



Redcar & Cleveland Publication Local Plan 2016

**Sustainability Appraisal Including
Strategic Environmental Assessment**

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



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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 Redcar and Cleveland Local Plan.
- 1.1.2 This report documents the process of SA including stages of plan preparation and SA that have led to the current Publication version Local Plan.

1.2 The Redcar & Cleveland Local Plan

- 1.2.1 This new Redcar & Cleveland Local Plan will provide a coherent overarching spatial planning strategy across the whole borough, whilst incorporating new detailed policies and site allocations in one document. The Local Plan will provide a clear picture of the Council's spatial expectations, ambitions and responsibilities for the well-being of the borough over the next 16 years and beyond. The Local Plan will apply to all areas of the borough that lie outside of the North York Moors National Park. The Local Plan will interpret national planning policies within the context of the borough and the principle aim of planning is to deliver sustainable development.
- 1.2.2 The Local Plan sets out the vision for the borough for the next 16 years, although clearly the development it helps deliver will have longer-term implications for the pattern of development in the plan area.
- 1.2.3 The SA is an essential part of the Local Plan preparation. The Local Plan is also prepared in the context of an evidence base that draws together detailed information about the borough and its characteristics, with a particular reference to the housing and regeneration needs of the borough and the delivery of development.
- 1.2.4 The Council was well advanced in its preparation of a new Local Plan, with a draft Local Plan published for consultation in October 2013 and a publication version of the Local Plan prepared in early 2014. However, following the Council's decision not to approve the publication version of the Local Plan in July 2014, a determination was made to start the process of preparing its Local Plan again, with the first stage the issue of a new Draft Local Plan ('Draft Local Plan 2016'), which following consultation has led to the preparation of this Publication version Local Plan ('Publication Local Plan 2016').

1.3 The Sustainability Appraisal Process

- 1.3.1 The purpose of this SA is to assess how effective the new Local Plan will be in delivering development that contributes to greater sustainability locally and globally. SA is a process that takes place during the preparation of the Local Plan and this SA report is intended to document this process and set out the overall implications of the plan on sustainable development.
- 1.3.2 The SA of the Local Plan is being prepared in order to fulfil the statutory requirement from the Planning and Compulsory Purchase Act 2004, including the requirements set out for sustainability appraisal in the National Planning Policy Framework (2012). There is also the requirement for development plans to undergo Strategic Environmental Assessment (SEA)

under *The Environmental Assessment of Plans and Programmes Regulations 2004*. The two process both cover assessment of environmental effects, although for SA social and economic impacts are also considered. Therefore, the two types of assessment can be successfully combined into a single process, which meets both the SEA and the SA requirements in a pragmatic way with common reporting – jointly known as the SA.

- 1.3.3 The purpose of the SA is to test the emerging Local Plan for its contribution towards sustainable development, and to identify where there may be impacts on achieving greater sustainability. The SA and SA Report help inform the decisions made on policies and allocations within the Local Plan by the Council and plan-makers. This SA Report includes recommendations to help avoid and mitigate the potential for adverse impacts, as well as maximise the benefits for greater sustainability. These recommendations can be taken forward into plan preparation and the preparation of the final Local Plan for adoption.

1.4 Stages of Sustainability Appraisal

- 1.4.1 This stage of SA follows on from the appraisal of the earlier versions of the Local Plan, which reached a draft of the Publication Stage prior to the determination to start work on this new Local Plan, as referred to in **section 1.2**. This stage of SA takes into account the appraisal that was carried out of this earlier plan, with many elements remaining similar to those previously proposed. However, the SA does take into account an updated baseline and other changes in the plan area and aspirations for the area for the revised Local Plan.
- 1.4.2 The first stage of the refreshed SA was the preparation the Local Plan Sustainability Appraisal Scoping Report (July 2015) by officers at RCDC. As required as under the SEA Regulations the Scoping Report was issued for consultation to the statutory consultees (Historic England, Natural England and the Environment Agency) and others so that they could provide an early input into the SA process and the topics it should cover. The scoping report was updated following with comments received at scoping consultation and is included as **Appendix A**.
- 1.4.3 The majority of the SA, included in this report, is being undertaken independently from the Local Plan preparation team, by consultants PBA. This method provides an impartial test of the planning document and a critical analysis of the Local Plan, and the identification of possible weaknesses or gaps in the delivery of sustainable development.
- 1.4.4 There have also been discussions between those undertaking the SA and those preparing the Local Plan to allow sustainability matters to be incorporated into the plan through more internal feedback of ideas. This has included preparation of material on the appraisal of growth options and guidance and support in the preparation of the housing and gypsy and traveller site assessment.
- 1.4.5 SA is an integral part of good plan making and should not be seen as a separate activity. Its purpose is to promote sustainable development by integrating sustainability considerations into plans. By testing the emerging content of the Local Plan it is possible to identify any likely significant effects of the plan, and give opportunities for improving the social, environmental and economic conditions by implementing the plan.

1.5 The Sustainability Appraisal Report

1.5.1 SA reporting consists of several main chapters; these are:

- To define sustainable development in the context of development in Redcar & Cleveland, through investigation of background material on sustainability and identifying the sustainability issues for the Borough as a whole (**Chapter 2**);
- How sustainability considerations have helped guide the preparation of the Local Plan to date, including the SA of alternatives to the preferred approach based on the understood context and how mitigation has been incorporated to help reduce effects (**Chapter 3**);
- What the sustainability effects of the Local Plan are at this stage, for instance, what the implications would be for sustainable development if the policies and proposals of this version of the Local Plan were implemented as proposed (**Chapter 4**).

1.5.2 There is also a need to consider ‘what next’ and this may include additional stages of Local Plan preparation as well as proposals for monitoring the SA once the plan is complete (**Section 5.2**). Following this stage of the Local Plan and consultation a further version will be prepared of the Local Plan, this will be the version submitted to the Secretary of State for Examination, the ‘Submission Local Plan’. For each published stage the SA Report will be updated to reflect changes and identify sustainability effects and recommendations. A final SA Report will be available as part of the adopted Local Plan and to include the monitoring proposals, as well as an accompanying ‘adoption statement’ as required by the SEA Regulations.

1.6 Meeting the Requirements of the Strategic Environmental Assessment Regulations

1.6.1 In order to satisfy the Strategic Environmental Assessment Regulations, it is necessary for the SA report to fulfil certain requirements. **Table 2.1** shows how these requirements are being met through this SA report, both as part of the main text and through appendices.

Table 2.1: Requirements of the SEA Regulations and how they are met through the SA report

SEA Requirements	Covered in the SA report at:
a) An outline of the contents, main objectives of the plan or programme and relationships with other relevant plans and programmes.	Chapter 1 Section 2.2
b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.	Appendix B: Scoping Report Chapter 2.3 Appendix D: Settlement Characteristics
c) The environmental characteristics of areas likely to be significantly affected.	Appendix B: Scoping Report Chapter 2.3 Appendix D: Settlement Characteristics
d) Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC.	Appendix B: Scoping Report Chapter 2.2 Chapter 2.3 Appendix D: Settlement Characteristics

e) The environmental protection objectives, established at international, community or national level which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.	Chapter 2.2 Appendix L: NPPF
f) The likely significant effects on the environment, including on issues such as: biodiversity; population; human health; fauna; flora; soil; water; air; climatic factors; material assets; cultural heritage, including architectural and archaeological heritage; landscape; and the interrelationship between the above factors. These effects should include secondary, cumulative, synergistic, short, medium and long term, permanent and temporary, positive and negative.	Section 4.3 to 4.10 Appendix G: Policy SA Appendix H: Site SA
g) The measures envisaged to prevent, reduce and, as fully as possible, offset any significant adverse effects on the environment of implementing the plan or programme.	Section 4.12 Appendix G: Policy SA Appendix H: Site SA
h) An outline of the reasons for selecting the alternatives dealt with and a description of how the assessment was undertaken, including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.	Chapter 3
i) A description of measures envisaged concerning monitoring in accordance with Article 10.	Section 5.2
j) A non-technical summary of the information provided under the above headings.	NTS
Taking the environmental report and the results of the consultations into account in decision-making (Art. 8).	Appendix B <i>To be updated as SA progresses</i>

Scope of the appraisal – strategic nature

- 1.6.2 In understanding the role and purpose of the SA it is important to recognise that this is a strategic assessment. Therefore, the purpose is not the same as a project specific assessment prepared under the Environmental Impact Assessment (“EIA”) Directive (2011/92/EU) and the assessment will not contain the same level of detail. Furthermore, allocation of sites in the Local Plan and associated SA does not mean that these sites have automatic planning permission and each site will still require permission to be granted, with a full suite of supporting environmental assessment this would entail. The strategic nature of the Local Plan is reflected in the scope of the SA.

2 Redcar & Cleveland: Baseline and Context

2.1 Introduction

2.1.1 The purpose of this chapter is to set out the context for the Local Plan and the related SA. Understanding this context is essential to undertake the SA as it identifies:

- The aims and objectives set for sustainable development by other plans and strategies, including the aspirations by RCBC and the sub-region that are already set and must be considered in identifying what the reasonable alternatives are for the RCBC (**Section 2.2**);
- The sustainability baseline of the plan area and any predicted trends for change that helps identify those issues that the Local Plan should be helping to address (**Section 2.3**).

2.1.2 Much of the information contained in this section is taken from the SA Scoping Report (**Appendix A**) the full scoping report elaborates on the information provided here.

2.2 Plans, strategies and policies

2.2.1 It is the nature of local planning that there are additional and overlapping policy and legislative requirements at national and local levels that must be taken into account as part of plan making and in the SA. It is these other plans, policies and strategies that help provide some context to the Local Plan and the SA and define the broad scope of issues that should be a focus for SA. Detail can be found in the Local Plan Scoping Report, July 2015 as updated February 2016, **Appendix B**.

2.2.2 The main land use policy for the England is set through the National Planning Policy Framework (NPPF) and this forms the basis for the Local Plan, with details relevant to delivering sustainable development and therefore of particular relevance to the SA contained in **Appendix L**.

2.2.3 It is important for the Local Plan and the SA to be prepared in the context of these documents in order to ensure that a unified approach is taken to the development of the plan area. For the SA, the way that these can be best taken into account in the appraisal process is by ensuring there are relevant objectives in the sustainability framework for each matter.

2.2.4 Of particular importance is the role of the Local Plan in helping implement other plans and strategies prepared locally and regionally. Some of the most relevant plans are shown below.

North East Strategic Economic Plan (March 2014)

2.2.5 *More and Better Jobs: A Strategic Economic Plan for the North East* (March 2014) sets out economic growth aspirations for the North East Local Enterprise Partnership, which includes RCBC. The strategy states an expectation of an increase of 100,000 jobs by 2024 in the North East with major growth expected in business services, new economy areas including creative, cultural and software industry, low carbon economy, tourism and logistics. This plan sets out the Tees Valley aims to become a high- value, low-carbon, diverse and inclusive economy with a focus on six priorities. These priorities include: developing and nurturing an innovative culture and positive environment for business growth; secure improved skills, improve rail services; improve air, road, port land and property infrastructure to enable economic growth and create and retain wealth by establishing Tees Valley as a preferred

location to live in, work and visit. In July 2014 funding bids were successful for education, economic and infrastructure improvements in the area as part of the Tees Valley Growth Deal.

The Tees Valley Unlimited Statement of Ambition (2012)

- 2.2.6 Established in 2012, sets out outcomes to be achieved by 2025 towards delivering jobs and economic growth across the Tees Valley. This statement takes forward the work of the Tees Valley Vision (2002) and City Region Business Case (2006). The Statement is aiming at promoting activities that will have significant impact on the Tees Valley's prosperity by providing objectives for all of those involved in developing the economy. The objectives stated in the document include the increase of the employment rate, the creation of new businesses and the increase of the number of people with higher level skills.

Tees Valley Strategic Economic Plan (2014)

- 2.2.7 RCBC is part of the Tees Valley Combined Authority, a body created in April 2016 to drive economic growth and job creation in the five local authorities within its area, including RCBC, and the Tees Valley Local Enterprise Partnership.
- 2.2.8 The Tees Valley Strategic Economic Plan sets out six priorities for the area, these are to:
1. Develop and nurture an innovation culture and positive environment for business growth.
 2. Secure the transformation of Tees Valley into a Low Carbon High Value economy.
 3. Secure improved skills levels to address future demand in growth sectors and in existing industries.
 4. Secure additional capacity on the East Coast Main Line rail route and improve rail services to major northern cities and within the Tees Valley.
 5. Improve our air, road, port, land and property infrastructure to enable economic growth.
 6. Create and retain wealth by establishing the Tees Valley as a preferred location to live in, work and visit.
- 2.2.9 Specific issues that are raised in relation to RCBC in the plan include:
- The potential for the visitor economy to be exploited in coastal and rural areas;
 - A sustainable future for the Kirkleatham Estate;
 - Identification of Redcar as one of the main town centres of the combined area, noting the seafront improvements that have already taken place;
 - That the rural villages and rural fringe in in RCBC support a disproportionately large population compared to other rural areas in the Tees Valley;
 - Recent success in investment in the area including Lotte Chemicals in Redcar;
 - Potential for heat use from the Wilton Complex in Redcar to heat public buildings and commercial premises.
- 2.2.10 In particular, the Kirkleatham Estate Project is identified as an opportunity to attract a significant amount of investments into a regionally -significant cultural and heritage regeneration project. This will include creating spaces for start-up businesses and a cultural facility. The project can be used to develop skills for disadvantaged young people, subject to funding.

Tees Valley Joint Minerals and Waste DPDs (September 2011)

- 2.2.11 The Core Strategy for the Minerals and Waste Plan sets a vision, spatial strategy and policies for meeting known and anticipated waste management and mineral working requirements to 2026. The Policies and Sites DPD identifies sites and policies for delivery. No minerals sites are identified in the borough and waste sites are directed to the main industrial areas, including at South Tees Eco-Park.

The Tees Valley Green Infrastructure Strategy (2008)

- 2.2.12 The strategy will aim to develop by 2021 a network of green corridors and green space. This Strategy considers that green infrastructure can play a key role in helping to achieve the economic and sustainable vision for the Tees Valley and sets out objectives to ensure that environmental quality and improvements is given a high priority.

- 2.2.13 Within the borough there are many features identified that are an important part of the green infrastructure network. This includes:

- The North York Moors National Park and Special Area of Conservation on the southern border;
- The strategic wildlife corridor along the coast;
- The Eston Hills Historic Landscape area;
- The Heritage Coast;
- The national cycle 'Sustrans' route;
- The Cleveland Way and Tees Link long distance footpaths;
- Areas of accessible woodland;
- 'Gateway' locations to the Tees Forest.

- 2.2.14 Specific areas identified as part of the Green Infrastructure Network in the borough include:

- **Tees Barrage - Tees Mouth:** With the aim of developing a continuous green link to provide a high quality setting for major regeneration projects; improve areas of vacant, derelict and under-used land; and assess extent and value of post-industrial wildlife habitats.
- **Guisborough to The Coast Via East Cleveland Beck Valley Woodlands:** investigate opportunities for promoting activity tourism such as cycling, horse-riding, walking, and natural history; investigate opportunities for creating 'buffer zones' along the upper beck valley slopes to protect and enhance the woodland value; and explore opportunities for exploiting the industrial history of the East Cleveland area.
- **Greater Middlehaven/ Middlesbrough Town Centre/Marton / Nunthorpe to Guisborough:** investigate increased woodland planting in line with Tees Forest and LBAP objectives, develop core access networks linking surrounding communities and investigate scope for long distance bridleways and footpaths into the countryside in conjunction with Lingfield Countryside Visitor Centre; investigate potential for improving access between the conurbation and the countryside/woodland around Guisborough.
- **Greater Middlehaven/Middlesbrough Town Centre/South Bank/Greater Eston to Redcar:** incorporate significant green infrastructure elements into housing renewal schemes and regeneration projects; investigate opportunities to provide new, and improve existing, footpaths and cycleways; investigate scope for increased woodland

planting in line with Tees Forest and LBAP objectives; consider ways of improving and managing access on and around the moorland of the Eston Hills; and integrate with new developments in the south Redcar and Kirkleatham areas.

- **Nunthorpe to Wilton Via Eston Hills:** Potential for managing and extending access from residential areas, particularly towards the Eston Hills; investigate potential for creating a 'greenway' link from Eston towards Redcar and Saltburn and improve links into the North York Moors National Park; the Eston Hills provide a significant resource for recreation and biodiversity but sensitive management is needed to avoid disturbance to habitats.

The Regeneration Masterplan (April 2010)

2.2.15 This is a long-term 15-year plan for the regeneration of the social, economic and physical development of the Borough. The document gives guidance to growth and outlines projects that can stimulate the local economy to create jobs and business growth. To achieve the transformation of the Borough, four themes have been defined as follows:

- Diversifying and strengthening the local economy;
- Delivering healthy, sustainable, inclusive and cohesive communities;
- Improving connectivity throughout the Borough; and
- Protecting, conserving and enhancing the Borough's built, historic, cultural and natural environments.
- Environmental Plans.

