site would directly aid the implementation of Policy N4 as modified. This MM would also improve the policy's integration with other policies (e.g. SD2), but would itself have no clear effect on any SA objectives.</p> <p>In combination with MM119, this MM has the potential to generate or alter previously predicted effects on the integrity of European Sites. This is subject to separate consideration within an HRA Screening Addendum which accompanies this SA Addendum.</p>	<p>None predicted.</p>

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		<p><b>7.38a</b> <u>The Teesmouth and Cleveland Coast Special Protection Area (the SPA) is a complex of discrete coastal and wetland habitats centred on the Tees estuary. The SPA is currently classified for its breeding Little Tern, passage Sandwich Tern and Redshank, wintering Red Knot and an assemblage of over 20,000 wintering waterbirds. The Appropriate Assessment of the Local Plan found that residential, tourism and recreational development could have a likely significant effect on the Teesmouth and Cleveland Coast Special Protection Area through increased recreational disturbance which could impact on the integrity of the site.</u></p> <p><b>7.38b</b> <u>All residential developments, which would result in the net addition of one or more units, within 6 km of the Teesmouth and Cleveland Coast SPA and Ramsar site are considered likely to have a significant effect on the integrity of the site, through increased recreational use of the coastline. Such developments will therefore be expected to contribute towards strategic mitigation measures identified within the Recreation Management Plan, unless suitable bespoke mitigation measures are agreed with the Council. It will be the responsibility of the applicant promoting the alternative mitigation to demonstrate that it is appropriate and will avoid the risk of harm that the Recreation Management Plan is intended to achieve. This is to ensure that mitigation can be provided in a strategic manner and that adverse effects on the sites integrity can be avoided. Leisure and tourism developments, which have the potential to increase recreation use of the SPA, will also be expected to contribute towards these measures, or other suitable mitigation. Further guidance on contributions will be set out in supplementary guidance which will aid implementation of the Recreation Management Plan.</u></p> <p><b>7.38c</b> <u>Where proposals for residential, leisure and tourism development are within the 6km threshold, or for any other proposal which is likely to have a significant effect on any internationally designated site, developers are advised to contact the Council for advice prior to submission of a planning application. In some circumstances the Council may require further information, such as bird data or any other information deemed necessary, to assess likely significant effects on internationally protected sites.</u></p> <p><b>7.46</b> Local Wildlife Sites meet specific, objective criteria for nature conservation value. These criteria, which are based on Defra guidance, have been decided locally by the Tees Valley <del>Local Sites Nature</del> Partnership, which includes representatives of all five Tees Valley local authorities and is responsible for the selection and designation of Local Sites. The Tees Valley RIGS (Regionally Important Geological Sites) group advises the Local <del>Sites Nature</del> Partnership on the selection and management of Local Geological Sites.</p> <p><b>7.47</b> The Local Plan will continue to protect these sites and encourage and support opportunities to enhance them, including working with the <del>Tees Valley Local Sites Nature</del> Partnership. The selection and designation of sites is an on-going process and additional sites may be selected or de-selected throughout the Plan period. Designated Local Sites will be kept up to date on the on-line Policies Map.</p>		
MM121	Para 8.3	<p><b>8.3</b> The borough contains some of the finest heritage assets: Gisborough Priory; the Heritage Coast; the iron age hill fort at Eston Nab; remains of the area's mining history within the surrounding countryside; the planned Victorian resort town of Saltburn <del>and its historic Valley Gardens</del>; South Gare with its evidence of maritime heritage and wartime defences; Redcar beach and seafront with the petrified forest beneath and the Zetland Lifeboat Museum <del>and Redcar Heritage Centre</del>; Saxon Archeaology near Loftus, <del>and Kirkleatham village and historic country houses such as Ormesby Hall and its surrounding parkland</del>. These sites (and others) are of value locally, nationally and internationally, and have significant benefits to the borough's economy through tourism and the heritage they portray. Their maintenance, enhancement and management are critically important. This cannot be done single-handedly; they should be approached strategically, holistically and delivered jointly. Therefore, we must take a collaborative approach working with heritage owners and partners, including national agencies, to succeed</p>	There is no clear relationship between this MM to supporting text and the SA Framework. The MM would therefore have no clear effects.	None predicted.
MM122	HE1	<p><del>f. there are approved detailed plans for the redevelopment of the site and a contract has been entered into for the implementation of that redevelopment.</del> <u>the removal is necessary to deliver a public benefit which outweighs its removal.</u></p> <p><u>In the exceptional cases where any demolition is approved, the Council will require that detailed proposals for the satisfactory re-development and/or after-treatment of the site are agreed, including a schedule of works, before demolition takes place.</u></p>	This MM was addressed within the RCLP SA Addendum Report – April 2017, which concluded that the Policy HE1 would continue to provide appropriate protection for Conservation Areas. The MM would improve the consistency of Policy HE1 with the	The Publication RCLP SA Report (November 2016) concluded that Policy HE1 would have a positive relationship with SA objective 3 through providing appropriate protection for Conservation Areas. Whilst the MM would not alter this finding, for the avoidance of doubt

Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
		<p><b>Planning Applications</b></p> <p>Development proposals that require planning permission within conservation areas should normally be subject to a full planning application. Outline applications within conservation areas will only be acceptable where:-g- the proposal does not involve the demolition or alteration of existing buildings; and</p> <p>h. <del>In all cases they include</del> sufficient detail <u>must be submitted</u> to allow a proper assessment of the proposal on any heritage assets affected.</p> <p><b>Conservation Areas in Redcar &amp; Cleveland Local Plan Area</b></p> <ul style="list-style-type: none"> <li>• <del>Brotton</del> – Centre of urbanised medieval settlement re-developed and expanded in the 18th and 19th centuries with large, 19th century industrial extension.</li> <li>• <del>Coatham</del> – Urbanised medieval fishing and farming village re-developed in the 18th and 19th centuries with a planned Victorian health resort extension.</li> <li>• <del>Guisborough</del> – Centre of urbanised, medieval, monastic, market town with later extensions. Re-developed and industrialised in the 18th, 19th and 20th centuries.</li> <li>• <del>Kirkleatham</del> – Group of high status 18th century estate buildings based on a manor house, with earlier archaeology in a parkland setting.</li> <li>• <del>Liverton</del> Village – Medieval green village, surrounding historic field system and detached parish church, re-developed in the 19th century.</li> <li>• <del>Loftus</del> – Urbanised medieval market town gradually re-developed in the 18th and 19th centuries and with a 19th century industrial extension.</li> <li>• <del>Marske</del> – The centre of an urbanised, medieval, farming, fishing and estate village incrementally re-developed in the 18th and 19th centuries, with 19th century industrial additions.</li> <li>• <del>Moorsholm</del> – Medieval moorland green village re-developed and expanded in the 19th century.</li> <li>• <del>Ormesby</del> Hall – Medieval manor house, church, parkland and suburbanised remains of settlement incrementally redeveloped in the 18th and 19th centuries.</li> <li>• <del>Saltburn</del> – Planned Victorian seaside town with remains of a much earlier fishing village.</li> <li>• <del>Skelton</del> – Centre of urbanised medieval market town and stronghold, incrementally re-developed in the 18th and 19th centuries, with industrial 19th century extension.</li> <li>• <del>Skinningrove</del> – Core of remains of medieval farming and fishing village, incrementally redeveloped, expanded and industrialised in the 17th, 18th and 19th centuries.</li> <li>• <del>Upleatham</del> – Shrunken medieval settlement and surrounding fields, re-planned as an estate village in the late 19th century.</li> <li>• <del>Wilton</del> – Early mid 19th century planned estate village and country house with a surrounding woodland and parkland setting.</li> <li>• <del>Yearby</del> – Semi-planned 18th century farming settlement on site of medieval village, with surrounding fields.</li> </ul>	<p>NPPF (2012) but would have no specific effects on any SA objectives.</p>	<p>Policy HE1 is predicted to have a Major Positive and Significant effect on SA objective 3.</p>
MM123	HE2	<p>b. protects existing <u>historically significant</u> hard and soft landscaping including trees, hedges, walls, fences and surfaces;</p> <p>f. protects its immediate setting including the space(s) around the building and the <u>historically significant</u> hard and soft landscaping, including trees, hedges, walls, fences and surfacing; and</p> <p>k. the harm or loss is <del>significantly</del> outweighed by the benefit of bringing the site back into use</p>	<p>This MM would clarify that protection applies under this policy to “<i>historically significant</i>” heritage assets and their setting, rather than to general townscape and landscape features which would be covered by other policies. The MM would also reduce the threshold in criterion (k) which requires harm or loss to be outweighed. The effect of this MM would be to clarify the scope and use of Policy HE2 within planning balance assessments, but it would not alter the protection afforded to heritage assets and no clear effects are therefore predicted.</p>	<p>The Publication RCLP SA Report (November 2016) concluded that Policy HE2 would have a positive relationship with SA objective 3 through providing appropriate protection for heritage assets. Whilst the MM would not alter this finding, for the avoidance of doubt Policy HE2 is predicted to have a Major Positive and Significant effect on SA objective 3.</p>

Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
MM124	TA1 (Merge TA1 and TA2)	<p>Policy TA 1 Demand Management Measures</p> <p>The LTP will provide an overarching framework for demand management that will ensure that a comprehensive approach is taken to include the provision of public transport alternatives; and the identification of the full range of demand management measures, including parking policies, that should be considered for implementation through programmes, bespoke to particular areas of the borough.</p> <p>Plans, strategies and programmes should develop integrated demand management measures to address congestion, environmental and safety issues, which include the contribution of:</p> <p>a. bus lanes and other highway reallocation and management measures; b. park and ride; c. car sharing schemes/car clubs; d. parking standards; e. 'softer' transport policy measures including personalised travel planning, travel awareness campaigns and tele-working, teleconferencing; and f. workplace parking levies.</p> <p>Measures should take into account future traffic forecasts, which should include assessments of trip reductions as a result of changes in working practices and increasing local service provision, and e-services that will reduce the need to travel and demand for movement.</p> <p><b>Policy TA1 Transport and New Development</b></p> <p>The Council and its partners will ensure that the transport requirements of new development, commensurate to the scale and type of development, are taken into account and seek to promote sustainable travel to minimise environmental impacts and support residents health and wellbeing.</p> <p>Accessibility will be improved and transport choice widened, by ensuring that all new development is served by sustainable transport modes including public transport, footways and cycle routes. Applicants will need to demonstrate that existing or proposed public transport services can accommodate development proposals, or, where appropriate, demonstrate how public transport improvements will be delivered. Connections will be integrated into existing networks with opportunities to improve connectivity identified.</p> <p>In order to support the Redcar and Cleveland Local Transport Plan (and any relevant successor strategies), proposals will be supported that:</p> <p>a. improve transport choice and encourage travel to work and school by public transport, cycling and walking; b. minimise the distance people need to travel; c. where appropriate, contribute positively to wider demand management measures to address congestion, environmental and safety issues; and d. have regard to the number of cycle and car parking spaces as set out within the Tees Valley Design Guide and Specification for Residential and Industrial Estates.</p> <p>Future transport provision should take into account traffic forecasts. This should reflect existing demand and take account of other developments as well as trip reductions predicted as a result of the implementation of demand management measures identified in the LTP.</p> <p>The Council will support the preparation and implementation of travel plans, travel assessments and other mechanisms to encourage the use of sustainable transport modes.</p>	<p>This MM would consolidate two previous transport policies. Criteria within the revised policy would more directly address transportation impacts from development proposals, in particular on public transport and accessibility, which would support increased access to services, facilities and shops and would promote sustainable modal shifts.</p> <p>The MM would also confirm the need to take account of traffic forecasts, although the MM does not set out specific requirements to address proposals likely to generate significant movements or to require the provision of Transport Assessments. The revised policy would therefore need to be implemented in tandem with relevant provisions within the NPPF (2012).</p>	<p>The Publication RCLP SA Report (November 2016) noted that Policies TA1 and TA2 as previously drafted would have clear positive relationships with SA objectives 14 and 15 through increasing accessibility and connectivity. Policy TA1 was also assessed and having a clear positive relationship with SA objective 6 through reducing car use, but the effect of TA2 on this SA objective was uncertain.</p> <p>The revised Policy TA1 introduced by this MM would have a stronger relationship with SA objectives 6, 14 and 15 by more clearly prioritising accessibility, connectivity and public transport use. Policy TA1 as modified is therefore predicted to have Major Positive effects on SA objectives 6, 14 and 15.</p>

Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
MM125	Para 9.8 – 9.13 (TA1)	<p><b>9.8</b> — The borough, and indeed the Tees Valley, has a comparatively un-congested road network, although there are particular congestion hotspots, particularly on the strategic road network at the A19, A174 and A66 and Redcar town centre, where a combination of factors have meant travelling around the town is slow and congested at certain times. Based on current trends, and without interventions, congestion in these areas will increase, impacting on the economy in terms of increased journey times and costs and also on the environment. New infrastructure may be needed to tackle these congested areas but this should be as part of a coordinated approach. The focus will be on encouraging greater levels of walking and cycling and use of the public transport network supported by demand management measures and making best use of existing infrastructure. Currently, the cost of private motoring does not discourage use and there is a need to act to make public transport a more attractive option, to encourage a behavioural change to more sustainable travel.</p> <p><b>9.9</b> — Demand management and making best use of the existing infrastructure are very much inter-linked. The reallocation of road space, for example, to provide for no-car lanes or bus only lanes is one example of making use of existing infrastructure in a way that is encouraging use of more sustainable modes of travel. Other measures can include: not increasing the supply of long stay commuter parking near places of work; reducing the supply of long stay commuter parking as car parks are taken up for redevelopment; introducing lower parking charges for multi-occupancy and / or environmentally friendly vehicles; and introducing bus priority at busy intersections.</p> <p><b>9.10</b> — It is important that all of these potential 'softer' measures are considered as part of a package of measures developed to address specific problems.</p> <p><b>9.11</b> — Demand management measures will be aimed particularly at tackling peak hour congestion, specifically targeting journeys to work and school journeys, as addressing these trips offers the highest potential benefits from congestion reduction, improved journey time reliability and reduced environmental pollution. In addition, the high number of trips associated with commuting provides the best opportunity for switching to public transport, thereby increasing public transport service viability and the prospects for enhancements that will be required to cater for increased demand.</p> <p><b>9.12</b> — Demand management can also have benefits in areas away from the main centres, by helping to reduce traffic growth on strategic routes.</p> <p><b>9.13</b> — There is a range of demand management measures that can be used, such as, park and ride, car sharing schemes, car clubs, parking standards and road user charging. Different areas may require different solutions, in conjunction with public transport and behavioural change measures such as the 'softer' transport policy measures of travel awareness campaigns and personalised journey planning. It will be important that demand management measures continue to be identified through the Council's Local Transport Plan (LTP3) and implemented through plans, strategies, programmes and proposals to help to facilitate a reduction in congestion and other problems associated with increasing car use.</p> <p><b>9.8a</b> <u>The borough, and indeed the Tees Valley, has a comparatively un-congested road network, although there are particular congestion hotspots, particularly on the strategic road network at the A19, A174 and A66 and Redcar town centre, where a combination of factors have meant travelling around the town is slow and congested at certain times. Based on current trends, and without interventions, congestion in these areas will increase, impacting on the economy in terms of increased journey times and costs and also on the environment. New infrastructure may be needed to tackle these congested areas but this should be as part of a coordinated approach.</u></p> <p><b>9.8b</b> <u>The focus will be on encouraging greater levels of walking and cycling and use of the public transport network supported by demand management measures and making best use of existing infrastructure.</u></p> <p><b>9.8c</b> <u>Demand management and making best use of the existing infrastructure are very much inter-linked. The reallocation of road space, for example, to provide for no-car lanes or bus only lanes is one example of making use of existing infrastructure in a way that is encouraging use of more sustainable modes of travel.</u></p>	<p>This MM would amend supporting text to reflect the consolidation and revision of TA1 and TA2. As a MM to supporting text only it would have no clear effects on any SA framework.</p>	<p>None predicted.</p>



Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
		<p><b>9.8d</b> Demand management measures will be aimed particularly at tackling peak hour congestion, specifically targeting journeys to work and school journeys, as addressing these trips offers the highest potential benefits from congestion reduction, improved journey time reliability and reduced environmental pollution. In addition, the high number of trips associated with commuting provides the best opportunity for switching to public transport, thereby increasing public transport service viability and the prospects for enhancements that will be required to cater for increased demand.</p> <p><b>9.8e</b> New demand management measures continue to be identified through the Council's Local Transport Plan and implemented through plans, strategies, programmes and proposals to help to facilitate a reduction in congestion and other problems associated with increasing car use.</p> <p><b>9.8f</b> To support the delivery of improved public transport throughout the borough, the promotion of travel plans and the provision and pricing of parking will be essential. Key elements include the marketing of public transport, cycling, walking and car sharing in trying to influence travel behaviour. These are incorporated in our LTP.</p> <p><b>9.8g</b> Complementary public transport, cycling and walking improvements to larger scale developments should be delivered through Travel Assessment/Travel Plan agreements between operators, developers, planning and transport authorities.</p> <p><b>9.8h</b> The promotion of an enhanced choice of sustainable modes of travel for people, principally public transport, cycling and walking will help to support healthy, inclusive and sustainable communities as well as reducing the impacts of travel.</p> <p><b>9.8i</b> The delivery of park and ride facilities is still viewed as an important element of a sustainable transport network and encouraging a further way of encouraging modal shift. Opportunities to bring forward and deliver Park and Ride are continuing to be explored by Redcar and Cleveland Borough Council.</p> <p><b>9.8j</b> The Council follows the requirements set out in the Guidance on Transport Assessment (Dft, 2007) as the standard for when Transport Statements, Transport Assessments and Travel Plans are required. This includes the size of development for when each category of submission is required.</p> <p><b>9.8k</b> The Tees Valley Design Guide and Specification for Residential and Industrial Estates provides further detailed guidance and minimum standards of the Highway Authority to ensure adoption under Section 38 of the Highways Act 1980. The Guide sets out the basic principles which should be followed in terms of providing a safe, convenient and functionally effective highway network for all users, whilst ensuring that they contribute to placemaking, taking into account local distinctiveness and the overall visual amenity of the built environment.</p>		
MM126	Policy TA2 and para. 9.14 – 9.17	<p><b>Policy TA-2</b></p> <p><b>Travel Plans</b></p> <p>Development proposals will be required to support the Redcar and Cleveland Local Transport Plan. Proposals will be supported that:</p> <p>a. improve transport choice and encourage travel to work and school by public transport, cycling and walking;</p> <p>b. minimise the distance people need to travel;</p> <p>c. contribute positively to a demand management strategy to address congestion, environmental and safety issues including managing car parking provision and prioritising bus routes in urban areas; and</p> <p>d. encourage park and ride at public transport interchanges.</p> <p>The Council will support the preparation and implementation of Travel Plans, Travel Assessments and other schemes and agreements to encourage the use of sustainable transport for the journey to work and to school. All</p>	This MM would delete this policy and consolidate it with TA1. Effects from revised Policy TA1 are identified in relation to MM 124 above. This MM would itself have no clear effects on any SA objectives.	None predicted.