2.2.16 As part of the Masterplan is a 'vision and theme' for the four spatial areas of the borough, these are:

- **Redcar Reborn:** reinstating the town as a destination of choice, for living, working, shopping and as an attraction. This includes new sea defences and promenade, consolidation of shopping facilities, with a new Civic and Community heart. There will be a strong tourism and leisure economy and creative and digital industries. High quality residential development on the seafront, with better access to public transport, access for cars and car parking with more pedestrian movements in the town centre.
- **South Tees industrial excellence:** Delivering sites to support industrial excellence to support new and existing industrial sectors. This will include the petrochemical industry, enhanced port facilities, management of the North and South Tees sites to foster development of a power hub, including environmental industries and renewable energy generation and the Eco Park.
- **A Greater Eston with a Big Heart:** New community jugs with local facilities focused on Normanby Road, linking shops, schools, new parks, leisure facilities, with good public transport links. New and sustainable housing, driven by affordable home ownership linked to strengthened education and community infrastructure, supporting a reduction in worklessness and raising local incomes. Also aims of reducing vehicle domination of the urban environment, encouraging pedestrian circulation, promoting quality in buildings and public realm design.
- **Cleveland Lives:** Developing quality and building capacity in the tourism and leisure economy alongside provision of infrastructure to support local and rural business development. Also, a focus on increasing the Boroughs' population and strengthening rural service provision, by capitalising on the attractiveness of the rural and coastal areas as a place to live, along with encouraging the trend of home working. Maximising the

value of the natural assets including the National Park, Heritage Coast and rural area. There will need to be improvements to public transport to improve connectivity in the local area.

- 2.2.17 The Masterplan notes that there are strong economic linkages within the Tees Valley, with 14,600 residents of Redcar & Cleveland employed in Middlesbrough and 5,500 in Stockton. There are strong flows the other way with almost 4,000 people from Middlesbrough working in Redcar and Cleveland, 4,000 from Stockton; 560 from Hartlepool and 525 from Darlington.

Overall, many more people travel out of the borough for work (approximately 24,000 workers) than into the borough (approximately 9,000 workers). These flows form part of an increased trend in commuting that has occurred over the past twenty years. The flows also reflect geography, with Greater Eston effectively forming the eastern fringe of Middlesbrough.

The Regeneration Masterplan Delivery Plan 2012-2017 (October 2012)

- 2.2.18 The Regeneration Masterplan lays out a long-term 15-year plan for the social, economic and physical development of the Borough. It guides our growth and outlines projects that can stimulate the local economy to create jobs and business growth.
- 2.2.19 It sets out a commitment to putting in place a long term framework for regeneration with the aim of sustainable regeneration of our Borough.
- 2.2.20 The focus is on intervention and support, so that the limited resources of the public sector are used effectively and the potential of the private sector and other partners is harnessed and maximised.
- 2.2.21 The ambition is to see Borough-wide regeneration by 2025. This includes delivering 14,000 new jobs, 800 businesses created and supported, £1 billion direct private investment and £265 million direct public investment.
- 2.2.22 The identified drivers for change in the 3-8 year action plan are:
- Outcome: A thriving local economy with local people who have the skills to secure jobs
 - Priority: Attract, create and grow businesses in the Borough;
 - Priority: Help unemployed residents back into work;
 - 1: Investing in the economic drivers for change;
 - 2: Investing in infrastructure to support growth;
 - 3: Skills for the future.

The Redcar and Cleveland Housing Strategy 2012-2017 (November 2012)

- 2.2.23 This strategy sets out six strategy aims for delivering housing in the borough. It was developed by the Council in partnership with local housing associations, private developers, the voluntary sector and funding agencies. It sets out shared aims and objectives for improving the quality, availability and accessibility of housing in the borough.

2.2.24 The strategic aims are:

- **Addressing housing market failure:** including delivery of projects in the Regeneration Masterplan, the Invest to Save programme within South Bank, progress of the Greater Eston Delivery Plan, The Closes redevelopment in Redcar, completion of the Hummersea Hill scheme in Loftus and a neighbourhood services approach across the borough.
- **Delivering new homes for current and future residents:** including delivery of at least 1,500 new homes (6,000 to 2025 or 400 per year), identifying sites for new housing to meet the needs of residents, exploring delivery of new models of housing delivery, delivery new executive homes in suitable locations, prepare and adopt the development plan, review the Tees Valley Strategic Housing Market Assessment, prepare and adopt a Community Infrastructure Levy scheme and expand the use of Local Labour Agreements;
- **Raising standards within the existing housing stock:** work with landlords to improve property conditions in private stock, expand Landlord Charter, invest and improve Registered Provider stock in the borough, review Empty Homes Strategy, explore use of s106 planning contributions and further initiatives to bring empty properties back into use;
- **Increasing the supply of affordable housing:** delivery the Affordable Homes Programme, increase the role of the private rented sector in meeting needs for affordable homes, prepare and adopt affordable homes policy in the development plan, secure affordable housing within private developments via developer contributions, seek commitments from Registered Providers and developers to use Local Labour Agreements;
- **Ensuring that our housing enables people to live independently:** increase accommodation for single people, develop appropriate accommodation, including care and support, to meet the needs of an ageing population; develop independent living for vulnerable groups, review Gypsy and Traveller Strategy and provide suitable accommodation; and
- **Minimising carbon emissions from housing and promoting the highest quality of design:** improving carbon efficiency, maximise use of renewable energy technologies in new housing, retrofitting to improve energy efficiency, consider severe weather events when determining new housing allocations, reduce levels of fuel poverty, high quality residential design, support the delivery of the Tees Valley Green Infrastructure Strategy.

2.2.25 Monitoring will be put in place to monitor progression of the strategy with a full review programmed for 2016.

The River Tyne to Flamborough Head Shoreline Management Plan 2 (SMP2) (February 2007)

2.2.26 The SMP2 sets out the strategy for managing the coastline of the borough and beyond. The strategy is to 'hold the line' and protect the line of the existing coast by the urban areas of Redcar, Marske and Saltburn and manage erosion. The plan for the rest of the coast is 'no active' management, which means that the evolution of the coast will be left to occur naturally.

Redcar and Cleveland Borough Council Level 1 Strategic Flood Risk Assessment Update (May 2016)

2.2.27 This document sets out the strategic and detailed flood risk assessment for the borough. The Level 1 SFRA Update uses Strategic Flood Risk Maps and allows a sequential test to be used to identify the risk of flood at sites to be allocated in the Local Plan. It provides an update to

the Level 1 SFRA undertaken in 2010 using up-to-date flood risk information together with the most current flood risk and planning policy available from the National Planning Policy Framework (NPPF) and Flood Risk and Coastal Change Planning Practice Guidance (FRCC-PPG).

Redcar and Cleveland Borough Council Level 2 Strategic Flood Risk Assessment (August 2010)

- 2.2.28 This document provides a more detailed assessment of flood hazards for the area at risk of tidal flooding and follows on from the 2010 Level 1 SFRA. It looks specifically at the tidal flood risk for the proposed residential and employment allocations between the Tees Estuary and Coatham Sands as well as locations identified as Critical Drainage Areas (CDAs) in the 2010 Level 1 SFRA, at Guisborough, Redcar and Eston. These provide an important evidence base for the allocation of sites through the Local Plan.

Redcar and Cleveland Health and Wellbeing Strategy 2013 – 2018

- 2.2.29 The Redcar and Cleveland Health and Wellbeing Strategy 2013 – 2018 prepared by the Redcar and Cleveland Health and Wellbeing Board including the following priorities:
- Children and young people have the best start in life
 - People in Redcar & Cleveland live healthier and longer lives
 - More people lead safe, independent lives.

Redcar and Cleveland Sustainable Environment Strategy 2011-2016

- 2.2.30 The Redcar and Cleveland Sustainable Environment Strategy 2011-2016 aims to achieve a vision of 'a positive approach to environmental improvement; encouraging people and communities to achieve a high quality and sustainable living environment'. The strategy has been led by the Redcar and Cleveland Partnership and is supported by RCBC. The Partnership's shared vision for the borough is "*In 2021 we want Redcar and Cleveland to be the place to be...*"
- *A great place for families to live,*
 - *A great place to visit, shop and have fun;*
 - *A clean green place to work and invest."*

Supplementary Planning Documents (SPD)

- 2.2.31 There are a variety of SPDs that support policy in the Core Strategy and future Local Plan. These documents do not have the weight of policy but are a material consideration in planning decisions. Some of these may be reviewed following Local Plan preparation. Current SPDs include:
- Greater Eston Design Code SPD
 - Urban Design Guidelines SPD
 - Residential Extensions and Alterations SPD
 - Landscape Character SPD
 - Design of Residential Areas SPD

- Affordable Housing SPD
- Shop Fronts and Advertisements SPD
- Skelton and Brotton Neighbourhood Development Plan SPD
- Developer Contributions SPD.

2.2.32 Land use plans of neighbouring local authorities also have relevance to the borough. The most relevant being for the authorities that directly border RCBC, rather than those on the opposite side of the Tees. These are:

Middlesbrough Core Strategy (adopted 2008), Housing Local Plan (adopted 2014) and Regeneration Development Plan Document (adopted 2009)

2.2.33 The Middlesbrough Core Strategy was adopted in 2008. This document sets the spatial strategy for Middlesbrough. This includes policies on regeneration and development of East Middlesbrough that borders onto Greater Eston, including Ormesby and South Bank. The Core Strategy also covers Nunthorpe. The Core Strategy identifies as an objective the need to work closely with RCBC on linkages with Teesport and the South Tees area. However, in 2014 a partial review of this plan was adopted focusing on housing only.

2.2.34 The objectives of the Housing Local Plan are:

- Objective 1: To establish population decline through the creation of sustainable communities that create an attractive environment to retain the population in the town;
- Objective 2: Create a balanced housing stock that meets the needs of Middlesbrough's population both now and in the future;
- Objective 3: Deliver regeneration at Middlehaven, Gresham, Grove Hill and Acklam Green to create more sustainable communities.

2.2.35 Housing allocation in closest proximity to Redcar and Cleveland are 'South of Guisborough Road', Nunthorpe, which is allocated for 250 homes (2024 to 2029 period) and Low Gill along the city boundary with the borough south of the A174 and west of the rail line, allocated for 140 homes and to be delivered by 2019.

2.2.36 The Regeneration Development Plan Document (DPD) was adopted in February 2009 and identifies specific sites that are proposed for development, and principal regeneration sites. These allocations cover housing, employment, mixed use, retail, leisure, and transport uses, and is in accordance with the Core Strategy.

Hambleton Local Development Framework

2.2.37 Hambleton Core Strategy was adopted in 2007 setting the strategy for development in the district. The nearest village is Great Ayton and the Policies and Allocations DPD (adopted 2010) identifies only very minor allocations in this village. It is unlikely that development in Hambleton will have any impact on development in RCBC.

Our Plan 2013-2018, Redcar & Cleveland Partnership

2.2.38 The **Redcar & Cleveland Partnership** is a group of representatives representing various bodies that includes Elected Members, public sector organisations, voluntary and community groups, and local businesses. Its role is to determine the priorities for the borough, and co-

ordinate activities that will improve services and outcomes for local people. As part of this role they have developed a vision and priorities for the borough in **Our Plan 2013-2018**, which the Local Plan can in part help to achieve.

2.2.39 There are three Outcomes for the area broken down into specific Priorities that provide the focus for delivering services in the borough. Those Outcomes and priorities relevant to planning are:

- Grow our economy and create more jobs;
- Safeguard existing business and support them to grow;
- Secure inward investment;
- Get local people into jobs;
- Develop great places to live;
- Good range and quality of housing;
- Clean, safe and attractive neighbourhoods;
- Top quality schools;
- Improve quality of life;
- Things to enjoy;
- Promote positive health choices;
- Protected vulnerable people; and
- Improve transport and access.

North York Moors National Park

2.2.40 The National Park extends into RBCB, however, in this area planning policy and development management is carried out by the National Park authority. The Core Strategy for the National Park adopted in November 2008 it covers strategic and site specific issues. Due to the strong protection policies in place for the National Park and supported in the Core Strategy, the Park limits development of RCBC towns and villages. For instance, Guisborough borders onto the National Park preventing the southerly growth of the town. However, Core Strategy policy may permit some limited housing development associated with Guisborough, defined as a 'Service Village' in the plan. Other villages that are on the border of the National Park partly within it include Newton-under-Roseberry in the south of the borough; Charltons that is mostly in the National Park and partly in the south of RCBC Local Plan area; and Easington near the coast to the east, which although entirely outside the RCBC Local Plan area is prevented from coalesces with nearby Loftus due to the controls on development in the Park.

2.2.41 A new Local Plan is under preparation for the period 2017 to 2035. However, this has not yet reached examination stage and therefore, not adopted.

2.3 Sustainability Issues and character

- 2.3.1 **Table 2.1** includes a summary of the issues identified from the review of other plans and programmes and the baseline characteristics of the borough and its context. The issues are based on the Scoping Report July 2015, consultation responses to scoping, as well as earlier stages of SA.
- 2.3.2 In addition, a summary of the characteristics of the main settlements is shown in **Appendix D**. This is adapted from the Preferred Housing Allocations - Background Evidence Report' to the Communities DPD prepared by RCBC at earlier stages of plan preparation. Maps contained in **Appendix C** show the deprivation characteristics of the borough taken from the Indices of Deprivation 2015.

Table 2.1: Sustainability issues for the Local Plan and Sustainability Appraisal

Headline Objective	Summary of issues
Biodiversity and geodiversity	<p>The borough contains a number of sites of nature conservation and biodiversity importance ranging from the international to local level. There is a need to protect these designated sites, and other unprotected areas of biodiversity interest and enhance where possible, as part of new development. This includes through direct effects from development on or adjacent to these sites, as well as giving consideration to indirect effects (e.g. recreational pressure), as well as effects on 'functional land' supporting qualifying species on European Sites.</p> <p>To help species adapt to the impacts of climate change it is important to ensure connectivity between habitats and across borders as part of permeable wildlife corridors.</p> <p>Brownfield sites can be equally, if not more, biologically diverse than greenfield sites. It is therefore an important issue to consider and to incorporate biodiversity where possible as part of many developments.</p> <p>There are important links between biodiversity and other key issues such as air quality, water quality and climate change. Promoting biodiversity can also help to create attractive locations.</p>
Seascapes and landscapes	<p>The borough has a number of high quality seascapes, landscapes and landscapes, including the North York Moors National Park and the stretch of coast from Saltburn to Staithes that is designated as a Heritage Coast.</p> <p>Development pressures, including wind farm development and new housing, can have an impact on the character of areas.</p> <p>High quality design and sensitivity to local setting and views should be promoted as an important part of development in both urban and rural areas.</p>
Heritage assets	<p>Heritage is irreplaceable and is at risk from activity, development and land use. The sustainable future of this vulnerable and irreplaceable resource relies upon the management of change, as well as protecting this finite resource.</p> <p>Sustainable heritage-led urban and rural development based on high quality design that reinforces local distinctiveness should be encouraged and supported.</p> <p>Traditional methods of construction and land management are often sustainable, though seen as inefficient.</p>

<p>Air quality</p>	<p>There is a need to maintain the generally good air quality within the borough through ensuring that development is promoted in sustainable locations and not where they are likely to impact negatively on air quality.</p> <p>Industrial emissions are significant but generally decreasing and emissions from road traffic are generally low, although this could increase with economic recovery and increased car use.</p>
<p>Water quality and water resources</p>	<p>There is a need to ensure that water is managed well and that the sustainable use of water resources is considered as part of development.</p> <p>Future economic growth coupled with changes in weather as a result of climate change will place pressure on the region's water resources.</p> <p>Increased storminess and unpredictable weather events are likely to result in increased risk of flooding incidents.</p> <p>Hotter, drier summers may increase demand for water based recreation and clean bathing waters.</p>
<p>Energy consumption and greenhouse gases</p>	<p>Potential increase in emissions during economic recovery.</p> <p>There is a need to encourage energy efficient design and construction.</p> <p>There is a need to encourage the use of renewable and low-carbon technologies.</p> <p>There is a need to minimise growth in greenhouse gas emission, and where possible reduce them.</p>
<p>Extreme weather events and resilience</p>	<p>Predicted increase in extreme weather events.</p> <p>There is a need to mitigate and adapt to the impacts of climate change.</p> <p>Developments, including buildings and landscapes, should be well designed to withstand future climates.</p> <p>Development should be located in areas less prone to flooding, taking climate change into account.</p> <p>Climate change could impact on agricultural practices.</p> <p>There is a need to ensure that new development does not increase the amount of impermeable hard surfaces which impede filtration and instead sustainable drainage systems should be promoted. There is a need to establish baseline and monitor implementation of any future Surface Water Management Plans.</p>
<p>Waste and recycling</p>	<p>There is a need to ensure that existing high recycling rates, and low amount of waste set to landfill, are maintained</p> <p>New housing and other development will increase the demand for building materials, and increase the amount of waste produced. The reuse of buildings and use of recycled aggregates and building material, and the minimisation of waste, should be promoted.</p>
<p>High quality design</p>	<p>There is a need to ensure that high quality design and sustainability are embedded as an integral part of development.</p> <p>Good design should apply not only to the appearance and layout of development, for example designs which contribute to quality of place, crime reduction and healthier communities, but also to their sustainability in terms of energy efficiency, accessibility, use of local materials, etc.</p>