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		<p>strategic and significant development proposals will be expected to be accompanied by a Travel Plan.</p> <p><b>9.14</b> — To support the delivery of improved public transport throughout the borough, the promotion of travel plans and the provision and pricing of parking will be essential. Key elements include the marketing of public transport, cycling, walking and car sharing in trying to influence travel behaviour. These are incorporated in our LTP.</p> <p><b>9.15</b> — There will be a need for demand management measures to be intrinsically linked to new developments. The preparation of Travel Plans provides the opportunity for developments that may have significant transport implications, to consider and include measures to encourage the use of sustainable modes of transport. The journey to work and the journey to school are particular targets for modal shift to public transport. These are predominantly regular journeys with a set route/origin and destination. It is important to promote the implementation of Travel Plans and wider travel awareness campaigns by schools and employers, which encourage the use of sustainable transport for the journey to work and to school.</p> <p><b>9.16</b> — Complementary public transport, cycling and walking improvements to larger scale developments should be delivered through Travel Assessment/Travel Plan agreements between operators, developers, planning and transport authorities.</p> <p><b>9.17</b> — The promotion of an enhanced choice of sustainable modes of travel for people, principally public transport, cycling and walking will help to support healthy, inclusive and sustainable communities as well as reducing the impacts of travel.</p>		
MM127	<p><b>TA3 (to become TA2)</b></p>	<p>Replace and renumber TA3 with the following:</p> <p><b>Policy TA2</b></p> <p><b>Improving Accessibility within and beyond the Borough</b></p> <p>The Council will work together with neighbouring authorities, the Tees Valley Combined Authority, Tees Valley Unlimited (the Local Enterprise Partnership), the Government, developers and transport providers to improve accessibility within and beyond the borough, which will support economic, tourism and regeneration objectives for both Redcar and Cleveland and the wider Tees Valley. This will centre on improving:</p> <p>a. bus routes, services and passenger facilities, particularly those serving the rural areas and neighbouring centres including Middlesbrough, Stokesley and Whitby, including the delivery of facilities for better interchange between transport modes (bus and rail);</p> <p>b. existing provisions for capacity including wider sub-regional improvements to the A19, A1085 and A689 to improve access to key development sites, all providing indirect benefits to Redcar and Cleveland;</p> <p>c. passenger rail services and facilities to Middlesbrough and other parts of the North East;</p> <p>d. the A66, A1053 and A174, particularly Greystones roundabout, working in collaboration with the Highways Agency;</p> <p>e. bus, pedestrian and cycle links to rail stations across the borough;</p> <p>f. developing and enhancing the network of public transport links focused on key hubs, in particular on the rural service centre, East Cleveland towns and service villages, with frequent services from these centres to the conurbation and wider sub-region, thereby identifying measures to reduce congestion and to support economic growth and the access to jobs;</p> <p>g. developing feeder public transport services from surrounding rural areas to ensure integration with core network services;</p> <p>h. developing innovative demand responsive public transport, rather than rely on more traditional forms of public transport in more remote rural areas;</p> <p>i. transport connections to the Durham Tees Valley airport;</p> <p>j. integration between the different modes particularly bus and rail services;</p>	<p>This MM would increase clarity in supporting text by addressing local and wider area transport schemes separately and by confirming where developer contributions may be required. This would enhance the implementation of Policy TA2 (as renumbered) and would therefore support the deliverability of identified transport schemes, but the MM would itself not affect any SA objectives.</p>	<p>None predicted.</p>

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		<p><del>k. the A66 and A174 road links to the A19 and beyond to the A1/A1(M), providing appropriate access to the strategic highway network from South Tees, to reduce bottlenecks and maintain highway capacity;</del>  <del>l. development of Dockside Road to unlock the development potential of South Tees;</del>  <del>m. support and encourage the sustainable development of Teesport; and</del>  <del>n. the efficiency of freight access and existing freight interchanges within Teesport to support rail loading gauge enhancements to the port, particularly from the East Coast Main Line.</del></p> <p>The Council will work together with neighboring authorities, the Tees Valley Combined Authority, Tees Valley Unlimited (the Local Enterprise Partnership), the Government, developers and transport providers to improve accessibility within and beyond the borough, which will support economic, tourism and regeneration objectives for both Redcar and Cleveland and the wider Tees Valley. This will include:</p> <p><b>Redcar and Cleveland Schemes</b></p> <p>a. <u>improving bus, pedestrian and cycle links to rail stations across the borough;</u>                  b. <u>working with service operators and other partners to maintain, develop and enhance the network of public transport links focused on key hubs, in particular on the rural service centre, East Cleveland towns and service villages, with frequent services from these centres to the conurbation and wider sub-region, thereby identifying measures to reduce congestion and to support economic growth and the access to jobs;</u>                  c. <u>improving feeder public transport services from surrounding rural areas to ensure integration with core network services;</u>                  d. <u>developing innovative demand responsive public transport, rather than rely on more traditional forms of public transport in more remote rural areas;</u>                  e. <u>working with partners to improve the integration between the different transport modes particularly bus and rail services;</u>                  f. <u>working with Highways England to improve capacity to the A66, A1053 and A174, particularly Greystones roundabout;</u>                  g. <u>working with the South Tees Development Corporation to secure the delivery of the South Tees Dockside Road; and</u>                  h. <u>working with partners to improve transport links to Teesport.</u></p> <p><u>Other priorities for improvements to the transport network will be examined as and when required with further detail on the above schemes, and others, available in the Infrastructure Delivery Plan (IDP).</u></p> <p><b>Wider Area Schemes</b></p> <p>i. <u>Working with service operators to maintain and develop bus routes, services and passenger facilities, particularly those serving the rural areas and neighbouring centres including Middlesbrough, Stokesley and Whitby, including the delivery of facilities for better interchange between transport modes (bus and rail);</u>                  j. <u>Working with service operators to maintain and develop bus routes, services and passenger facilities, particularly those serving the rural areas and neighbouring centres including Middlesbrough, Stokesley and Whitby, including the delivery of facilities for better interchange between transport modes (bus and rail);</u>                  k. <u>working with the Tees Valley Combined Authority and Highways England to deliver capacity improvements to the Strategic Road Network including across the sub-region including improvements to the A19, A1085 and A689 to improve access to key development sites, all providing indirect benefits to Redcar and Cleveland;</u>                  l. <u>working in partnership with neighbouring local authorities to deliver road improvements where they will contribute to reducing congestion. Developments in Redcar and Cleveland may be required to fund schemes in neighbouring authorities where they would otherwise impact on the road network;</u>                  m. <u>Supporting proposals being prepared by Tees Valley Combined Authority and Highways England to deliver improvements to the A66 and A174 road links to the A19 and beyond to the A1/A1(M), providing</u></p>		

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		<p>appropriate access to the strategic highway network from South Tees, to reduce bottlenecks and maintain highway capacity;</p> <p>n. supporting proposals for improvements to passenger rail services and facilities to Middlesbrough and other parts of the North East;</p> <p>o. working with partners to improve the efficiency of freight access and existing freight interchanges within Teesport to support rail loading gauge enhancements to the port, particularly from the East Coast Main Line; and</p> <p>p. Working with partners to improve transport connections to the Durham Tees Valley airport.</p> <p>Where necessary, developers may be required to fund transport improvement schemes through Section 106 agreements where infrastructure provision and capacity would be affected or could constrain new development.</p>		
MM128	9.32 and new para. Policy TA2 (previously TA3)	<p><del>9.32</del> On the back of this work a Phase 1 programme has delivered station investments and provision of improved facilities for passengers through a further £8.5million secured through both the Regional Funding allocation and the Local Sustainable Transport Fund (LSTF) to deliver significant infrastructure investment. During this time there have also been service frequency enhancements on some lines in the Tees Valley. For Redcar and Cleveland, these improvements have included:</p> <ul style="list-style-type: none"> <li>• <del>Saltburn Station</del>: more than £110k of funding has delivered significant improvements including new shelters, improved information and signage, a new real time information screen and full CCTV coverage.</li> <li>• <del>Redcar Central Station</del>: a £1.2million upgrade to station facilities and immediate public realm was recently completed. Improvements included revised layouts and improved accessibility to both the north and south entrances, an enhanced/remodelled eastbound platform and new shelters, full CCTV coverage, real time information screen, and a range of other improvements to passenger facilities throughout the station. This complements the significant regeneration works to the sea front and town centre including the £31 million Redcar and Cleveland Leisure and Community Heart development, immediately adjacent to the station, which was opened in April 2014.</li> <li>• <del>Marske, Longbeck, Redcar East and South Bank stations</del>: a package of works totalling just over £300k has recently been completed. Improvements included new shelters, full CCTV coverage, improved information and signage and enhanced lighting at South Bank.</li> </ul> <p><del>9.32a</del> Section 106 agreements between developers and the Council may be required to fund transport infrastructure improvements. In some cases, contributions from one scheme may not be enough to fund improvements or upgrades alone and it may be that several schemes need to contribute. However, this will be in the context of the current pooling restrictions for Section 106 agreements set out in the CIL regulations. Further to Section 106 agreements, Section 278 agreements can be made between a developer and a Highways Authority to enable works to be carried out on a public highway to enable development. Examples of works delivered through Section 278 agreements include construction of a new access junction, improvement of an existing junction or safety related works.</p>	<p>This MM would enhance clarity and remove completed projects that are no longer required to be addressed in the RCLP. This would enhance the implementation of Policy TA2 as modified but would have no effect on any SA objectives.</p>	None predicted.
MM129	Policy TA4	<p>Change policy heading numbering:</p> <p><del>Policy TA4</del> <b>TA3 Sustainable Transport Networks</b></p>	<p>There is no relationship between this MM and the SA Framework. The MM would therefore have no effects.</p>	None predicted.
MM130	Throughout Policy Outcomes LS4	<p><b>Amendments will be made throughout the Appendix to reflect renumbering and renaming of Policies</b></p> <p><u>Support South Tees Development Corporation</u></p>	<p>This MM would make consequential amendments within the RCLP Appendix to align with changes to policy requirements. As the substantive effects of policy changes would occur through</p>	None predicted.

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	<p><b>Implementation/Delivery Mechanism LS4</b></p> <p><b>Policy Outcomes ED6</b></p> <p><b>Implementation/Delivery Mechanism ED6</b></p> <p><b>Trigger Point for H1 Remedial Actions for H1</b></p>	<p><u>South Tees Master Plan Supplementary Planning Document</u></p> <p><u>Support South Tees Development Corporation</u></p> <p><u>South Tees Master Plan Supplementary Planning Document</u></p> <p>Plan, monitor and manage through AMR and SHMA/SHLAA.</p> <p><del>If actual or anticipated rates of delivery consistently fall below the housing requirement target not met, or the Council cannot demonstrate a five-year housing supply of housing, we will seek to address the shortfall using appropriate mechanisms which will depend on the scale and nature of potential under-delivery, meet with landowners/agents to discuss obstacles to progress, review options and agree an action plan to get back on track.</del></p> <p><del>If ongoing lack of progress, consider scope to work with other partners.</del></p> <p><u>Options for remedial action will include the actions identified at para 6.14. The actions will be kept under annual review and additional actions identified where significant progress to meeting the housing requirement and/or five year supply has not been made.</u></p>	<p>the policies themselves, this MM would have no clear effects on any SA objectives.</p>	
MM131	<p><b>Affordable Housing</b></p> <p><b>Green Wedge</b></p> <p><b>Strategic Gaps</b></p>	<p><u>The definition for affordable housing has been derived from the definition set out in the NPPF 2012.</u> Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regards to local incomes and local house prices. <del>Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative housing provision.</del> <del>Homes that do not meet the definition of affordable housing, such as “low cost market” housing, may not be considered as affordable housing for planning purposes.</del></p> <p><u>Areas within the main built up area that maintain openness and amenity. These areas may also be valuable for recreation and wildlife. Green wedges are open areas within the main built-up area, but outside of development limits, which provide buffers between different uses and delineate distinct communities; and are valuable for local amenity, recreation and wildlife.</u></p> <p>Areas identified to maintain the separate identity and <del>amenity character</del> of individual settlements and to prevent the coalescence of these settlements with the main built up area.</p>	<p>This MM would make consequential amendments within the RCLP glossary to align with changes policies and supporting text. As the substantive effects of policy changes, including any revised definitions, would occur through the policies themselves, this MM would have no clear effects on any SA objectives.</p>	<p>None predicted.</p>