<p>Empowered and active communities</p>	<p>There is a need to support communities to be active and involved in shaping their neighbourhoods.</p> <p>There is a need to promote cohesive and integrated communities.</p>
<p>Housing</p>	<p>The borough's industrial past has resulted in an imbalanced residential offer with an excess of older urban terraces and planned social housing estates.</p> <p>If the borough is to attract and retain the key groups who will underpin its growing economy, we need to provide a wider choice of property type and size to meet modern aspirations and needs. Whilst maintaining a housing stock for those on lower incomes and to accommodate and ageing population with shrinking household size.</p> <p>To help encourage people to move to the area there is also a need to improve the quality of the public realm and to create attractive and safe places for people to live and work.</p> <p>Facilitating the development of new housing in sufficient numbers to meet the borough's needs and aspirations is a key issue. Developing houses in areas where people want to live, and where development is viable, may put pressure on the urban fringe and the surrounding high quality countryside</p> <p>Particular consideration must be given to the delivery of regeneration sites and addressing housing market failure, which may be challenging in the current economic climate, to create sustainable, coherent and cohesive communities</p> <p>Improving the condition of the housing stock and bringing empty property back into residential use to create homes that are healthy, energy efficient and safe is also an important issue.</p>
<p>Safer communities</p>	<p>There is a link between poor health, high levels of crime and poverty.</p> <p>There is a need to ensure that development is well planned and promotes public interaction and natural surveillance as part of good design to create safer communities.</p>
<p>Public Health and opportunities for physical activity</p>	<p>In Redcar and Cleveland there are many health challenges to tackle, including high levels of illness linked to lifestyle and other risks.</p> <p>There is a need to create communities which are safe and encourage healthy lifestyle choices, including physical activity, as well as ensuring good access to primary/secondary care and other facilities.</p> <p>There is a need to ensure good provision and access to good, healthy food, and facilities for formal and informal recreation, including green and open space.</p> <p>There is a need to ensure that opportunities for sustainable transport, including walking and cycling, are prioritised and incorporated into development.</p>
<p>Key services and facilities</p>	<p>There is a need to ensure that key services and facilities are located in accessible locations where they can serve local communities and benefit from good public transport access.</p> <p>There is a need to retain local community services and reduce the need to travel.</p> <p>Lack of accessibility can be a particular issue in rural areas and areas of multiple deprivation.</p>

<p>Sustainable transport</p>	<p>Travel choices within the borough can be more limited, particularly in more rural areas of the borough and for those without access to a car, which can result in social exclusion.</p> <p>Car ownership is increasing, while public transport patronage is declining, which could lead to increased congestion and air quality issues.</p> <p>There is a need to ensure that development is well located and sustainable transport options are promoted and attractive.</p>
<p>Employment, education, skills, jobs and training</p>	<p>There are high levels of unemployment and economic inactivity within the borough. There are low levels of educational attainment. The closure of the SSI Steelworks in 2015 has a significant impact on the number of jobs in a sector that had characterised the Teesside area.</p> <p>While there are many high skilled jobs within the borough, they are often taken by those who reside elsewhere and commute into the borough. However, the proportion of people in 'professional and managerial' jobs in the borough is lower than the average in the north east and Great Britain and the proportion in machine operation and elementary jobs is higher (Nomis, Oct 14 to Sept 15).</p> <p>The borough has relatively few jobs, with a job density of only 0.56, this is the ratio of total jobs to the population aged 16 to 64. This is very low compared to Great Britain (0.8) and even the north east (0.68).</p> <p>Women's average net full time weekly wage is almost £140 per week less than men's. Overall wages are better than the north east but less than the national average.</p> <p>There is a need to build a competitive workforce, by increasing aspirations and opportunities for employment within the borough, as well as increasing the borough's attractiveness to those with high educational attainment.</p>
<p>Sustainable economic growth, enterprise and industrial excellence</p>	<p>Redcar and Cleveland has been reliant on chemical and steel processes. There has also been a great interdependency relationship of these uses within the remaining industrial economies, particularly so in the Petro-Chemicals cluster where business and products are strongly related and in many cases, dependant on shared infrastructure. However, with the closure of the SSI steelworks this has caused a change in the area and the focus on large employer that are reliant on the international market puts the economy of the borough at risk of rapid change.</p> <p>The borough also has a weak service sector which needs to be addressed. Delivering local economic benefit by shaping positive changes in the structure of the economy is an important issue.</p> <p>There is a need for modernisation of the business base. This applies to both the industrial and service sectors to create the conditions for further growth and diversify the borough's economy.</p> <p>A number of existing industries at South Tees are of national and regional importance.</p> <p>There are opportunities to support the expansion, and/or diversification, of the port, petro-chemical and other industries.</p> <p>There is limited site availability in South Tees and therefore a need to increase access to land in this area.</p> <p>There are opportunities to expand waste management and low carbon sectors within the borough.</p>

Leisure and tourism	<p>The borough's tourism economy has not experienced the same growth as other areas of the UK.</p> <p>There is therefore considerable potential to strengthen the borough's tourism offer over the next ten years, further helping to diversify the economy by building on a re-designed seafront at Redcar and East Cleveland as a high quality location for outdoor activities.</p>
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2.4 Sustainability Appraisal Framework

Introduction

2.4.1 The sustainability framework is a set of objectives and indicators that help define what sustainable development means for the SA of the Local Plan. The framework provides a consistent definition of sustainability that can be used as the basis for assessing strategy, policies and allocations.

2.4.2 The objectives are based on a definition of sustainable development that is relevant to plan making and to the borough.

Defining Sustainable Development

2.4.3 The sustainability framework and its objectives have their basis in a general consensus on what sustainable development means. The broad principles of sustainable development agreed at a national and international level relate to Resolution 42/187 of the United Nations General Assembly are defined as '*meeting the needs of the present without compromising the ability of future generations to meet their own needs*'.

2.4.4 The UK Sustainable Development Strategy *Securing the Future* set out five 'guiding principles' of sustainable development: living within the planet's environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.

2.4.5 Therefore, implicit in this is that sustainable development should relate to intergenerational equity as well as ensuring equality in the current generation, so the use of resources by some should not impact of others in the future, as well as now.

2.4.6 The NPPF recognise that for planning there are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- **an economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- **a social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and

- **an environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.
- 2.4.7 To use such ideas in examining land use or spatial plans, something more specific is needed. Therefore, a sustainability framework has been developed to establish a common and consistent definition of what it means to achieve greater sustainability in the borough for the SA.
- 2.4.8 The framework is derived from the characterisation of the area in **Sections 2.2** and **2.3** and the Scoping Report (**Appendix A**), that takes into account the consultees response to scoping.
- 2.4.9 The sustainability framework tries to identify those matters of environmental, economic and social capital that are basic to well-being and which we want as much of, or more of, in the future. The sustainability framework identifies these basic elements together with what constitutes a better position for each element. It tries to be comprehensive whilst keeping the different items in the framework distinctive.
- 2.4.10 Ideally quantified indicators and targets would be included. However, quantifying each of these objectives, and developing relevant indicators is a difficult process as the very nature of the majority of the content of a development plan would not enable change to be directly attributed to the influence of the plan, or to be measured. Therefore, the SA is principally concerned with whether the direction of change that the Plan would be likely to bring would be positive in achieving more sustainable development, rather than with attempting to quantify changes.
- 2.4.11 The objectives can be further developed to include indicators for monitoring, through combination with the proposed monitoring framework for the Local Plan. More information on monitoring is included in **Section 5.2** of this SA Report.
- 2.4.12 The sustainability framework takes the form of a 'headline' sustainability issue. For every issue there is an associated sustainability objective, which sets out what the Local Plan should be trying to achieve in relation to sustainable development. These are each accompanied by a set of supporting objectives; these are examples of the ways the Local Plan may directly impact on the main objective, representing a move towards greater sustainability. The principle objectives and headline are set out in **Table 2.2**, with the full SA framework in **Appendix E**.
- 2.4.13 The objectives have a purpose of providing a systematic basis for the stages of sustainability appraisal. By comparing the proposed plan objectives, strategy, policy and allocations against this definition, it is possible to determine if the plan is likely to be making a contribution to greater sustainable development.

Iteration of the Sustainability Framework

- 2.4.14 The sustainability framework as it appears now (**Appendix E**) is a result of several iterations with detail of this shown the Scoping Report **Appendix A**.

2.4.15 The final framework takes into account:

- the review of plans and programmes, including objectives for other strategies covering the area (**Section 2.2** and **Appendix B**);
- the baseline information and identification of key sustainability issues (**Section 2.3**); and
- the topics that Strategic Environmental Assessment (SEA) must cover listed in Annex 1 (f).

Table 2.2: Sustainability Framework

	Headline	Sustainability Objective
Core Theme: Protecting, conserving and enhancing the borough's built, historic, cultural and natural environments		
1	Biodiversity	Protect and enhance biodiversity and geodiversity
2	Landscapes	Protect and enhance the quality, distinctiveness and setting of the area's seascapes and landscapes.
3	Historic and Built Heritage	Protect and enhance all heritage assets of special archaeological, historical and architectural interest
4	Air quality	Protect and improve local air quality
5	Water resources	Protect and improve water quality and water resources.
6	Energy	Reduce energy consumption and greenhouse gas emissions
7	Climate resilience	Reduce the impact of severe weather events and increase the resilience of the borough
8	Waste, minerals and land	Minimise waste and increase the reuse, recycling and recovery of waste and efficient use of land.
9	Design	Encourage high quality design and sustainable construction in development
Core Theme: Delivering healthy, sustainable, inclusive and cohesive communities		
10	Communities	Empowered and active communities who are proud of where they live
11	Housing	Improve the quality, availability and accessibility of housing in the borough
12	Safer communities	Create safer communities and protect people from harm
13	Health	Improve public health and provide opportunities for physical activity
Core Theme: Improving connectivity		
14	Accessibility	Improve the accessibility and quality of key services and facilities
15	Transport	Increase sustainable transport options and usage
Core Theme: Diversifying and strengthening the local economy		
16	Improve employment	Increase employment and improve the level of education, skills, jobs and training.

	Headline	Sustainability Objective
17	Economic growth and industrial excellence	Encourage sustainable economic growth, diversify and strengthen the local economy and encourage enterprise and encourage industrial excellence.
18	Leisure and tourism	Increase leisure and tourism opportunities

3 Sustainability Appraisal of the Plan to Date

3.1 Introduction

- 3.1.1 This chapter of the SA Report sets out the process of Local Plan preparation and SA that has led to the current consultation version of the plan that sets out the preferred strategy, policy and allocations. This has included the SA process followed for earlier stages of Local Plan preparation, SA of housing growth options and the consideration of all reasonable alternatives considered for housing sites.
- 3.1.2 This chapter covers the SA of:
- growth options;
 - strategic growth distribution; and
 - housing sites.
- 3.1.3 The stages of SA already completed to reach this stage have also incorporated the assessment of 'reasonable' alternatives to the preferred approach that is now part of the proposed Publication Local Plan 2016.

Local Plan and SA stages completed to date

- 3.1.4 It is useful to note at this stage that several stages of Local Plan preparation and SA that were previously completed prior to the work starting on the new Local Plan. These stages have been part of the iteration of policies and proposals that have led to the current Publication Local Plan 2016.
- 3.1.5 The SA of the emerging Local Plan is intended to be an iterative process, with feedback between successive stages of SA and plan preparation. This approach means that many of the options considered in preparing the strategy can be made explicit and appraised for relative sustainability effects.
- 3.1.6 The stages of SA and plan preparation completed so far are:
- **SA of the Draft Local Plan (October 2013):** The proposed policies and alternatives were appraised of the emerging Draft Local Plan 2013. An SA Report was prepared that documented the SA process and findings, which was available for public consultation alongside the Draft Local Plan. This included the appraisal of options for sites and strategy. Consultation Responses received to the SA were taken into account in the ongoing SA process (leading up to this currently 2016 version).
 - **SA of the Publication Local Plan (July 2014 – withdrawn):** The SA was undertaken of the emerging Publication version of the Local Plan and an updated SA report prepared. However, the Local Plan was withdrawn prior to consultation so the SA was never consulted on with the public or stakeholders. The SA process completed in 2014 informed the publication version and relevant aspects are taken forward in this 2016 version.
- 3.1.7 The process of SA is also a continuation from the SA work completed of the previous Core Strategy preparation. This included full SA of the emerging Core Strategy with a report

accompanying the final adoption version in March 2006. This is now quite out-of-date but it is a useful reference point for this SA.

- 3.1.8 **Scoping Report:** As referred to in **Section 1.4** for the new Local Plan SA a new Scoping Report (**Appendix A**) was prepared at the start of the process for SA. This was consulted on with statutory consultees and other stakeholders with their comments taken into account in the updated scoping report.
- 3.1.9 **SA of the Draft Local Plan (May 2016):** The proposed policies and alternatives were appraised of the emerging new Draft Local Plan 2016 and an SA Report was prepared. The SA process completed in 2014 has informed the new draft version of the Local Plan (2016) and consultation responses received to the 2013 SA were taken into account. This report shared much in common with the current Publication Local Plan SA, as the plan has remained largely the same. Recommendations of the SA Report in 2016 were taken into account in preparing this Publication Version. Comments received specifically on this Draft Local Plan SA Report have also been taken into account in updating the SA, these were very minor and are included as **Appendix B**.

3.2 Assessing reasonable alternatives

- 3.2.1 The SEA Regulations require that the environmental implications of alternatives are assessed and reported. The Regulations state assessment is needed to identify, *'the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme'* (SEA Regulations 12(1)).
- 3.2.2 It is important that all the options considered at this stage are *reasonable* for the Local Plan, and therefore the alternatives must be:
- **realistic**, in that they are plausible alternatives which could be implemented and they are realistic having regard to national policy;
 - **related** to the objectives of the plan; and
 - Within the **geographical scope** of the plan as they relate to the distribution of development specific to RCBC area.
- 3.2.3 For the SA of the Local Plan reasonable alternatives considered were on choices to be made on the strategic distribution of development, the level of housing growth, and the allocation of sites from a range of options – as well as for some policies. Also, and perhaps most fundamental was making a decision on whether to proceed with preparation of a new Local Plan or rely on the existing Core Strategy and preparation of DPDs.

Context for alternatives

- 3.2.4 The Local Plan is not prepared in isolation, as noted in **Section 2** the plan must comply with national planning policy and legislation, as well as having a role in helping to deliver other plans and strategies that are relevant to the borough.
- 3.2.5 The Local Plan is also prepared in the context of the local democratic process and the aspirations of democratically elected Council members representing their constituency to help shape development in the plan area. This provides an additional framework in which the Local Plan is prepared and therefore the options that can be considered for the Local Plan strategy,

as well as the direction of some more detailed policies. This role of the Local Plan in guiding development to fit local needs is recognised as part of the Localism Act 2011. As set out in the Planning Practice Guidance (PPG) the Local Plan:

“...must be developed in order to be justified, effective, consistent with national policy and positively prepared to deliver sustainable development that meets local needs and national priorities.” (Paragraph: 001 Reference ID: 12-001-20140306)

- 3.2.6 There is also a statutory ‘duty-to-cooperate’ as part of planning legislation and to consult with relevant others (e.g. neighbouring local authorities) on delivery sustainable development when it comes to strategic cross-boundary issues.
- 3.2.7 This means that although there is the requirement through national policy to deliver sustainable development through the NPPF, this needs to be taken in the context of other national policy and legislation and the democratic decision making process that is inherent to the English planning system. Therefore, the justification of preferred options for the Local Plan must also take into account local priorities in defining what is sustainable for Redcar & Cleveland.
- 3.2.8 The SA of policies also contains details of the appraisal of reasonable alternatives where these remain part of the plan. For specific policies options may also have been considered where a reasonable alternative approach was identified. Where this is the case the SA includes (in **Appendix G**) an assessment of the relative effects of the various approaches put forward.

3.3 Housing Growth Options

Introduction

- 3.3.1 This section provides high level analysis of six housing plan options being considered by RCBC. The purpose of the SA is to help identify the relative implications of the six growth options proposed by the Council in delivering sustainable development in the borough to the end of the plan period.
- 3.3.2 The SA of growth options relates only to the level of housing growth and does not include consideration of the spatial distribution of this growth.
- 3.3.3 It is not the purpose of the SA to question or provide validation for the evidence base that has informed the identification of the growth options and objective needs assessment (OAN).
- 3.3.4 The six proposed growth options, expressed as net additional dwellings, are shown in **Table 3.1**.