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MM132	Proposed Allocations Site	Additional maps and amendments to boundaries which are also proposed as Policies Map Modifications: <ul style="list-style-type: none"> <li>• Addition of Policy ED6 sites</li> <li>• Revised ED7 boundary</li> <li>• Revised H3.4, H3.7, H3.9 and H3.30 allocation boundaries</li> <li>• Removal of H3.13 and H3.15</li> <li>• Revised H7 site boundary</li> <li>• Renumbering of H3 sites to reflect policy deletions.</li> <li>• Extension to Dockside Road map revised to include new access points only. Route of road through South Tees removed.</li> </ul>	There is no relationship between this MM and the SA Framework. The MM would therefore have no clear effects.	None predicted.
MM133	Housing Schedule Delivery	See Table 1 below	There is no relationship between this MM and the SA Framework. The MM would therefore have no clear effects.	None predicted.
MM134	Proposed Green Space Standards	<p><b>Appendix 5: Proposed Green Space Standards</b></p> <p><b>Local Green Space Minimum Provision Standards</b> Residents should have access to a range of public green spaces in order to meet different local needs. New development has an impact on public open space usage and requirements and contributions will be sought in relation to residential proposals of at least 10 dwellings or 0.5 hectares. In determining contributions, proposals will be assessed against the indicative minimum green space standards set out below.</p> <p><b>Minimum Quantity Standard</b> At least 1.2ha per 1,000 residents, comprising equipped play space for young children, space for older children and teenagers and amenity space or parkland. Provision in this regard includes green spaces which are usable and normally at least 0.1 hectares in area and excludes highway land and verges, peripheral landscaping, dedicated natural spaces such as woodlands, natural grasslands or wetlands (including ecological urban drainage areas) and civic hard space.</p> <p><b>Minimum Accessibility Standard</b> Everyone should have access to at least one of the following: – Within 400m (approximately 5 minutes’ walk) of a local space of at least 0.4 hectares as defined in the Redcar &amp; Cleveland Open Space Assessment; or an equipped play area; or – Within 800m (10 minutes’ walk) of a neighbourhood space as defined in the open space assessment; or – Within 1.6km (20 minutes’ walk) of a strategic green space as defined in the open space assessment.</p> <p><b>Minimum Quality Standard</b> Public green spaces should be safe, clean and visually attractive with well-maintained grassed and planted areas, easily accessible and secured from vehicular traffic. Larger parks and neighbourhood spaces should be well designed and maintained with appropriate facilities to support different user needs. As a minimum, they should incorporate waste bins, paths and seating and be wheelchair accessible. Where appropriate, open spaces should be well overlooked from residential properties or highways and provide safe links with other spaces within the wider green network.</p> <p>In assessing provision, reference should be made to the Redcar &amp; Cleveland Open Space Assessment (2016). Where accessibility and quantity standards would not be met, additional space will need to be incorporated as part of the proposals to address any deficiencies. Where it is not practical or possible to meet all needs on site, or it is more beneficial to the local community, consideration will also be given to equivalent financial contributions towards enhancing the quality or range of facilities on existing spaces nearby.</p>	This MM would defer the definition of open space standards to an updated Planning Contributions SPD. In itself this would have no clear effect on any SA objectives, as existing standards would continue to apply until such time as the updated SPD is approved.	None predicted.

Ref	Paragraph / Policy	Proposed Main Modifications (MM)	Predicted Effect(s) of MM	New or Different LSE from RCLP as modified?
		<p><del>Where minimum quantity and accessibility standards are shown to be met through existing provision, equivalent off-site contributions will be sought in accordance with the Developer Contributions SPD, to support improvements or enhancements to existing spaces.</del></p>		

## **3 Likely Significant Effects**

### **3.1 Introduction**

- 3.1.1 This section considers the substantive sustainability effects of the MM identified in Section 2, summarises the identified Likely Significant Effects (LSE) and considers the potential need for clarification or further mitigation.

### **3.2 Identification of Likely Significant Effects**

- 3.2.1 As detailed in Table 2.1, the proposed post-examination modifications are likely to result in a number of new or different beneficial Significant effects on individual SA objectives. In addition, Table 2.1 confirms that where direct, clear or strong positive relationships were previously identified between RCLP components and SA objectives and the relationship would either be unchanged or strengthened by the proposed modifications, this is likely to result in Significant beneficial effects. No Significant adverse effects have been identified as being likely to arise from the RCLP within either previous SA Reporting or this SA Addendum.
- 3.2.2 For the avoidance of doubt, where the Publication RCLP SA Report (November 2016) identified direct, clear or strong relationships between RCLP components and individual SA objectives, this is considered to constitute a LSE in the context of the SEA Regulations and relevant planning legislation relating to SA and SEA<sup>1</sup>. As only the components of the RCLP relating to the proposed-post examination modifications have been appraised in Table 2.1, the Publication RCLP SA Report (November 2016) should be read to identify LSE from components of the RCLP which are unaffected by proposed modifications and thus have not been addressed in this SA Addendum. As detailed in Table 2.1, where previously proposed site allocations would be deleted from the RCLP this would remove associated sustainability and environmental effects which were previously predicted to arise from these sites.
- 3.2.3 A summary of the LSE identified specifically through the SA screening and appraisal of the proposed post-examination modifications is provided in Table 3.1 below.

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<sup>1</sup> The Environmental Assessment of Plans and Programmes Regulations 2004 & The Planning and Compulsory Purchase Act 2004



Table 3.1: Summary of Likely Significant Effects (as identified from Screening and Appraisal of Proposed Post-Examination Modifications to the RCLP)

Related RCLP Component as modified	New or Additional LSE resulting from Post-Examination Modifications	Confirmation of LSE resulting from previously identified direct, clear or strong relationship between RCLP Component and SA Objective(s)	Rationale
Policy SD3	SA Objectives 2, 3, 14 and 15		Policy SD3 as modified would direct development to accessible locations, support sustainable modal shifts and protect the characteristics of the rural environment.
Policy SD4	SA Objectives 2, 3, 9, 10, 11, 12 and 13		Policy SD4 as modified would provide strong support for high quality design, protect and enhance landscape / townscape character, promote social inclusion and ensure that development is appropriate to meet the varied needs of the population
Policy LS3	SA Objective 5		Policy LS3 as modified would directly contribute to the protection of water quality in rural areas.
Policy LS4	SA Objectives 15, 16, 17	SA Objectives 8 and 12	Policy LS4 as modified would directly contribute to economic growth, regeneration and enhanced accessibility, including now by supporting the work of the STDC, prioritising the regeneration of South Tees and supporting for road infrastructure improvements to unlock new employment opportunities.
Policy ED1		SA Objective 10	Policy ED1 as modified would safeguard retail and main town centre uses within the identified hierarchy of centres, whilst also protecting existing community facilities outwith these areas.
Policy ED6		SA Objectives 16 and 17	Policy ED6 as modified would provide a clear employment land strategy for the RCLP which directs specialist and general land uses to different sites. It would support economic growth and the creation of new employment opportunities by safeguarding employment allocations for related uses and supporting regeneration.

Related RCLP Component as modified	New or Additional LSE resulting from Post-Examination Modifications	Confirmation of LSE resulting from previously identified direct, clear or strong relationship between RCLP Component and SA Objective(s)	Rationale
Policy ED7		SA Objectives 16 and 17	Policy ED7 as modified would provide strong support for retail and commercial uses within the Cleveland Gate and Morgan Drive Mixed Commercial site.
Policy ED8		SA Objectives 10, 16, 17 and 18	Policy ED8 as modified would support the retention and provision of services, community facilities and communications infrastructure to meet rural needs, as well as promoting sustainable business growth, tourism development and agricultural diversification.
Policy ED9	SA Objective 18		Policy ED9 as modified would support the growth of the leisure and tourism sector, as well as providing policy protection for existing visitor accommodation.
Policy ED11	SA Objective 12	SA Objective 18	Policy ED9 as modified would support the growth of the leisure and tourism sector whilst protecting against adverse residential amenity impacts.
Policy H1		SA Objective 11	Policy H1 as modified would provide a clear strategy for housing growth, which would help to deliver increased housing to meet identified needs.
Policy H2		SA Objectives 12 and 13	Policy H2 as modified would ensure the provision of an appropriate housing mix to meet identified needs and create sustainable, diverse communities.
Policy H3.16	SA Objective 8		Policy H3.16 as modified would support housing development on land to the west of Kirkleatham Lane whilst minimising land use conflicts.
Policy H5	SA Objectives 9, 12 and 13		Policy H5 as modified would protect against unacceptable adverse pollution impacts and safeguard environmental quality.