Table 3.1: Housing Growth Options

	Dwellings per annum	Total dwellings in the Plan Period 2015-2032 ¹	Would this require land on greenfield sites beyond the development boundaries?	Estimated population increase above predicted population growth ²
Option 1: Objectively Assessed Need	132	2,482	No	25
Option 2: Historical Average Delivery	186	3478	Yes: 200+	125
Option 3: Sustainable Population Growth	234	4,369	Yes: 1000+	250
Option 4: Significant Population Growth	290	5,435	Yes: 2000+	375
Option 5: Aspirational Population Growth	340	6,358	Yes: 3000+	500
Option 6: Exceptional population growth	404	7,548	Yes: 4000+	625

¹ These figures contain a 10% additional buffer to promote flexible and continuous supply

² Sub-National Population Projections 2012 (SNPP-2012: ONS) estimates a decline of 5 persons per year over the plan period (as reported in the SHMA ONS February 2012)

3.3.5 The detailed assessment of growth options is included as **Appendix F**.

Method of assessment

3.3.6 The objective of the SA of the growth options is to determine what difference exists between the six options in delivering sustainable development when compared to the Sustainability Objectives of the sustainability framework (**Section 2.4**).

3.3.7 At this strategic level for the majority of issues it is not possible to identify clear cause and effect relationships between proposed growth and implications for sustainable development. Therefore, instead of using an appraisal 'scoring' system, where impacts are identified as positive, adverse etc., the assessment identifies the likely extent to which sites would meet the objective (1 to 3 where 1 is most likely and 3 least likely). Where it is not possible to determine the relative effect, to an unknown or unpredictable relationship, each site is score with a '?'.

3.3.8 This method allows varying degrees of effect to be identified to better identify the 'least' and 'most' compatible with the sustainability objective, although it is worth noting that there is no differentiation of positive or negative. Also, the method does not indicate a linear effect (e.g. the best site may perform substantially better than those ranked 2 or 3). Despite these limitations the ranking method is most suitable at this strategic level of assessment where there are many unknowns on implementation (e.g. choice of sites) that could impact on the final assessment of effects.

Derivation of the Growth Options

- 3.3.9 The options for growth that have been put forward for consideration by RCBC are derived from a comprehensive evidence base drawing on statistical population predictions, housing market assessment and with reference to policy aspirations for development.
- 3.3.10 The starting point for considering growth options is determining the OAN¹. This is a clear understanding of the future housing needs and is defined by the Planning Advisory Service as; *'The housing that households are willing and able to buy or rent, either from their own resources or with assistance from the state'*. The OAN should be based on government projections of population and household growth but taking into account factors that could affect local demographic change and household formation rates that official projections do not capture.
- 3.3.11 The *Strategic Housing Market Assessment Volume Two: Objectively Assessed Housing Need* (SHMA) (February 2016) prepared by independent consultants for the RCBC identifies an OAN for housing growth based on past and projected population growth and household change (but not taking into account policy aspirations).
- 3.3.12 This identifies that the Office of National Statistics (ONS) sub-national population projections 2012 (released 2014) identify that population decline has slowed. This means over the plan period the population will only decline by approximately 82 people or 5 people a year. Over the plan period the Department of Communities and Local Government 2012-based household projection ('CLG 2012'), issued in February 2015 shows numbers of households in RCBC increasing by 2,051 households (120 households per year).
- 3.3.13 Allowing for a 'market-signals' uplift of 10% this gives rise to an OAN from 2015-32 of 132 dwellings per annum, equal to 2,256 net additional dwellings during the plan period to deliver the SNPP 2012 predication.
- 3.3.14 The OAN is identified as Option 1 for housing growth, with each of the other 5 showing a steady increase in housing supply and associated increase in population to Option 6 that would see an increase of 650 people over the plan period. It should be noted that the 'Housing Strategy 2012-2017' includes the ambitious housing growth target of 400 homes per year, to deliver 6000 homes by 2025. This is equivalent to housing growth Option 6.

Assumptions

- 3.3.15 To enable the assessment of the growth options some assumptions have to be made on their delivery. It may be that some of these assumptions are simplistic but they provide a level baseline on which appraisal can be established. Assumptions for appraisal against each sustainability objective are shown in the matrix in **Appendix F**. However, the principal assumptions are:
- That lower growth options are more likely to lead to a more rapidly ageing population, with an increased proportion of over 65 year olds and a decreasing number (and proportion of 64 or younger);

¹ The SA does not seek to review the accuracy and validity of background evidence that has informed the housing growth options paper. This includes the Objectively Assessment Need, housing capacity (SHMAA and SHLAA), 5-year land supply etc. The SA assumes that these are correct.

- Appropriate generic development management policies and national policy will be applied when making planning decisions on development e.g. protecting biodiversity, avoiding flooding etc.;
- Higher growth options will require additional land take beyond that identified in the much of this will be on green field sites;
- Growth will be additional to that in neighbouring authorities and not necessarily displace this other growth, leading to additional resource demand; and
- The market can deliver all housing options.

3.3.16 An assumption is also made in the SA that the levels of growth can be achieved in the borough, without adversely affecting the ability of neighbouring authorities to achieve their aspirations for growth and sustainable development in their plan area. In reality there may be conflicts. For instance, many of the neighbouring and nearby authorities, especially in the North East, are looking to address issues of falling or stagnating population by help either to reduce out-migration or secure more in-migration in the same way as the borough. Therefore, it may not be possible for all areas to meet their objectives for growth given the likely limits to demand. Through the Duty to Cooperate it will be important for RCBC to recognise and respond to the aspirations of other authorities to allow a joined up strategy for successful growth in the region.

Uncertainties

3.3.17 There are also uncertainties when undertaking the SA that may have an influence on the outcome of the assessment. Whilst there has been an attempt to reduce these uncertainties as far as practicable there are issues that remain that are likely to have a substantial impact on the assessment of effects. The main issue is this assessment of growth has not been included the spatial distribution of growth.

Identified Effects

3.3.18 **Appendix F** contains the full assessment of the relative effects of growth options against each of the sustainability objectives developed for the SA. However, this section identifies the key themes that differentiate potential effects for sustainable development of each of the six options. These are:

- Land requirements – and how much additional land may be required to deliver the option;
- Changing demographic profile – including resident labour force and proportion of older people;
- Ability to support economic growth aspirations;
- Effect on the use of resources; and
- Effects related to pollution.

Land Requirements

3.3.19 Background evidence in the Strategic Housing Land Availability Assessment (SHLAA) suggests that there are sites with planning permission or under construction to deliver 2,231 homes over the plan period, with sites identified to accommodate up to 270 homes on previously developed land in the development limits. This is a total of 2,501 homes.

3.3.20 It is likely that all development options (potentially with the expectation of option 1 'OAN') will need new greenfield sites to allow a flexible supply of land to meet the needs of the market. Therefore, for each incremental increase in housing requirement under each option there will be an associated increase in land required on greenfield sites. Currently, there is capacity for 733 new homes on identified greenfield sites within development limits, but from Option 2 onwards for each option additional greenfield land may be required, this could include land in existing green wedges and strategic gaps. For Option 2 it would only be 200 new homes, but by Option 6 this is over 4,300 new homes – with a substantial land requirement.

3.3.21 For any additional land requirement there is likely to be an increasing risk that development will have an adverse impact on natural environment assets. For instance, loss of agricultural land, impacts on nature conservation and effects on landscape and visual impact.

Change in the demographic profile

3.3.22 Based on population forecasts completed as part of the evidence base for the Local Plan it is likely that the lower growth options will be less likely to be able to support a demographically mixed population. The overall population increase will be limited and is very likely to result in a rapidly ageing population with a greater proportion of people aged over 65. This may have an effect on the community character and sustainability the towns and villages of the borough. For instance, through lack of population to support local services and facilities, potential decline in young people and children, especially in the rural towns and villages.

3.3.23 The lower resident population may also have an impact on the continued viability of district centre of Redcar and other local centres, such as in villages or residential neighbourhoods, with local services closing reducing access to these for the remaining residents.

3.3.24 Higher growth options could also have an impact on the population and demographic mix. For example, increase demand beyond supply in local services including schools, health centres and other community services.

3.3.25 At the strategic level it is difficult to say with any certainty on how issues such as inequalities and relative deprivation will be influenced, as much will be reliant on the spatial distribution of growth and bringing new homes and services into areas that are currently characterised by deprivation. However, it could reasonably be assumed that those options that promote more growth are more likely to have an impact on addressing some issues of population decline and an ageing population and reduce deprivation in parts of the borough.

Economic Growth Aspirations

3.3.26 The higher growth options should help retain (or attract back) more young working age population in the borough. This may help secure a resident workforce with a skill set to support a varied economic base and help increase job growth.

3.3.27 Following growth options that support a more diverse population will be very important in securing the borough's long-term economic sustainability. A lack of workforce is likely to have an adverse effect on the attractiveness of the area for inward investors, and exacerbate economic deprivation borough.

Effects on resources

- 3.3.28 The assumption for the SA of the growth options is that all growth options would represent 'additional growth' i.e. it would not simply displace other growth that would occur in the same period in the region or wider UK. Although, the SA does recognise that this may not be the case in reality as there are limits to the overall housing demand the region and sub-region.
- 3.3.29 However, based on this assumption the higher growth would create more of a demand for resources for construction and operational stage, including building materials, energy and water supply. There would also be a greater creation of waste through higher growth options. There is the potential for this increase in resource use to have beneficial economic effects during the plan period, although on resource availability the effects are likely to be negative.

Pollution Effects

- 3.3.30 The SA finds that higher levels of growth are more likely to lead to increased pollution effects, in particular relating to air quality and greenhouse gas emissions. Higher growth options will inevitably result in an increase in trips made by car in the borough. This may contribute to a decline in air quality. However, as air quality and congestion are currently not identified as a current in the borough impacts are not likely to be significant, although the impact of the highest growth option may depend on the distribution.

Planning for the right amount of growth

- 3.3.31 Selecting a preferred growth option is also important to ensure that a sustainable spatial strategy, which is Local Plan led, can be delivered in the borough. For instance, if too high a growth option is pursued and during the plan period it cannot be demonstrated that there is a 5-year housing supply then this could undermine the spatial strategy for the borough area and may result in permission being granted for housing that is in locations where it may not be desirable, including locally protected greenfield sites. If a growth option is selected that is not ambitious enough it may stifle desired outcomes for the borough and result in a low or negative population change, more rapidly increasing the proportion of people aged over 65 as young people continue to move away.

Potential mitigation measures

- 3.3.32 The principal mitigation measure to avoid and mitigate impacts will be through the choice of suitable sites for allocation that help deliver sustainable development. For instance, by avoiding sites that are in areas of known high nature conservation value, allocating sites that have good access to a range of services, jobs and facilities in walking distance or with direct public transport connections; avoiding areas of landscape sensitivity etc.
- 3.3.33 In addition, site assessment should be used to identify appropriate mitigation policy that should be put in place for individual site allocations (especially on strategic or large development sites). This is in addition to a suite of policies in the Local to help avoid and mitigate potential effects.
- 3.3.34 Other mitigation may include:
- Undertaking infrastructure capacity studies to ensure that the potential impact of growth is identified and planned for, covering social infrastructure, utilities capacity and transport;
 - Developing a Community Infrastructure Levy (CIL) in the future for the borough if it is found that this would not harm the delivery of sites as a result of financial viability. If achievable, CIL could help ensure financial contributions are captured from new

development sites that can go directly to meeting the needs of the communities in the borough;

- Developing at suitable densities to make the best use of land, for sustainable use of land densities, it is recommended that this achieves a minimum of 30 dwellings per hectare on the developable area of each site (subject to constraints), higher densities should be achieved central Redcar and near local centres and at public transport hubs;
- Implementation of other plans and strategies in the RCBC, for instance on waste management, local transport, school organisational plans etc.

Overall ranking

- 3.3.35 For a simple picture of the performance of the relative performance of each of the six options in comparison to the sustainable objectives it is possible to sum the ranking for each. These only consider the objectives that have a relative scoring, not those marked as unknown.
- 3.3.36 This shows that for the 'environmental' sustainability objectives covering: biodiversity, land use, air, climate change, waste and landscape the lower options performed better than higher.
- 3.3.37 For the 'social' sustainability objectives covering: housing, learning, sustainable communities, access to transport the better performing options are Option 3 and 4, with Options 1 and 6 the performing least well.
- 3.3.38 For the 'economic' objectives the higher growth options performed better at meeting objectives, with Options 5 and 6 performing best and Option 1 least well.
- 3.3.39 As set out in the context sections of the SA, one of the main objectives for the plan area is to help deliver a sustainable and demographically diverse population, as well as supporting the economy through supporting and retaining a resident workforce by reducing out-migration of younger people. The SA demonstrates that medium growth options, such as Option 3 and 4, are possibly better able to meet these objectives, with risks of population decline and a more rapidly ageing population with lower growth and the risk of overstretched services through higher growth.
- 3.3.40 The risks related to the natural environment and resource use are likely to increase with higher rates of growth. However, many of these types of impact can be avoided and mitigated through the choice of site allocations and policies to help manage the delivery of development in the borough

3.4 Spatial Distribution

- 3.4.1 Options should be considered in helping to determine the preferred spatial strategy for the borough. This relates to how the development will be distributed around the plan area to secure growth in a way that is compatible with and supports a sustainable spatial strategy.
- 3.4.2 The options for this distribution have evolved up to the preparation of the current Local Plan from the 2013 draft version.

Proportional split of development to the urban/coastal and rural areas

- 3.4.3 The principal option that was considered at Draft Local Plan in 2013 stage was the quantity of housing that should be concentrated in and around the conurbation (now referred to as the 'urban' and 'coastal' area) versus that which should be directed to more rural parts of the borough.
- 3.4.4 The four options were considered; these were:
- to maintain the Core Strategy target of 70% of new housing in the conurbation and 30% in rural areas;
 - pursue a revised target of 60% in the urban/coastal and 40% rural (preferred option);
 - only 55% in the conurbation and 45% rural; and
 - an option to not have a 'locational strategy' target.
- 3.4.5 In terms of seeking sustainable development, focusing 70% of the housing development in the conurbation (urban/coastal area) may have performed well, as a result of focusing development in locations that are likely to have better access to local services and jobs and support the regeneration of urban areas.
- 3.4.6 This option would be the theoretical 'business as usual' as it would be a continuation of the Core Strategy. However, in practice this is not 'business as usual' in as this proportional split was never achieved as due to issues of the viability of sites in the urban area and attractiveness of rural areas for development means that the split achieved was much more even between the two (in addition to house clearance strategies in the urban area). Therefore, despite an aspiration for a greater proportion of development in the urban area in reality this may not be deliverable. There is also the risk that this focus would mean that the vitality and viability of some rural settlements could not be maintained, with no new housing growth to support growing populations in these areas.
- 3.4.7 There is nothing to indicate that for the current Local Plan that the situation would have changed and 70:30 would now be a realist and deliverable aim for the borough, as it is contrary to the housing market demand. Therefore, pursuing this 70:30 split is unlikely to be effective in halting the population stagnation and decline currently experienced in the borough and achieve the aspirations for population growth in the borough with younger people choosing to stay in the area.
- 3.4.8 In contrast seeking only 55% of the growth in the urban/coastal or conurbation may not be sufficient growth to meet the regeneration needs of these area, especially where there have been housing clearance over recent years. Also, as the rural area is more dispersed, focusing 45% of the growth in these areas may lead to unsustainable travel patterns, where people have to rely on car travel to get to essential services jobs.
- 3.4.9 The fourth option of not stating in the Local Plan the intended distribution of development in the borough could have negative impacts on achieving sustainability. It is the role of the Local Plan to guide development to locations that are compatible with sustainable development. It will not be possible to deliver the desired Outcomes of the Local Plan without having a strategy in place. This option may also not be reasonable to consider as the NPPF requires that plans identify development locations. However, it should be noted that a strategy is more than just the split of development around the borough. It should also consider how the

development will address specific demands in separate parts of the 'conurbation' or 'rural' area.

Potential for consideration of further options

- 3.4.10 RCBC did not specifically seek to consider additional 'finer grain' distribution of options. For instance, identifying the role of settlements and their potential to deliver specific growth objectives. However, this may not have been a reasonable approach as much of the strategy is already part of background documents that informed the Local Plan. This includes the Redcar & Cleveland Regeneration Masterplan that promotes population growth in the rural area and Guisborough and sets a framework for development in Skelton and Loftus. In addition, to the need to drive development in the Urban Area to deliver regeneration, for instance within Grangetown and South Bank.

Draft Local Plan 2016 Strategic Distribution

- 3.4.11 The preferred option discussed in 2013 remains the preferred option in the current Local Plan 2016. The only difference is that now the 'conurbation' is referred to as the 'urban' and 'coastal' area, and includes Saltburn.
- 3.4.12 The justification for the inclusion of Saltburn as a part of the area that is the focus for development from RCBC is that:

"Saltburn to the Coastal area is to better reflect how people see our areas, and also corresponds to other aspects of Council service delivery. Saltburn also has a good range of facilities and public transport connections, similar to Marske, including the railway line, so sits comfortably in this spatial area".

- 3.4.13 The process of site selection, as referred to in **section 3.5** of this chapter shows how the locational strategy has had an influence on the way that sites are selected.

3.5 Alternative Sites

- 3.5.1 To meet the SEA requirements, it is necessary to show as part of the SA the relative environmental impacts of preferred site allocations and their alternatives. Site assessment, include appraisal against criteria related to the SA objectives, was part of the site selection process. RCBC officers undertook this appraisal of alternative sites. **Appendix I** contains the full assessment process.