Related RCLP Component as modified	New or Additional LSE resulting from Post-Examination Modifications	Confirmation of LSE resulting from previously identified direct, clear or strong relationship between RCLP Component and SA Objective(s)	Rationale
Policy N1		SA Objective 2	Policy N1 as modified would protect and enhance landscape character and key landscape features.
Policy N2	SA Objective 2	SA Objectives 1 and 18	Policy N2 as modified would support and enhance multi-functional green infrastructure within the Borough whilst protecting natural heritage assets.
Policy N3	SA Objectives 10, 14 and 18	SA Objectives 2 and 13	Policy N3 as modified would protect and enhance open space, recreational opportunities, amenity and environmental quality.
Policy N4	SA Objective 1		Policy N4 as modified would directly support the protection and enhancement of biodiversity interests.
Policy HE1		SA Objective 3	Policy HE1 as modified would provide appropriate protection for Conservation Areas.
Policy HE2		SA Objective 3	Policy HE2 as modified would provide appropriate protection for heritage assets.
Policy TA1	SA Objectives 14 and 15	SA Objective 6	Policy TA1 as modified would prioritise and seek to increase accessibility, connectivity and public transport use.

## 4 Conclusion

- 4.1.1 In summary, the proposed post-examination modifications are predicted to generate a small number of new or different likely significant beneficial effects beyond those identified within the Publication RCLP SA Report (November 2016) and the subsequent RCLP SA Addendum (April 2017). This SA Addendum has also clarified where likely significant effects, in all cases beneficial, are predicted to occur from components of the RCLP relating to the proposed modifications but where the likely significant effect was already predicted in previous SA reporting.
- 4.1.2 The screening and appraisal presented in Section 2 of this Addendum indicates that no **new or different likely significant adverse effects** are predicted as a result of the MMs. No mitigation measures are therefore required under the terms of the SEA Regulations to avoid significant adverse effects that would otherwise occur from the Publication RCLP as modified by the proposed post-examination modifications.

## **Appendix A RCLP SA Framework**

A.1.1 Table A.1 below sets out the Sustainability Appraisal (SA) Framework which has been used at all stages of the SA for the emerging Redcar and Cleveland Local Plan (RCLP) since the Local Plan preparation process was reset in June 2015.

Table A.1 RCLP SA Framework

Headline	Objective	Supporting objective
<b>Core Theme: Protecting, conserving and enhancing the borough's built, historic, cultural and natural environments</b>		
1. Biodiversity*	Protect, enhance and restore biodiversity and geodiversity	<ul style="list-style-type: none"> <li>• provide a strong level of protection to sites designated for the national or international importance for nature conservation</li> <li>• allow people to have better access to suitable areas of nature conservation importance to help everyone better understand and value their natural environment</li> <li>• secure opportunities to achieve a net gain in biodiversity through development</li> <li>• ensure new development does not cause the further fragmentation of habitats and protect and enhance network routes for flora and fauna movement</li> <li>• support landscaping that makes use of native species</li> <li>• protect habitats that provide migration routes for species in response to a changing climate</li> <li>• designated nature conservation sites should be afforded a level of protection appropriate to their status, from European/intentionally designated sites such as SPA and SAC, to areas of local importance such as LNRs and SINC.</li> </ul>
2. Landscapes	Protect and enhance the quality, distinctiveness and setting of the area's seascapes and landscapes.	<ul style="list-style-type: none"> <li>• help protect and enhance the rural and coastal landscapes, including Heritage Coast, views from the National Park</li> <li>• protect the setting of towns and villages in the landscape and enhance the transition of urban to rural</li> <li>• help in the positive management of landscapes and historic features within them to protect and enhance their character</li> <li>• ensure that new landscaping planting can adapt to a changing climate, including increased summer temperatures and storm events and fewer frosts.</li> <li>• Protect landscape features that provide character to streets and public spaces</li> </ul>
3. Historic and Built Heritage	Protect and enhance all heritage assets of special archaeological, historical and architectural interest	<ul style="list-style-type: none"> <li>• ensure new development takes account of and protects and enhances where necessary the cultural and historic environment</li> </ul>

Headline	Objective	Supporting objective
4. Air quality	Protect and improve local air quality	<ul style="list-style-type: none"> <li>• where possible identify historic features at risk and help restore these bringing them back into good use</li> <li>• ensure buried archaeological assets are protected from harmful impacts of development, or other appropriate management where suitable</li> <li>• ensure that the features of historic landscape are respected in new development</li> <li>• ensure that locally important heritage is suitably considered in planning for new development</li> <li>• protected designated features from development that would adversely impact on their integrity, including conservation areas, listed buildings and scheduled ancient monuments.</li> <li>• where planning permission is required ensure the restoration and repair of historic built heritage is carried out to withstand the impacts of climate change, including adverse weather events</li> </ul> <hr/> <ul style="list-style-type: none"> <li>• help reduce reliance on car travel by making sure there are real viable alternatives available for all people</li> <li>• ensure new development in town centre locations does not lead to worsening air quality</li> <li>• help to reduce energy use and thereby help to reduce emissions from coal, oil and gas power generation</li> <li>• control the locations of polluting development to ensure it is not located near residential areas</li> <li>• help reduce waste to landfill, and set standards for management, to avoid methane emissions</li> <li>• help reduce greenhouse gas emissions through reducing car travel, waste management and reduce energy demand from non-renewable resources</li> </ul>
5. Water resources	Protect and improve water quality and water resources.	<ul style="list-style-type: none"> <li>• ensure new development has sufficient sewerage and waste water treatment to avoid harm to water quality</li> <li>• help protect groundwater sources by improving water efficiency, this is vital to maintain river health and drinking water supply</li> <li>• ensure contaminated land is suitability remediated to avoid water quality impacts</li> <li>• implemented suitable SuDS to avoid run-off of potential polluted water to water courses or aquifers</li> </ul>