Site selection for the Local Plan

- 3.5.2 The process of site selection for the Local Plan has been part of a process of site identification and assessment by RCBC officers. This process has been on-going as part of preparing the evidence base and the development plan. The method for testing sites was reviewed and agreed by the SA consultants to ensure that the site appraisal was a robust and objective as replicable as possible.
- 3.5.3 The appraisal of sites and the reason behind selection is set out in **Appendix I**, which presents the background information for the sites chosen for appraisal and the choice of preferred site.
- 3.5.4 All reasonable sites were assessed in a comparable way to ensure the relative effects could be identified. The assessment also identified where specific mitigation measures should be

implemented to ensure that the delivery of the site contributes to achieving sustainable development. These mitigation measures are taken forward in the housing site allocation policies in the Local Plan (Policy H3), with full appraisal of these in **Appendix H**.

- 3.5.5 Many of these sites have already been subject to SA as part of the process of appraisal carried out of earlier versions of the Local Plan in 2013 and 2014. This has also helped inform the mitigation measures that should be included in policy or secured for delivery.
- 3.5.6 The process of selecting sites for allocation is justified by the RCBC officers as part of the site assessment. The principal source of sites is the Strategic Housing Land Availability Assessment (SHLAA) and sites identified within this, as well as other sites submitted to the Council for consideration in the Local Plan. The justification for why not all SHLAA sites are considered as 'reasonable' alternatives for allocation is set out in **Appendix I**. The appendix notes that:

“where the SHLAA assessment considers that they are developable and deliverable. Sites with planning permission at the time of assessment have not been included [in the comparative site appraisal], unless permission is due to lapse, as these sites have already been considered to be sustainable through the planning permission process. Sites which have been refused permission by the Council have been discounted from the site appraisal as they have been considered by the Council to be unsuitable. Sites with a yield below 10 dwellings have not been assessed as this is below the threshold for allocation in the Local Plan.

*Sites have been assessed in the context of the chosen growth strategy (H1) and Locational Policy (SD2). A large greenfield extension sites at Nunthorpe (c.1500 dwellings) had previously been identified as a potential option for significant growth. This site has not been assessed as a reasonable alternative as it is now too large under the growth strategy chosen by the Council. A large greenfield site at New Marske (Sparrow Park Farm) was discounted as a reasonable alternative as it does not accord with the Locational Policy SD2 which identifies New Marske as a service village. Where sites have been assessed as a reasonable option, but have not been allocated, reasons are given [**Appendix I**]. “*

- 3.5.7 There have been some changes in the allocated sites from the 2016 Draft Local Plan to the 2016 Publication Local Plan. More information on the site assessment of these sites is shown in **Appendix I**. This includes:
- additional focus on Loftus as a location for regeneration, as justified through the aspirations of the 'Living in Loftus: Delivery Strategy' prepared for the RCBC in February 2016. This includes a new housing allocation at the former Handale Primary School and an increased area and therefore increased yield at the former Rosecroft School.
 - There is also an additional site in Boosbeck, which previously had no housing allocations. This site will help support services in the village and bring a disused industrial building back into good use.
- 3.5.8 A site has been removed from further consideration between the two versions. This is the:
- Belmangate Field, Guisborough has been removed following consultation due to unacceptable potential impact on the conservation area.
- 3.5.9 Two sites have also been removed where construction has commenced. These is the former Redcar and Cleveland Town Hall and the Connexions Campus.

Gypsy and Traveller Sites

- 3.5.10 A similar exercise of site appraisal was undertaken to identify suitable locations for site allocations for Gypsies and Travellers. The same criteria were used as for the housing sites, with the purpose of identifying the preferred options for housing sites.
- 3.5.11 The appraisal of all reasonable alternative sites is included in **Appendix J**. The justification for the choice of sites provided by RCBC officers is:

“Land selected as having potential to provide Gypsy & Traveller sites has been chosen from Council owned land only. Areas of Council owned land within the main conurbation were initially identified as meeting the requirements set out in the National Planning Policy Framework (NPPF) and the Planning Policy for Travellers Sites (PPTS) in terms of size, location to existing business, amenities and/or residential communities and also having historically been the main area for Gypsy and Traveller encampments. In order to provide options for sites in the wider borough, areas of Council owned land that were considered to have potential to be available for Gypsy and Traveller development within the rural and East Cleveland area were then also included in the short list for further consideration.

All proposals have been considered within the context of the locational policy (SD2). The sequential approach has been applied and preference has been given to the location of the new site on previously developed land alongside the existing Gypsy & Traveller site, The Haven in South Bank. This extension site has been selected as providing a sustainable site with good access to a number of services and facilities and with the additional benefit of providing accommodation to meet the needs from household growth at The Haven within the same community.”

4 The Sustainability Appraisal of the Publication Version Local Plan (November 2016)

4.1 Introduction

- 4.1.1 This chapter of the SA report considers the likely effect on achieving sustainable development and identifies likely significant sustainability effects for the plan as a whole, as it appears in the Publication Local Plan 2016.
- 4.1.2 The preparation of the Publication Local Plan has drawn on the findings and recommendations SA of the Draft Local Plan, as well as other revised evidence base and consultation feedback. In turn, the SA findings and recommendations on the Publication Local Plan will be taken forward in preparing subsequent stages of the Local Plan as it moves toward submission and adoption.

4.2 Sustainability Appraisal of the Local Plan Vision and Outcomes

- 4.2.1 This section considers the sustainability implications of the Local Plan Vision and Outcomes that are the framework on which the Local Plan policies and allocations are based. It should be that if these are aspirational in achieving more sustainable development then so should be the Local Plan as a whole.

Vision

- 4.2.2 The Local Plan Vision is:

Vision for Redcar and Cleveland

The Redcar & Cleveland Local Plan will ensure that, by 2032, the needs and aspirations of our communities will be met through the delivery of sustainable development across the borough.

We will grow a successful and resilient economy, generating jobs and prosperity for people and businesses in Redcar and Cleveland. We will strengthen our economic assets by building economic capacity; growing and diversifying the local economy; and enhancing the borough as a place of choice. Our workforce will be competitive, with high standards of employability and the skills that businesses need.

The provision of a range of good quality housing will allow our younger and economically active people to remain in the borough, whilst the needs of a changing population will be met. The majority of development will take place in the most sustainable locations in our urban and coastal areas. We will maximise the re-use of previously developed land and limit the unnecessary development of greenfield sites. Settlements will continue to maintain their individual identities, protected from coalescence.

Our important natural and historic assets will be protected and enhanced, in order to provide good quality environments that will allow wildlife to thrive and, in which, people can live, work and enjoy spending their time. Good quality transport links will provide access to all parts of the borough, and connect residents and visitors to jobs, facilities and the attractions of the borough.

4.2.3 The Vision for the Local Plan is compatible with sustainable development and sets aspirations for what the borough will be like by the end of the plan period. The Vision covers the objective of creating a place with sustainable economic growth through a diversified economy as well as one that provides housing to meet a range of needs including for younger people.

4.2.4 The Vision may be enhanced by including more detail on what the aims are for different parts of the borough as the character of each area is different and could therefore benefit from tailored aspirations. There may also be elements that the Vision could include such as:

- supporting a healthy local population and reducing health and other inequalities;
- aspirations for use of energy and generation of energy from renewable sources; and
- good quality design that enhances the character of the environment.

Local Plan Objectives or Outcomes

4.2.5 The plan does not clearly define a specific set of 'Local Plan objectives' although three 'Outcomes' have been identified that were based on the themes of the Council's Corporate Plan 'Our Plan 2013-2018'. The three themes are supported by 'plan priorities' that describe the Outcomes in more detail. The three Outcomes are:

- Outcome 1: Grow our economy and create more jobs
 - Safeguard existing businesses and support them to grow;
 - Secure inward investment; and
 - Get local people into jobs.
- Outcome 2: Develop great places to live
 - Good range and quality of housing;
 - Clean, safe and attractive neighbourhoods; and
 - Top quality schools.
- Outcome 3: Improve quality of life
 - Things to enjoy;
 - Promote positive health choices;
 - Protect vulnerable people; and
 - Improve transport and access.

4.2.6 **Table 4.1** shows a comparison of these 'Outcomes' and the supporting text that accompanies them with the sustainability objectives developed for the SA.

Table 4.1: Comparison of sustainability objective and the Local Plan Outcomes

	BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT	
Outcome 1: Economy and jobs	-	-	-	?	-	-	-	-	-	?	-	-	-	●	-	●	●	?	<p>This Outcome specifically relates to sustainability objectives on economic growth and provision of jobs. Through protection of existing industries and support for industrial and freight management growth, there is the potential for development in the RCBC to have a strong local economy. This will potentially remove some of the vulnerabilities in the current economy created by reliance on possibly declining industries in the UK.</p> <p>The Outcome also supports the retail focus on existing town and village centres. Some out-of-centre development may be permitted if it meets sequential test. However, overall the retail growth needs of the RCBC are not great.</p>
Outcome 2: Places to live	-	-	-	-	-	-	-	-	-	●	●	?	?	?	-	-	?	?	<p>One of the main objectives related to this Outcome is to improve the range and type of new homes in the borough, including homes for those on higher incomes. The aim is to support a more diverse population and encourage more money to be spent locally. The objective is to provide for housing growth with a range of potential housing sites in locations throughout the borough to meet needs. The Outcome also contains the need to provide affordable housing, identifying that there is a need in most parts of the borough.</p>
Outcome 3: Quality of life	●	●	●	●	-	-	-	-	-	?	-	-	-	-	-	-	?	?	<p>This Outcome covers aspects of natural and built heritage in the borough. It covers all aspects of the environment, from biodiversity to protection of listed buildings. The Outcome also covers aspects of sports, recreation and leisure provision that will be important both for the economy and the wellbeing of residents.</p> <p>The Outcome also covers matters related to access and the need to ensure that the plan creates a pattern of development that supports public transport use and sustainable transport options.</p>

- 4.2.7 **Table 4.1** shows that the 'Outcomes' of the Community Strategy *Our Plan 2013-2018* do cover most aspects of sustainable development as defined by the SA sustainability objectives. However, much of the detail of the Outcomes comes from the supporting text. Therefore, to more clearly articulate how the Outcomes will deliver sustainable development, it may be suitable to take the Community Strategy Outcomes as the starting point to develop a specific set for the Local Plan. This could include elaborating the 'plan priorities' currently shown with more specific priorities for the plan area in relation to the towns, villages and urban area.
- 4.2.8 For Outcome 3 the Local Plan could put additional emphasis on importance of the conservation and enhancement of biodiversity, landscapes and the historic heritage for their own sake, rather than just related to people's enjoyment.
- 4.2.9 Also, as Outcome 3 covers numerous topics it will be important Local Plan to recognise the separate (but related) importance of protecting natural resources and the natural environment in addition to securing health and leisure and access outcomes. At the moment this single Outcome may not be that useful for the Local Plan, covering too many issues.
- 4.2.10 Matters not well covered in the Outcomes or 'plan priorities' relate to natural resource use and protection. For instance, the need to ensure that a greater proportion of energy used in the borough comes from low carbon sources and the need to protect water resources and the need to cut down on waste and encourage recycling are not addressed. There is also not a great deal of emphasis on supporting communities and helping make attractive new development, especially where large urban extensions are planned. The need to encourage good design, in terms of aesthetic quality and in creating good places to live should also be covered through the priorities and Outcomes.

4.3 A Sustainable Spatial Strategy

Generic Principles of a Sustainable Strategy

- 4.3.1 The spatial strategy for any Local Plan sets the basic framework for the delivery all new development in the plan period. The purpose of the strategy is to set the principles by which all applications for development will be based, making clear the locations where development will and will not be permitted.
- 4.3.2 This framework is the fundamental building block for delivering sustainable development in the borough. It needs to be based not only on the protection of the natural environment, but also as part of a proactive approach to achieve wider sustainability benefits, including delivery of homes and jobs, and supported by a strong evidence base.
- 4.3.3 A spatial strategy has an essential role in distributing development and therefore shaping the future form of the built-up parts of the borough. Spatial strategies can help create a pattern of development that now and in the future reduces the overall need to travel and helps create the circumstances to foster sustainable communities. A successful sustainable strategy needs to look for ways to provide a mix of different land uses, such as homes, jobs and services, which people can access without using their cars. A central concern of a sustainable spatial strategy is linking the place where people live to where they work and the services they use daily.
- 4.3.4 Reducing car travel, through encouraging a more sustainable pattern of development, can help in achieving several aspects of sustainable development. These include:

- reducing emissions to air helping mitigate against climate change;
- reducing congestion is beneficial for the economy, the built environment and residential amenity;
- health benefits from reduced air pollution and lessening the adverse impacts of busy and congested roads on communities;
- health benefits associated with getting more people to choose active travel options, such as walking and cycling;
- making access to a range of jobs and other services more equitable; and
- possible individual financial benefits as a lower proportion of income would have to be spent on travel.

4.3.5 In RCBC there is also the added need for a sustainable strategy to be one that is supportive of new development to stem population decline and rebalance the demographic and social profile of the borough. This is necessary to ensure the towns and villages of the borough do not stagnate and that the area that continues to support vibrant and mixed communities.

4.3.6 Other aspects of a more sustainable strategy should also include elements such as:

- making sure land is used efficiently to reduce greenfield land requirements and especially areas of sensitive and high quality natural environment;
- identifying areas in need of renewal and regeneration where development could deliver benefits;
- helping to meet the growth needs in the area, including providing enough of the right type of homes to meet needs and to provide for maintaining and growing the local economy;
- supporting the continued viability of town centres by focusing new development in these areas; and
- allocating land for other land uses that can help deliver sustainable development, for example locations for the sustainable management of waste or renewable energy.

Sustainability in the Redcar and Cleveland Spatial Strategy

4.3.7 There are many elements of the spatial strategy in the Publication Local Plan 2016 that are compatible with the approach set out above and the creation of a sustainable place. This section considers aspects of the spatial strategy as set out in the policies and vision for the borough that may have positive implications for sustainable development, as well as those issues where impacts are more uncertain or potentially contrary to creating a sustainable spatial strategy.

4.3.8 It should be noted that **Chapter 3** of this SA Report also considers some elements of the spatial strategy when considering the relative sustainability of options. This includes the overall level of housing growth and the distribution to the urban/coastal and rural areas.

4.3.9 The full appraisal of the policies covering the strategy for the Local Plan is included as **Appendix G** that should be read in conjunction with this chapter.

Contribution to sustainable development

4.3.10 The SA identifies that elements of the proposed spatial strategy are likely to contribute to sustainable development. These are:

- The focus on the urban and coastal areas should help support development in more sustainable locations where more homes will have local access to services and jobs by sustainable transport;
- The choice of housing allocations based on viability that have the potential to stem population decline, this includes some sites earmarked for housing as larger, detached homes in specific locations to be attractive to higher income families in areas more typically of lower cost homes;
- The continued support of the major employment sites in the borough as well as identification of new employment land;
- Focusing much of development within the development limits, and prioritising use of previously developed land where possible (although this is only approximately 18% of allocated sites);
- Supporting the renewal of parts of the borough that have experienced population decline and or housing clearance, including in Grangetown and South Bank;
- Supporting new leisure and tourism growth, including on a strategic level with development at Coatham, subject to consideration of impacts on Teesmouth and Cleveland Coast Special Protection Area (see the Habitats Regulation Assessment report on the Publication Local Plan, PBA, 2016); and
- Supporting sustainable transport including bus interchanges and railway provision.

4.3.11 There are also other elements of the spatial strategy where the impacts are not so clear and depending on implementation could have impacts that are not compatible with a sustainable spatial strategy, or where lack of detail means identifying sustainability impacts with any certainty difficult.

4.3.12 These issues are addressed in the following sections of the chapter and address:

- The possible lack of detail on the role and function of settlements on a sub-urban/coastal and sub-rural area level and what this means for the distribution of development and preferred allocations;
- Growth beyond development limits;
- Some significant growth in smaller settlements with a smaller range of local services; and
- The potential sustainability impacts of the strategic growth sites.

Settlement Roles

4.3.13 The way that material is presented in the Local Plan does not set a spatial strategy through policy for the specific towns and main villages of the borough, beyond a simple hierarchy. This means that there is no breakdown of the housing growth (or job growth) for individual settlements based on their strategic role. For instance, housing is only 'rural' or 'urban and coastal'. Related to this there is a lack of clarity on whether new housing sites will be well matched by existing (as only one new site is allocated) employment growth in the same area, or even if there is an objective to achieve greater self-containment in terms of jobs and homes in settlements – especially those away from the larger urban areas from the edge of Middlesbrough to the coast.

4.3.14 By setting out the role of different settlements based on their strategic role and function it would be possible to assess the likely sustainability implications of directing growth to that

location. It may also be of benefit in helping determine future planning applications for growth in specific settlements, as it can be determined if development is likely to contribute to stated sustainability objectives for the town or village (e.g. more growth or a constraint on growth).