Headline	Objective	Supporting objective
		<ul style="list-style-type: none"> <li>ensure that new development does not exacerbate diffuse water pollution, eg from contaminated runoff or from surface water runoff relating to roads or railways</li> <li>help move towards meeting Water Framework Directive objectives of 'good' chemical and biological water quality for the rivers of the borough</li> <li>ensure new development makes the best use of potable water, incorporating re-use of grey water in new development</li> <li>ensure development takes into account the impacts of climate change and reduce summer water availability in planning outdoor spaces</li> </ul>
6. Energy	Reduce energy consumption and greenhouse gas emissions	<ul style="list-style-type: none"> <li>promote energy generation from renewable resources, promoting micro-generation as part of the energy requirements of new development</li> <li>ensure that energy is used more efficiently, including in the design of new development, through promoting local energy generation and reducing car travel</li> <li>help to implement energy schemes that will help meet North East targets for renewable energy generation, where suitable</li> <li>promote community or district heat and power schemes</li> <li>ensure the layout and design of new development helps reduce energy demand and therefore greenhouse gas emissions</li> </ul>
7. Climate resilience	Reduce the impact of severe weather events and increase the resilience of the borough	<ul style="list-style-type: none"> <li>ensure that new development is located so as to avoid the risks of fluvial and tidal flooding associated with climate change</li> <li>aim for greenfield water run-off rates from new development</li> <li>make use of SUDS to avoid run-off to rivers</li> <li>ensure that new development does not give rise to increased risk, either on site or through development that exacerbates flooding elsewhere</li> <li>take into account climate impacts in urban design, including natural cooling and avoidance of urban heating and micro-climate impacts</li> </ul>
8. Waste and minerals	Minimise waste and increase the reuse, recycling and recovery of waste	<ul style="list-style-type: none"> <li>Ensure development is designed to make space for waste sorting, collection and storage.</li> <li>safeguard mineral resources</li> <li>encourage better building practices that reduce construction waste and ensure demolition waste is reused in development</li> </ul>



Headline	Objective	Supporting objective
9. Design	Encourage high quality design and sustainable construction in development	<ul style="list-style-type: none"> <li>• help to reduce the use of primary resources by providing appropriate sites for more sustainable waste management, including re-processing, recycling and storage</li> <li>• help reduce greenhouse gas emissions through reducing waste to landfill and suitable management of landfill gases</li> <li>• ensure new development is designed so as to create places that support people making good quality places for living, working and leisure</li> <li>• develop towns that promote walking and cycling and are not focused on car use</li> <li>• ensure that the design of new building adds to the character of the area through high quality design and layout</li> <li>• promote and protect design led development and buildings of local as well as national architectural importance</li> <li>• ensure that development identifies and responds to the character of the area, working with it to protect or enhance it.</li> </ul>
<b>Core Theme: Delivering healthy, sustainable, inclusive and cohesive communities</b>		
10. Communities	Empowered and active communities who are proud of where they live	<ul style="list-style-type: none"> <li>• ensure services and facilities that serve to support local communities are maintained and enhanced as part of new and existing development</li> <li>• allow the communities to be involved in the planning decisions that affect them</li> <li>• help support rural communities, including by helping people remain living in their local area</li> <li>• support a demographic and social range in the population of all towns and villages, including children, young people, working age and retired people</li> <li>• help in creating development of the type and design that can help avoid adverse impact on the community, such as development that deters anti-social behaviour</li> <li>• help communities retain and strengthen their unique character through planned growth</li> </ul>

Headline	Objective	Supporting objective
11. Housing	Improve the quality, availability and accessibility of housing in the borough	<ul style="list-style-type: none"> <li>• provide more affordable housing to meet the needs in rural and urban locations</li> <li>• provide homes that will secure a social and demographic mix of people within the borough</li> <li>• provide a range of size homes to meet the diverse needs residents, including family homes and smaller flats and retirement units</li> <li>• build good quality housing throughout the borough</li> </ul>
12. Safer communities	Create safer communities and protect people from harm	<ul style="list-style-type: none"> <li>• protect people from the negative health impacts of polluted air and water</li> <li>• ensure that new development is designed in such a way as to reduce crime and fear of crime</li> <li>• protect people from the risks of unstable or contaminated land</li> <li>• ensure new development is not in areas at known risk of flood</li> <li>• protect people for the negative impacts of climate change, such as increased summer temperatures, adverse weather and flooding, through the design and location of new development.</li> <li>• ensure that appropriate flood risk protection measures are in place to protect residents well-being</li> </ul>
13. Health	Improve public health and provide opportunities for physical activity to promote healthier and longer lives for all	<ul style="list-style-type: none"> <li>• enhance opportunities for healthy living and help support more healthy lifestyles through access to open space and prioritised cycling and walking routes</li> <li>• ensure equitable access to health services</li> <li>• help create places that help people make healthy lifestyle choices, including encouraging walking and cycling and allowing people access to fresh food.</li> </ul>
<b>Core Theme: Improving connectivity</b>		
14. Accessibility	Improve the accessibility and quality of key services and facilities	<ul style="list-style-type: none"> <li>• reduce reliance on car use to help reduce greenhouse gas emissions</li> <li>• reduce disparities in access to services through a combined approach of suitable facility and service provision and public transport links</li> <li>• support the access of rural communities to jobs and services, ideally within villages but also through good public transport networks</li> <li>• support the role of town and village centre, help secure the long-term viability of local shops.</li> </ul>

Headline	Objective	Supporting objective
15. Transport	Increase sustainable transport options and usage	<ul style="list-style-type: none"> <li>• support the growth of mixed use area at transport hubs that have good accessibility by a variety of modes of transport</li> <li>• prioritise walking and cycling, then public transport and finally car users in town centres</li> <li>• prioritise development in locations with public transport links, especially in proximity to train stations.</li> </ul>
<b>Core Theme: Diversifying and strengthening the local economy</b>		
16. Improve employment	Increase employment and improve the level of education, skills, jobs and training.	<ul style="list-style-type: none"> <li>• retain a motivated, highly skilled and educated workforce</li> <li>• promote diversification in the type of jobs available in the borough</li> <li>• maintain access to skills training and education</li> </ul>
17. Economic growth and industrial excellence	Encourage sustainable economic growth, diversify and strengthen the local economy and encourage enterprise and encourage industrial excellence.	<ul style="list-style-type: none"> <li>• support the diversification of the rural economy and continued support to farming, encouraging food production for the local market</li> <li>• support dispersed employment areas to provide local jobs</li> <li>• provide an infrastructure of transport, communications and land that helps attract new business, including the start-up and growth of indigenous businesses</li> <li>• maintain a coherent and successful range of businesses and build up local supply and distribution chains</li> </ul>
18. Leisure and tourism	Increase leisure and tourism opportunities	<ul style="list-style-type: none"> <li>• help in increasing the income to the area through tourism</li> <li>• encourage use of the heritage and historic environment for tourism</li> <li>• promote higher tourism and leisure spend per capita</li> <li>• protect visitor accommodation, including B&amp;B and hotel accommodation in addition to self-catering options.</li> </ul>