- 4.3.15 There is also the risk, identified in the policy and allocations appraisal, that those rural towns which will be the focus of housing growth may not have the local jobs and services available to support it. These risks could lead to potential adverse sustainability impacts related to increased car travel or rural isolation. In seeking create a sustainable place it is vital that new housing contributes to creating a vibrant community and one that moves towards self-containment in terms of available jobs, workforce and leisure facilities. It would not be sustainable development for housing growth to result in commuter towns/suburbs with little of their own character where residents travel outside the area for most or all of their everyday needs, e.g. school, work, and essential shops.
- 4.3.16 Policy SD2 sets out the development hierarchy. This includes villages segregated into two tiers, 'Service Villages' and other 'Villages'. However, in practice there are three tiers, as some 'Villages' have development limits. The Local Plan permits development in those 'Villages' with defined development limits but not where there is no defined limit – in these locations development is only permitted following a sequential housing test.
- 4.3.17 To provide more certainty in the plan and to ensure the strategy contributes to more sustainable development, it may be preferable not to permit development in any village that has few or no services. The SA recommends including 'Villages' that could accommodate growth due to provision of at least a minimal level of services into the Service Village tier and restrict growth in all others to that that only serves a local role, removing the third tier in order to clearly focus delivery on a sustainable strategy.

Strategic growth sites

- 4.3.18 There are several larger growth areas identified in the Local Plan, this includes the Low Grange strategic site that already has planning permission for over 1,200 new homes (although most of these beyond the plan period). This site presents the opportunity to deliver a range of housing types to this part of the urban area, which has been the location of a loss of housing over recent years.
- 4.3.19 This site is well connected by public transport, including a regular bus route and South Bank train station and near several shopping areas. It is also adjacent to the industrial areas of Wilton and Teesside. Therefore, residential development in this area has the potential to have accessible services. However, there will be a need to ensure the social infrastructure, such as schools, health care, open space etc. are all in place to meet the needs of future residents.
- 4.3.20 Other locations of a large amount of growth that is allocated through the Local Plan are:
- Kirkleatham Business Park – anticipated to deliver 550 homes over the plan period.
 - Longbank Farm, Ormesby (consented) for 320 new homes;
 - Kilton Lane, Brotton for 270 new homes;
 - Land at Skelton mixed use site for 200 homes.
- 4.3.21 In addition, the combined area to the west of Guisborough, much of which already has permission for development, will see significant growth in this part of the town, which currently

has less good access to services. Skelton would also see considerable growth from a mix of allocations and current development that is underway.

- 4.3.22 In both these settlements there is the potential for beneficial impacts of growth related to supporting local shops and services. However, as with all larger growth areas it is important that the capacity of existing services such as health centres and schools is taken into account, so that new residents can meet their needs locally without comprising existing residents to meet their needs also. Also, to help make sure the form of development encourages sustainable travel, all new sites must have well designed, prominent and direct walking and cycling routes (which are also safe to use through natural surveillance and lighting). These routes should provide routes that link on toward bus stops and local services, for instance linking pedestrian and cycle routes to bus stops and on towards district and local centres.
- 4.3.23 Similar considerations apply to areas with a currently smaller population that may experience a larger proportional increase in population over the plan period. For instance, Brotton for Loftus.

4.4 Delivering the preferred level of housing growth

- 4.4.1 The figures proposed for the Local Plan are to deliver 234 homes per annum or 3,744 over the plan period (16 years). This is greater than the OAN by approximately 100 per annum. However, this is the level of growth required to deliver the homes needed to grow the population by 250 people per year which is one of the aims of the Redcar & Cleveland Corporate Plan. Information, on the implications of growth levels is contained in **Section 3.3** and **Appendix F**.
- 4.4.2 This level of growth should help provide the type of homes needed for younger people to choose to stay in (or move to) the borough. The benefits of this would be a stronger resident workforce to support a range of jobs in the area. Also, this could help the demographic mix of the population and help prevent a more rapidly ageing population than might be the case otherwise. This diversity of population is also important to support local services, such as shops, and prevent a change in the character of the towns and villages of the borough.
- 4.4.3 This level of growth does require land to be identified on greenfield sites to accommodate growth. This includes land in areas formerly identified as strategic gaps or green wedges. However, a review of these designations has identified areas where land could be removed from these areas without necessarily having an adverse effect on their function i.e. retaining separation between identified built-up areas. The *Redcar and Cleveland Green Wedge and Strategic Gap Review* (May 2016) is part of the evidence base available on the RCBC Local Plan website. The review considered any revisions necessary to the boundaries taking into account issues such as their role in protecting openness, amenity value, landscape character and natural environment. However, the proposed level of growth means that the majority of these areas boundaries can be reinforced through the current Local Plan, with minor revisions related to existing permissions and additional sites associated with these. Where sites are identified in green wedges development management decisions will need to ensure that landscape and layout of development protection some of the visual quality of these areas.
- 4.4.4 Additional housing will also mean additional resource use, including loss of the soil resource on some sites. Mitigation policies can be put in place to reduce the impact on nature conservation; with some urban sites having some positive effects on biodiversity in relation to

agricultural or managed grassland. Greenfield land development also has the potential to increase flood risk off-site, this again needs to be managed through appropriate mitigation on site.

- 4.4.5 There is a risk that this level of housing growth may not be deliverable in practice, as past delivery rates have been below this. If the Local Plan identifies this as its growth needs, but over the plan period cannot find sufficient sites to demonstrate there is a 5-year deliverable supply it may mean that developers will be successful in getting permission that are outside the preferred spatial strategy – for instance in additional strategic gap or green wedge areas.

4.5 Methodology of Policy Appraisal

Policy Appraisal

- 4.5.1 This SA report considers the impacts of the Local Plan as a whole on achieving sustainable development, as well as the performance of individual policies. This is supplemented by the SA matrices in **Appendix G**. These matrices are an essential component of the appraisal, and should be read in conjunction with the relevant text.
- 4.5.2 The method of sustainability appraisal uses the framework of sustainability objectives (**Section 2.4**) as the basis for assessment of the Local Plan. By using these objectives as a consistent description of sustainability, relevant to the role of a development plan, it is possible to assess whether the plan is helping to make a contribution to more sustainable development.
- 4.5.3 The appraisal matrices for all of the policies include a symbol summary of the likely impact of the policy on each of the sustainability objectives developed for the SA. However, often due to the very strategic nature of the decisions being made and the high level of uncertainty, this means that quantifying conclusions or making firm predictions can be difficult. Therefore, this appraisal is supplemented by text to indicate the process and thinking involved in deciding on the impact. These comments may be more useful in understanding impacts than the symbol summary alone.
- 4.5.4 Each matrix also contains a comment box that allows the various types of impact to be discussed. Comments allow the cumulative and indirect effects to be identified as well as providing some clarification on why impacts are uncertain.
- 4.5.5 The SA has a role of identifying the sustainability implications, and the likely significant environmental impacts of the Local Plan strategy, policies and site allocations. To achieve this, the SA carries out a systematic appraisal of policies and review of allocations. There also has to be sufficient certainty that the approach put forward through policies and proposals can be implemented in a way that acts to improve sustainability, and to meet any relevant vision and objectives for the area. Therefore, policies need to be clearly written, avoiding ambiguity, with sufficient detail to be useful in making development management decisions and ensure developers submit higher quality planning applications. Therefore, comments on policies also identify these issues where necessary.
- 4.5.6 These appraisal matrices also include recommendations of possible additions, amendments or an alternative approach to the policy to help mitigate impacts or secure additional benefits for sustainable development. The matrices also contain a brief summary of the iteration of the policy through subsequent stages of plan preparation. Where options have been put forward for consideration these are also part of the sustainability matrix.

- 4.5.7 Finally, each matrix includes an ‘audit trail’ showing the evolution of the policy over subsequent versions of the Local Plan, and that reports on the main changes in terms of sustainability.

Housing site appraisal

- 4.5.8 The housing site appraisal is included in **Appendix H**. Details of the methodology followed for the assessment of sites are included in the appendix and it takes a slightly different approach to appraisal. For site appraisal the SA identifies where sites are likely to be compatible with the sustainability objective and where there may be the need for mitigation in the design or delivery of development. Mitigation can be included as part of the policy criteria that will form the basis of development management decisions on any site. For instance, requirements for additional assessments as part of a planning application or measures that should be conditioned as part of detailed design. In some instances, there are also recommendations that RCBC ensure that they have necessary evidence to demonstrate that there would be no adverse sustainability impacts from the allocation of certain sites. For instance, where playing fields, schools or community land is to be redeveloped for housing RCBC should be satisfied that there would be no adverse impact on social sustainability objectives and alternative sites/facilities are available that are accessible to local people.

4.6 Meeting Objectives for Sustainable Development

Introduction

- 4.6.1 This section takes each of the ‘Core Themes’ of the sustainability framework and supporting objectives and considers the potential for impacts in the delivery of the Local Plan as it appears at the current Local Plan stage.
- 4.6.2 The sections below provide a summary of the material in **Appendices G** and **H** that set out the full SA matrices for the policies and proposed allocations. To get a fuller understanding of potential sustainability impacts of the Local Plan and SA recommendations, these two appendices should be read in full.
- 4.6.3 The summary here considers the impacts of policies and separately the specific implications of housing sites. In discussing the impacts of housing sites, the SA puts an emphasis on where there is a potential for an adverse impact to arise, which will need to be avoided or mitigated if the development is proceed. However, this assessment is based on material available at the time and does not preclude the need for the further detailed assessment to be undertaken and other mitigation applied as found necessary, including Environmental Impact Assessment.
- 4.6.4 It should be noted that several of the housing sites already have planning permission. Therefore, these sites have already been tested against national and local policies and environmental effects identified. Unless permission lapses on these sites or new revised applications are made on them, there is unlikely to be any additional influence of the Local Plan on their delivery, yet they are identified allocations. In addition, in Guisborough almost 70% off the growth expected in the plan period has permission *and* is under construction – this is almost 650 homes from a total of just under 900. Therefore, the only influence the Local Plan can have on the development of Guisborough is to limit quantity of land allocated for housing so as to prevent the continued rapid growth of the town, which would be contrary to the preferred spatial strategy of only 40% of the new housing to come forward in the defined ‘rural’ towns and villages of the borough.

4.6.5 Allocated sites with planning permission are H3 (net gain):

- 1 Low Grange Strategic Site, South Bank (200);
- 2 Swan's Corner, Nunthorpe (128)
- 3 Gypsy Lane, Nunthorpe (10);
- 5 Longbank Farm, Ormesby (320);
- 6 Spencerbeck Farm, Ormesby (61);
- 13 Wykeham Close, Redcar (35);
- 14 Grosmont Close, Redcar (12);
- 15 Roseberry Road, Redcar (10);
- 18 Marske Road, Saltburn (116);
- 19 Wilton Lane, Guisborough (14);
- 23 Home Farm, Skelton (47);
- 26 Newbury Road, Brotton (25);
- 27 Former Rosecroft School, Loftus (50 – permission lapsed); and
- 29 Low Cragg Hall Farm, Carlin How (46).

4.7 Core Theme: Protecting, conserving and enhancing the borough's built environment

4.7.1 This theme is addressed primarily through the policies relating to the natural and the built environment in relevant sections of the Publication Local Plan 2016. However, additional criteria in other policies also address elements of this Core Theme.

Biodiversity: Protect and enhance biodiversity and geodiversity

4.7.2 New development on both greenfield and previously developed sites have the potential to have biodiversity impacts. In the longer term urban development can increase the diversity of certain species in some areas, such as garden birds. However, this should not take place at the expense of the protection of other important habitats and species. Designated areas of nature conservation importance should be protected from harm, with protection proportionate with their importance.

4.7.3 Local Plan policy N4 'Biodiversity and Geological Conservation' is the policy with the closest links to meeting this objective and shows a positive relationship. The policy sets out a clear requirement for biodiversity to be a consideration of all development and net gains should be achieved wherever possible. The policy also covers the protection of the network of designated sites and the need for 'appropriate assessment' of proposals where there is a potential for impacts on an internationally designated nature conservation site. This policy will be essential to managing the biodiversity impacts of implementing all other policies, and perhaps negates the need to mention landscape specific criteria in other policies. It may be suitable for the Local Plan to put more emphasis on the protection of wildlife corridors and other linking features.

4.7.4 Other policies with a positive relationship include those on landscape protection (N1) and green infrastructure (N2). These features can also have a benefit for protection of biodiversity

in most instances. Protection of biodiversity is also covered in brief in in SD4 General Development Principles.

4.7.5 The SA identifies 'uncertain' impacts against a number of the policies of the Publication Local Plan 2016. These uncertainties primarily come from policies that direct development around the borough as it is not possible to say with any confidence that they will or will not have an impact on biodiversity. The type of impact will depend on the character of the receiving environment and how effectively mitigation criteria are applied. This includes policies:

- SD2 Locational Strategy,
- SD3 Development Limits;
- SD5 Developer Contributions;
- LS3 Rural Communities;
- LS4 South Tees Spatial Strategy;
- REG2 Kirkleatham;
- ED7 Cleveland Gate Mixed Commercial Development;
- ED9 Leisure and Tourism Development;
- ED11 Caravan Sites and Tourist Accommodation;
- ED12 New Hotel and Guest House Accommodation and ED13 Equestrian Development, these policies could include criteria to protection biodiversity from the cumulative impacts of visitor pressure, which may result in harm near some habitats;
- H1 Housing Requirements; and
- N3 Provision of Open Space and Recreation Facilities.

4.7.6 Specific criteria of other policies should help in mitigating potential impacts, although again impacts may be uncertain depending on the sensitivity of the receiving environment. This includes policies:

- SD6 Renewable and Low Carbon Energy;
- REG3 Kirkleatham;
- SD7 Flood and Water Management; and
- ED8 Rural Economy.

4.7.7 Coastal areas in the north of the borough are covered by international nature conservation designation due to the significance of their bird populations. Therefore, development that would direct development to these locations has the potential for adverse impacts, although these are managed through specific Local Plan policy and the criteria of other policies. Therefore, uncertain impacts are identified for policies:

- LS2 Coastal Spatial Strategy;
- LS4 South Tees Spatial Strategy;
- ED6 Protecting Employment Areas.

4.7.8 Policy REG1 Coatham has an uncertain risk for the nature conservation objectives, as identified in the Habitats Regulations screening, the success of this policy may have an impact

on the Special Protection Area. Mitigation will be necessary to prove that there is no harm to the protected site as a result of increased recreational pressure.

Policy H3 Housing Sites

- 4.7.9 There are sites allocated with varying degrees of biodiversity importance or biodiversity potential. Several of the sites are in proximity to the Special Area of Protection, designated for its importance for nature conservation, with a particular reference to birds. Where necessary further assessment and mitigation will be required to ensure that there are no adverse biodiversity impacts. The screening and appropriate assessment completed for the Local Plan under the Habitats Regulations will help ensure that policy in place to manage avoid adverse impacts on this internationally protected site.
- 4.7.10 Other sites have the potential to have some biodiversity interest, for example they have heavy tree cover, identified drainage channels and ditches or may have species rich hedgerows. Therefore, ecological evaluation and then avoidance and / or mitigation will need to be applied to avoid loss of the biodiversity potential of sites. These sites include:
- 7 Normanby Hall, Normanby;
 - 8 Normanby High Farm;
 - 13 Wykeham Close, Redcar;
 - 23 Home Farm, Skelton;
 - 27 Former Rosecroft School Site, Loftus.
 - 25 Kilton Lane, Brotton;
 - 29 Low Cragg Hall Farm, Carlin How; and
 - 30 Abattoir Site and Adjacent Land, Boosbeck.
- 4.7.11 Site 2 Swan's Corner, Nunthorpe is opposite the Flatts Lane Country Park, designated as a Local Nature Reserve. Therefore, there will be a need to verify if there is any related biodiversity interest on the site. A large proportion of site 4, Morton Carr Lane, Nunthorpe and site 7, Normanby Hall are deciduous woodland and site 5 Longbank Farm, Ormesby is part of an identified a wildlife corridor. For all three of these sites it will be necessary to leave parts undeveloped to protect the biodiversity assets on site.
- 4.7.12 The Environment Agency also note in their response to the Local Plan the importance of removing existing culverted watercourse where they travel through sites, wherever possible, which may be of benefit to wildlife. For instance, at site 7, Normanby Hall, Normanby.

Summary

- 4.7.13 No direct negative impacts are identified. However, there is the potential for development in the borough to have an adverse impact if the policies of the Local Plan are not used to mitigate potential adverse impacts. In addition, the findings of the Habitats Regulations Assessment, which has been completed in parallel to the SA process will need to be taken into account in the delivery of sites to avoid and mitigate potential impact of the Local Plan.

Landscapes: Protect and enhance the quality, distinctiveness and setting of the area's seascapes and landscapes

- 4.7.14 New development directed through the Local Plan has the potential to have an adverse impact on landscape quality, both directly on the landscape value and features of the site and through visual impacts. Therefore, the impacts of development need to be considered in the design and implementation of development to avoid sensitive locations and mitigate impacts through appropriate landscaping and use of the natural landform.
- 4.7.15 Local Plan N1 'Landscape' is the policy with the closest links to meeting this objective and shows a positive relationship. The policy sets out a clear requirement for landscape to be a consideration of all development, with Landscape Character Assessment where necessary. The policy sets out the principles for protecting nationally and locally important landscapes, as well as the location of the borough in proximity to the National Park. This policy will be essential to managing the landscape impacts of the implementation all other policies, and perhaps negates the need to mention landscape specific criteria in other policies.
- 4.7.16 Other policies that contain criteria that directly relate to protecting the landscape and therefore show a positive relationship with this objective are:
- S4 General Development Principles;
 - SD6 Renewable and Low Carbon Energy;
 - N2 Green Infrastructure; and
 - N4 Biodiversity and Geodiversity.
- 4.7.17 As with impacts on biodiversity, a large number of policies are identified as having an 'uncertain' effect. This is because the effects on the landscape will depend on how the development is delivered, site by site mitigation and the characteristics of the receiving environment, none of which can be predicted with any certainty in the SA. In addition, some policies contain criteria that identify the need to protect the landscape, although as one of a number of criteria it is not clear the weight that would be given to protection, so impacts are uncertain. These policies with an uncertain impact include:
- SD2 Locational Policy;
 - SD3 Development Limits;
 - SD5 Developer Contributions;
 - LS1 Urban Area Spatial Strategy;
 - LS3 Rural Communities Spatial Strategy;
 - LS4 South Tees Spatial Strategy;
 - ED6 Protecting Employment Areas;
 - ED7 Cleveland Gate Mixed Commercial Development;
 - ED8 Rural Economy;
 - ED11 Caravan Sites and Tourist Accommodation;
 - ED12 New Hotel and Guest House Accommodation;
 - ED13 Equestrian Development;

- H1 Housing Requirements; and
 - TA2 Travel Plan.
- 4.7.18 There are also those policies that could help deliver landscape benefits, although this cannot be predicted with any certainty as this will depend on implementation. This includes policies:
- N3 Provision of Open Space and Leisure Facilities (although where a site is currently semi-natural open space new formal leisure or open space development may detract from the landscape quality (e.g. trees and hedges have to be removed for football fields));
 - HE1 Conservation Areas;
 - HE2 Heritage Assets; and
 - HE3 Archaeological Site and Monuments.
- 4.7.19 Three site specific policies also have the potential to have an impact on this sustainability objective. These are REG2 Kirkleatham, which is likely to have a positive effect on the landscape character in the area given the importance assigned in the policy of protecting landscape in these areas as part of the regeneration strategy. At REG3 Skelton impacts on the landscape are uncertain given the size of this partly greenfield allocation, and the potential to change the landscape character in the area as well as view. Similarly, it is not possible to predict the effectiveness of the policy for REG1 Coatham on the coastal landscape as there is little detail what the potential future use will be for this site, for instance the extent to which it will include new built development.

Policy H3 Housing Sites

- 4.7.20 Policies for some housing sites identify where there is a need for landscaping and using existing landscape features and topography in urban design to help integrate the development into the existing landscape. This is particularly the case for allocations in prominent urban edge locations should form an attractive rural / urban transition, especially for places that can be seen from the National Park and from main access routes. Those sites that do not yet have consent where this needs to be considered include:
- 2 Swan's Corner, Nunthorpe;
 - 4 Morton Carr Lane, Nunthorpe;
 - 8 Normanby High Farm, Normanby;
 - 16 Mickle Dales, Redcar;
 - 17 West of Kirkleatham Lane, Redcar;
 - 25 Kilton Lane, Brotton; and
 - 30 Abattoir Site and Adjacent Land, Boosbeck
- 4.7.21 The schemes in Guisborough may have potential impacts due to their proximity to scheduled monuments and the National Park and therefore potential effects related to views to and from the Park. With the combined urban extension of Pine Walk, Galley Hill and Galley Hill Farm providing approximately 900 new homes.
- 4.7.22 Schemes such as 8 Normanby High Farm, Normanby and 16 Land at Mickle Dales, Redcar are within the former green wedge, it will be important to preserve the green character of the area and physical separation from the urban area of Middlesbrough.

- 4.7.23 Site 5 Longbank Farm, Ormesby is also a sensitive landscape due to the location in association with the Strategic Landscape Area. 7 Normanby Hall, Normanby, is also in the setting of the grade II listed Normanby Hall.
- 4.7.24 Site 21 Cleveland Gate, Guisborough is in the centre of Guisborough and mitigation for the scheme must retain the 'green' element in the centre of the town.
- 4.7.25 Site 30 Abattoir Site and Adjacent Land, Boosbeck is within the North York Moors and Cleveland Hills National Character Area so consideration for any scheme will need to be given to the landscape character of the site and its surroundings.

Summary

- 4.7.26 No significant adverse impacts are identified with any certainty, although the potential for negative impacts remain if landscape effects are not properly mitigated or development occurs in areas of highly sensitive landscapes.
- 4.7.27 A few site allocations are in places where landscape impacts could be experienced. In particular, this relates to sites on the urban fringe, where there will be a particular importance in using the site's natural topography, existing landscape features as well as new areas of landscaping to mitigate potential adverse impacts. Those sites in proximity to the National Park also must be designed in such a way as to avoid any significant adverse impacts on views to the countryside from the Park.

Historic heritage and the built environment: Protect and enhance all heritage assets of special archaeological, historical and architectural interest

- 4.7.28 All policies in the plan area that would see development take place in areas of identified historic or built environment heritage importance have the potential to effect these assets. Therefore, policies need to be in place to ensure impacts are avoided or mitigated as necessary.
- 4.7.29 The primary policies that have a positive relationship with this objective relate to the Historic Environment, these are HE1 Conservation Areas, HE2 Heritage Assets and HE3 Archaeological Sites and Monuments. The SA finds that these policies should support this sustainability objective and help secure sustainable development, although some clarification could be provided to differentiate their role in heritage protection. REG2 Kirkleatham and REG4 Loftus have a direct positive relationship with this objective as it addresses the need to support the continued protection of this heritage asset in the borough, with the aim of protecting and enhancing the hall and its setting.
- 4.7.30 The other policies that are likely to show a positive relationship with this sustainability objective are Policy N1 Landscape, as this can include historic landscapes, as does N2 Green Infrastructure and N4 Biodiversity and Geological Conservation.
- 4.7.31 Additional policies of the plan with a direct positive relationship with this sustainability objective include SD4 General Development Principles, SD6 Renewable and Low Carbon Energy that includes historic environment in the list of criteria for determining suitability of development. Policy ED1 aims to protect the role of the borough's centres and this will be positive in terms of maintaining the historic cores of settlements. Also, policy ED9 on Leisure and Tourism

includes criteria on the conservation of the historic parts of the borough including Kirkleatham. Criteria in ED5 on the control of advertisements should help protect the built heritage from harm, with positive implications for this objective. LS4 covers the South Tees area and the strategy for economic renewal, but also recognises the importance of the heritage in this location.

4.7.32 Policies with 'uncertain' effects against this sustainability objective include those that set out principles for delivering and managing development. For these the effects on the historic environment will depend on how the development is delivered, site by site mitigation and the characteristics of the receiving environment; none of which can be predicted with any certainty in the SA. Policies include:

- SD5 Developer Contributions;
- LS1 Urban Area Spatial Strategy;
- LS2 Coastal Area Spatial Strategy;
- LS3 Rural Communities Spatial Strategy; and
- H1 Housing Requirements.
- H2 Housing Allocations; and
- ED3 Hot Food Take Always.

4.7.33 Some policies have been shown to have an 'uncertain' or potentially positive impact depending on implementation of the policy, such as H5 Sub-Division and conversion of buildings into residential use and H6 Houses in Multiple Occupation. Also policy N3 on protecting green infrastructure has the potential for positive effects as part of the historic environment and historic landscape.

4.7.34 There is also the potential for policies such as ED6 Protecting Employment Areas to maintain the character of these areas where they are part of the heritage of settlements.

Policy H3 Housing Sites

4.7.35 There are several allocated sites where it will be vital to address the historic heritage context of the site or specific heritage aspects of the existing site to protect the heritage features identified. Sites that are in or near designated heritage features are:

- 3 Gypsy Lane, Nunthorpe, due to location of the Ormesby Hall Conservation Area; and
- 7 Normanby Hall, Normanby, as it contains the Grade II listed Normanby Hall.

4.7.36 There are also sites with potential local heritage interest, these are:

- 11 St. Hilda's, Redcar, the site currently contains a building that may be of local interest and consideration should be given its setting in any new development (the presumption in keeping with policy is that church itself will not be lost to development); and
- Site 23 Home Farm, Skelton is also notable as redevelopment has the potential to enhance the setting of a Grade II* listed church; and
- Site 25 Kilton Lane may contain buried valuable archaeological deposits. Surveys must be undertaken prior to development.

Summary

4.7.37 No policies are identified that show a negative relationship with this sustainability objective. However, allocations and other sites will need to be delivered to ensure the heritage assets of the borough are protected and new development is sympathetic to the context. This will include those allocations that sit within conservation areas and development at Normanby Hall and redevelopment at Kirkleatham Hall.

Air quality: Protect and improve local air quality

4.7.38 One of the principal ways that the Local Plan can help to protect against a deterioration in air quality is through creating a pattern of development and a network of sustainable travel routes that can help reduce car use, as car travel is one of the greatest causes of air pollution in the UK. The objective of housing growth, set out in policy H1, for the Local Plan is likely to lead to an increase in car use, unless alternative travel models become more attractive. In particular, the objective of increasing higher income households in the borough is very likely to be associated with increased car ownership.

4.7.39 The SA cannot state with any certainty that the spatial strategy set out the Local Plan will be successful in reducing car use, although it is likely the focus on the urban and coastal areas will help in locating new residential developments in places where jobs and services can be accessed without driving. Furthermore, concentration within development limits should also be of benefit to achieving these goals. Therefore, uncertain effects on air quality are associated with:

- SD2 Locational Policy; and
- SD3 Development Limits.

4.7.40 Policies that direct growth to the principal urban areas have the potential to help reduce car use through supporting a mix of uses and supporting sustainable modes of travel. These policies include:

- LS1 Urban Area Spatial Strategy;
- LS2 Coastal Area Spatial Strategy;
- LS3 Rural Communities Spatial Strategy; and
- LS4 South Tees Spatial Strategy.

4.7.41 Other policies have the potential to have an adverse impact on the air quality objective, depending on the way that they are implemented and the influence development patterns the Local Plan. These are:

- ED2 and ED4 related to out of town retail;
- ED8 Rural Economy;
- ED10 South Tees Motorsports Park.

4.7.42 Policies that promote more sustainable travel choices are most likely to have a direct positive relationship with this sustainability objective. These include policies TA1 to TA4, although aspects of these policies that relate to road building may not be compatible with this objective, unless they deliver associated improvement to public transport and walking and cycling routes.

- 4.7.43 ED1 on focusing retail and town centre uses in the town centres and ED7 on Cleveland Gate mixed commercial development should also ensure retention of a mix of uses in accessible locations, helping reduce the need to drive, has a positive relationship with this objective.
- 4.7.44 Policy SD4 and SD6 relate to renewable and low carbon energy. Implementation of the criteria of policy SD4 could help reduce air quality impacts from greenhouse gas emissions and shows a positive relationship with this sustainability objective.
- 4.7.45 There is also the potential for adverse impacts relating to the protection of existing employment sites in the borough, policy ED6 and policy LS2 on South Tees. In existing urban areas this could have positive implications for providing accessible local employment. However, the policy also protects existing employment areas that are the site of polluting industries with the potential for negative effects. The SA of Policy LS2 on South Tees does recommend that criteria are included in the Policy to help support the development of industries with lower energy demand that include modern techniques to improve energy efficiency, and therefore reduce air quality impacts.
- 4.7.46 The strategic development site in Skelton (REG3) would have uncertain impacts against this objective due to the relatively large amount of growth directed at Skelton and the relatively low level of services. This may have some impact on the car use with more residents having to drive to access services and jobs.

Policy H3 Housing Sites

- 4.7.47 Site allocations that could potentially result in deterioration in air quality are those that individually or combined are likely to result in a potentially large increase in car travel, due to access relatively poor access to services. Sites where this might be the case include:
- 2 Swan's Corner, 4 Morton Carr Lane and 5 Longbank Farm combined would see addition movement on the A1042 Ormesby Bank with a possible cumulative effect;
 - Combined in Guisborough, including 22 Land at Galley Hill and 21 Cleveland Gate (including employment use) may have an impact on air quality in and around the town centre.
 - Growth in Redcar including at 17 West of Kirkleatham Lane, Redcar and 16 Mickle Dales and nearby commitments may have an impact on air quality in and around the town.
- 4.7.48 Also, where development is proposed adjacent to busier roads, either in the town centres or link roads or polluting industry consideration must be given at application to the impact of air quality on future residents of sites, both from existing air quality and related to traffic generated by larger schemes or cumulative development. For instance, at:
- 1 Low Grange Strategic Sites;
 - 5 Longbank Farm, Ormesby;
 - 16 Land at Mickle Dales, Redcar;
 - 17 West of Kirkleatham Lane, Redcar
 - 22 Land at Galley Hill, Guisborough;
 - 25 Kilton Lane, Brotton;
 - 29 Low Cragg Hall Farm, Carlin How; and

- 30 Abattoir Site and Adjacent Land, Boosbeck.

4.7.49 Where new housing is specifically proposed to accommodate residents who may be more vulnerable to health impacts from poor air quality, greater consideration may be required to air quality effects. For example, 13 Wykeham Close, Redcar; 20 Park Lane, Guisborough; 26 Newbury Road, Brotton; 14 Grosmont Close, Redcar.

Summary

4.7.50 There is the potential for some adverse effects of implementing the Local Plan on air quality as it may lead to an increase in car travel and economic growth in polluting industries. However, it may be that the effects of the Local Plan can help secure a more sustainable layout of development by favouring development in more accessible locations with the majority of allocated sites close to shops, services or employment areas. Securing a 5-year land supply through allocated site can help in refusing permission to sites that fall outside these areas and may be contrary to a sustainable spatial strategy.

Water resources: Protect and improve water quality and water resources

- 4.7.51 The Local Plan has the potential to impact on water resources through the location of new development, especially where development is proposed in locations where there is potential for land contamination. Development growth will inevitably result in an increased water demand and create more waste water. Therefore, the Local Plan policies have a role in reducing this use by making every home more water efficient per capita than existing housing stock.
- 4.7.52 There are several policies with a clear positive relationship with this objective. The principal policy is SD7 on Flood and Water Management, which should help ensure that drainage measures are in place in development to manage run-off and protect water courses. Aspects of this policy should help to protect against water pollution and encourage efficient use of water through meeting sustainable construction standards. Policy N2 may also have benefits related to the role of green infrastructure in protecting and improving the water environment. Policy ED13 also requires that equestrian development has appropriate measures in place to manage to manure, which should help protect the water environment.
- 4.7.53 Policy SD4 includes consideration of water conservation and recycling as an integral element of general development principles, although the impact of this requirement is 'uncertain' as the overall contribution to this objective will be dependent on how considerations are addressed within individual site proposals.
- 4.7.54 Policy LS2 sets a requirement for the protection of bathing water quality status for settlements within the Coastal Area Spatial Strategy and thereby has a direct relationship with the objective of protecting water quality.
- 4.7.55 Other policies with an 'uncertain' impact include all those that will require ground condition assessment prior to delivery. In most instances this is likely to mean the protection of water resources from harm and potential contamination can be identified and remediation and mitigation measures put in place. But there are instances where development on areas that have significant contamination could put water resources at risk. Policies that this relate to include:

- LS4 South Tees;
- REG3 Skelton;
- ED7 Cleveland Gate Mixed Commercial Development; and
- ED10 South Tees Motorsports Park.

4.7.56 Policies that encourage growth have the potential to have adverse impacts due to the increase demand for water resources. Therefore, impacts are identified as uncertain against policy H1 on the housing requirement.

Policy H3 Housing Sites

4.7.57 In the SA of sites, water resources were assessed according to the Tees Valley Water Cycle Study 2013. This identifies where sewer flooding is possible, therefore, all sites for the same town or area were assessed in the same way. Sewer flooding can put water quality at risk by allowing contaminated water to enter surface and other waters and in some instances of this in the borough has had a negative impact on Bathing Water quality, from waste water from sewers entering the sea.

4.7.58 Therefore, allocations in almost all parts of the borough, with the exception of Saltburn, may require some sewer upgrades to manage waste water from new development. There are also areas such as Loftus and Carlin How not covered by the Water Cycle Study and therefore impacts are uncertain.

4.7.59 Specific sewerage issues may occur for several sites including:

- 19 Wilton Lane, Guisborough;
- 20 Park Lane, Guisborough;
- 22 Land at Galley Hill, Guisborough;
- 23 Home Farm, Skelton;
- 24 Stanghow Road, Skelton;
- 25 Kilton Lane, Brotton; and
- 26 Newbury Road, Brotton.

4.7.60 Northumbrian Water has however confirmed that waste water drainage infrastructure is not a constraint on growth and will be, or can be, upgraded when required.

Summary

4.7.61 The policies of the Local Plan should help to protect water resources in the borough. The delivery of new sites, particularly on urban brownfield land, will have to ensure that ground conditions are investigated with appropriate mitigation and remediation as necessary.

Energy: Reduce energy consumption and greenhouse gas emissions

- 4.7.62 There is a clear relationship between growth and energy use. More development (Policy H1 and H3) will mean additional energy demands and the Local Plan needs to consider how it can help improve efficiency of new development.
- 4.7.63 The policy that shows a direct positive relationship with this objective is SD4, as it requires energy savings from new development. It may also be helpful to securing better use of energy if in the design aspects of the policy, there was more detail on requiring development to be designed to reduce energy use wherever possible by making homes more efficient. This not only includes the building fabric, but also through the orientation of homes to reduce the overall domestic energy demand.
- 4.7.64 Policies with uncertain impacts include SD5 on Developer Contributions. This include a criteria related to securing more energy efficient development through contributions. However, this is only one contribution in a long list and, for reasons of financial viability and prioritisation it is unlikely that this can be achieved on all sites
- 4.7.65 Policy SD6 covers renewable energy has been scored as having a potential positive relationship against this objective. It is likely that the policy will support renewable energy development, particularly in urban industrial areas and areas identified as suitable following the assessment of potential. However, there is the possibility that the policy will hinder some development of this type where developers wish to bring this forward outside of the specifically identified areas. In applying this policy, it will be important for decision makers to consider the local impacts versus the more global benefits of reducing carbon emissions and permitted this type of development when reasonable. Also, in the SA of this policy it is identified that the Local Plan could be contain more detail in policy or elsewhere on the potential for achieving low carbon energy on strategic allocation and other large development sites. This is especially the case where they are located near industrial uses that will produce a large amount of waste heat that could be used to warm new homes or community facilities.
- 4.7.66 Achievement of policy SD6 could be enhanced by the aim of the South Tees area to be the focus of a new energy hub, to support offshore wind and sub-sea engineering sectors and support renewable energy development.
- 4.7.67 Policy ED6 has the potential to have a positive relationship with this objective by protecting existing employment sites for uses including renewable energy use.
- 4.7.68 Transport policies also have the opportunity to reduce energy use through reducing car use. TA1 on demand management shows a clear positive relationship with this sustainability objective. Policies with a probably but more uncertain positive relationship include:
- TA2 Travel Plan;
 - TA3 Improving Accessibility; and
 - TA4 Sustainable Travel Networks.

Policy H3 Housing Sites

- 4.7.69 Meeting the energy objective will primarily be through the detailed delivery of sites. However, the SA of the sites does identify those larger ones where the potential for larger scale renewable energy may be greater.

Summary

4.7.70 The Local Plan will oversee the growth and development of the borough. Additional growth is likely to result in an increase in energy demand in the borough, contrary to this objective. However, it is likely that this increase demand would occur in any case, either in or outside the borough, therefore policies of the plan that help reduce overall energy demand will have a positive impact in relation to this sustainability objective. The Local Plan may help deliver new renewable energy development in the borough both as standalone large scale provision with policy providing some certainty where this type of development will be permitted and as part of new housing developments.

Climate resilience: Reduce the impact of severe weather events and increase the resilience of the borough

- 4.7.71 This objective in relation to Local Plan policy primarily relates to avoiding the increased risk of flood associated with changing climate.
- 4.7.72 The principal policy that supports this sustainability objective is SD7 on Flood and Water Management. The policy sets detailed requirements for the development of sites to ensure that future and existing residents are not put at risk of flood. This includes the use of sustainable drainage schemes and removing culverts where possible.
- 4.7.73 Other policies that have a direct positive relationship with this objective include SD4 on the general development principles. This raises the importance of using sustainable drainage (SuDS) to manage runoff and flood risk. Wherever possible this should be through infiltration or similar, but in all circumstances runoff rates should be maintained or improved from current rates and take into account climate change allowances.
- 4.7.74 Policy SD5 on developer contributions also includes contributions related to flooding and surface water management, with potential positive implications for this sustainability objective. Site specific policies also refer to the need for sustainable drainage where surface water flooding is an issue, such as REG1 Coatham and REG3 Skelton, that should help manage impacts related to flooding.
- 4.7.75 Much of the risk in areas for development in the borough is from surface water flooding, rather than flooding from rivers or the sea. Therefore, suitable drainage strategies and removal of features that may be exacerbating risk are essential, such as culverts. These matters are addressed in specific housing allocation policies, although may need to be a consideration for other types of development also.
- 4.7.76 Biodiversity will also be affected by climate change. Therefore, those policies that help protect biodiversity and in particular features providing links between habitats, have the potential to have a positive, but uncertain, impact. Biodiversity policy (N4) of the plan could include a provision to ensure new planting is suitable for future climate scenarios in the region, particularly if longer dry periods are predicted.
- 4.7.77 Design policy could also include consideration of climate resilience. This may include the need to design to avoid urban heating effects, such as making use of sea breezes for cooling and natural shade through tree planting.

Policy H3 Housing Sites

- 4.7.78 Sewer flood issues have been identified in relation to the water resources sustainability objective. Many site policies identify the importance of resolving surface water flooding issues on the site as part of development, primarily related to surface water runoff.
- 4.7.79 Also, policies identify where additional sewerage capacity will be needed, as under the water resources objective above.
- 4.7.80 Sites that may have some risk from surface water flooding, according to Environment Agency online maps and known areas flood, include:
- 1 Low Grange Strategic Site;
 - 7 Normanby Hall including risk from drainage channels;
 - 8 Normanby High Farm;
 - 9 Former Eston Park School, Eston;
 - 10 Corporation Road, Redcar including risk from culverts;
 - 11 St. Hilda's Church, Redcar;
 - 15 Roseberry Road, Redcar;
 - 16 Land at Mickle Dale, Redcar;
 - 17 West of Kirkleatham Lane, Redcar ;
 - 21 Cleveland Gate, Guisborough;
 - 22 Land at Galley Hill, Guisborough;
 - 27 Former Rosecroft School, Loftus;
 - 29 Low Cragg Hall Farm, Carlin How; and
 - 30 Abattoir Site and Adjacent Land, Boosbeck.
- 4.7.81 For all of these sites mitigation will be necessary to ensure new development does not increase the risk of flooding on or off site from rivers or from surface water. Sites are also identified where design of development must take into account risks from drainage channels or culverts. These are:
- 10 Corporation Road, Redcar (West Dyke culvert); and
 - 7 Normanby Hall (drainage channels).
- 4.7.82 In terms of delivering sites to avoid urban heating effects, this will need to be agreed and delivered on a site by site basis. For instance, sites will need to be delivered to include appropriate green space and planting to help avoid urban heating.

Summary

- 4.7.83 Significant adverse effects are unlikely. However, Local Plan policies must ensure that they comply with national policy and EA expectations for managing flood risk, from surface and tidal/fluvial sources. Several sites have known issues related to surface water flooding, including from sewers and culverts that restrict flows where mitigation will be required as set out in policy, as well as other sites where there is a need to ensure measures are in place to

manage drainage and not increase run-off as a result of development that may have an impact off-site.

- 4.7.84 In addition, other policy or policy criteria could be included in the Local Plan to recognise other elements of climate change resilience, such as for biodiversity and design.

Waste and minerals: Minimise waste and increase the reuse, recycling and recovery of waste and use land efficiently

- 4.7.85 Development growth in the borough will require the use of new materials in construction and more homes and businesses will increase waste generation (Policy H1). The Local Plan only has a limited influence on encouraging more sustainable waste management and must ensure it makes use of these opportunities to reduce ensure the more sustainable use of resources.
- 4.7.86 Policy SD4 on general development principles has the potential to help new developments to be designed to better manage waste, as it includes criteria on waste recycling on, although this is not very detailed.
- 4.7.87 The spatial strategy for South Tees in Policy LS4 has the potential to have a positive relationship with this objective if it helps delivery of recycling facilities as part of encouraging new industries in the environmental sector. However, a direct positive relationship is not possible to predict due to the need for these schemes to be delivered and achieve higher rates of recycling. In addition, Policy ED6 on protecting employment areas could have similar uncertain impacts.
- 4.7.88 These three policies are the only ones that show a direct relationship with the sustainability objective relating to waste and materials. However, it may be possible to incorporate further criteria and policy on reducing waste for clearance and demolition of sites. This could include policies on ensuring that stripped agricultural topsoil is reused and avoiding this type of material being sent to final landfill. Design polices should also ensure that sufficient space is included in development to allow the storage and sorting of wastes inside and outside of development.
- 4.7.89 The sustainability objective also relates to the efficient use of land. Policy H2 Type and Mix of Housing encourages land to be used efficiently by securing appropriate densities. However, other policies on executive homes provision are likely to see development at lower densities in order to provide larger homes in bigger plots to meet a specific demand and Council aspirations. This could represent the less efficient use of land.

Policy H3 Housing Sites

- 4.7.90 Meeting the waste and mineral sustainability objective will primarily be through the delivery of housing sites. This will include features such as space for waste sorting and storage and making use of recycled materials and avoiding construction and demolition waste.
- 4.7.91 Several sites are promoted for quite low densities that may not represent the best and most efficient use of land. In particular sites such as:
- 2 Swan's Corner, Nunthorpe;
 - 3 Gypsy Lane, Nunthorpe;
 - 4 Morton Carr Lane, Nunthorpe; and

- 12 Land adj. to Rye Hills School Redcar.
- 4.7.92 For some sites, such as 5 Longbank Farm Ormesby, 7 Normanby Hall, and 8 Normanby High Farm, the lower densities may be to reflect that large parts of the site must remain free of development to provide landscaping and to protect the existing vegetation on site.
- 4.7.93 There are several sites on previously developed land (not including playing fields); their development will support the efficient use of land. This includes:
- 10 Corporation Road, Redcar.
- 4.7.94 Development proposed for assisted living also succeeds in achieving high densities (all on previously developed land) due to the nature of the development and are therefore compatible with the sustainability objective.

Summary

- 4.7.95 New development in the borough, directed by the Local Plan, will give rise to increase in waste. It could be that this increase in waste would occur in any case through growth in and outside the borough. Therefore, the Local Plan will not have a significant impact. The SA does recommend the Local Plan policy could include reference to construction waste to ensure its sustainable management.
- 4.7.96 This objective also relates to the efficient use of land. Policies are in place to encourage land is used efficiently by developing at higher densities. However, several sites would see quite low density development, which may conflict with the sustainability objective and result in greater demand for land.

Design: Encourage high quality design and sustainable construction in development

- 4.7.97 There are elements of promoting good design through policies of the plan, although the majority of detailed information is not in policy but in the Design of Residential Areas SPD (July 2011). This SPD is a useful addition to the policy, but the Local Plan should be clear that good design is not only important for residential development, but also for non-residential development, especially where community facilities are being developed.
- 4.7.98 Policy SD4 on the general development principles includes some criteria related to securing good design in new development. This means that there is a positive relationship with this policy and the sustainability objective. This policy also covers design in terms of sustainable construction, as referred to in reference to the 'energy' sustainability objective, design measures are also important in reducing energy demand of new development and could be addressed here. The lack of national sustainable design codes means an increased requirement for local policy to be clear on expectations on these issues.
- 4.7.99 The SA does identify the potential for the policy to be more prescriptive in the requirement for the better design of new housing development in the borough. The SA acknowledges there is a need to deliver new housing to help stem population decline, but this should not prevent high quality design that contributes to a sense of place, and especially on larger sites, encourages people to walk around their neighbourhood and helps to foster social cohesion and the creation of communities – as well as the promotion of more active travel with the health benefits this can bring. New development should also be designed to integrate well

with neighbouring residential areas including footpaths and cycleways as well as visual integration. In particular, new developments that will be for single tenures should be developed to be part of the town or village and avoiding 'turning its back' on existing residential neighbourhoods or creating pockets of inequality.

4.7.100 Policies HE1 and HE2 address the conservation of the heritage environment. It is likely that applying these policies will have positive impacts for design and the protection of the built character of the area and are therefore compatible with achieving this sustainability objective.

4.7.101 A positive relationship is also identified between policy ED5 on Advertisements and meeting this sustainability objective, as it will help prevent development that harms the quality of the built environment.

4.7.102 All of the policies on the spatial strategy areas and other specific locations include design as one of the criteria to secure higher quality design or to protect the existing character. This supports the sustainability objective, although impacts are uncertain as they will be site specific. Design is covered by a variety of policies including:

- LS1 to LS4 on the spatial strategy areas;
- ED1 on protecting and enhancing the borough's centres; and
- ED6 protecting employment land.

4.7.103 Policy H2 on housing mix and tenure has uncertain impacts against this sustainability objective. There is the opportunity here for lower density development to have an impact on the visual character of areas, which could be beneficial. However, to secure benefits will be dependent on the layout and careful landscaping.

4.7.104 Policy H5 on sub-division and conversion and H6 on Houses in Multiple Occupation, may help protect the quality of the built environment by retaining family sized homes. However, impacts of the policy are uncertain and will depend on implementation.

4.7.105 Policy H7 on Gypsy and Traveller sites in policy includes criteria to protect the character of the surrounding area, helping to protect the received built environment from harm, and so compatible with this sustainability objective.

4.7.106 ED7 on the Cleveland Gate Mixed Commercial Development could have some design benefits, depending on the site. Policy REG2 and REG4 could help restore the character of Kirkleatham Estate and Loftus respectively, but developments will need to be carefully designed to enhance the character.

Policy H3 Housing Sites

4.7.107 Meeting the design sustainability objective will be through the design of individual housing sites, and therefore not directly related to individual allocations.

Summary

4.7.108 The design of new development will need to be managed on a site by site basis to ensure that that it helps contribute to a high quality built environment. Schemes must be of a high quality in the design of individual buildings and urban layout to avoid adverse impacts and help encourage the creation of sustainable communities. For instance, all schemes should be designed to encourage walking and be linked to nearby development using safe and direct

footpaths. The impacts of Local Plan policy are likely to be largely positive if the Design of Residential Areas SPD is applied, although good design should not only be in residential areas.

4.8 Core Theme: Delivering healthy, sustainable, inclusive and cohesive communities

Communities: Empowered and active communities who are proud of where they live

- 4.8.1 Demonstrating how the Local Plan will help meet this objective is quite subjective. This is because the cause and effect relationship are less direct.
- 4.8.2 The majority of policies can have some impact on the existing or future communities of the borough, as it is one of the main aims of any Local Plan to support the creation of sustainable communities. It is also worth noting that this sustainability objective is strongly linked to those on accessibility and health, as a healthy community is often also a vibrant community.
- 4.8.3 The strategic policies of the plan set the overall quantity of growth in the plan area over the plan period and how this will be distributed. This will have inevitable impacts on the communities of the borough. In some instances, growth can support rural and declining communities by locating new development in these areas. However, there remains the risk that rapid growth could change the character of existing communities, either to their benefit or detriment, and this can be very dependent on how they are implemented and the supporting infrastructure that is already in place or will be provided to meet new and existing residents' needs from the outset of occupation. For instance, there may be an impact from growth on availability of local services for existing or new residents, which needs to be planned for. Growth can also lead to changes in the mix of population in terms of age or social make-up, which can have an impact (both positive and negative) on the existing prevailing character. Policies where this type of impact is identified are:
- SD2 Locational Strategy;
 - SD3 Development Limits;
 - LS1 Urban Area Spatial Strategy;
 - LS2 Coastal Area Spatial Strategy;
 - LS3 Rural Communities Spatial Strategy; and
 - H1 Housing requirements.
- 4.8.4 To help to mitigate potential impacts implementation of SD5 Developer Contributions is essential to ensure all services are provided to meet new demands created by development. This will include impacts on schools and healthcare services, as well as other elements such as libraries and skills training for adults. If in future, if it is found that CIL would be appropriate for the borough this type of standardised charging rate could be established.
- 4.8.5 The creation of sustainable communities is dependent on retention of local services and jobs that will support viable local areas with a clearly defined sense of place. Therefore, the policies that help support existing and new local services have the potential to have a positive relationship with this sustainability objective. Policies that have a clear positive relationship with the objective are:

- ED1 Protecting and enhancing the borough's centres; and
 - ED8 Rural Economy.
- 4.8.6 Other policies are likely to make a positive contribution to strengthening existing communities and creating more diverse communities as they will help provide a mix of housing. These are policies H2 Housing Mix and Type and Policy H4 Affordable housing. However, where policies are for 'executive' style homes it will be important to ensure that these developments are integrated into existing communities to help meet this objective. Integration should be through physical links such as footpaths and by avoiding gated communities, and there should also be social links, such as access to shared open spaces or community facilities and getting local residents involved in planning significant new housing and mixed use developments.
- 4.8.7 Policy H7 may have impacts on meeting the needs of existing and future Gypsy and Traveller communities in the borough.
- 4.8.8 Policies that help create a quality place to live, by protecting the existing character of communities from harm and securing amenity improvements, are also likely to have a positive relationship with the creation of sustainable communities. Positive relationships are likely with N3 on the provision of open space and N2 on Green Infrastructure. The policies which should help protect the character of communities and neighbourhoods, but where implications for sustainable development depend more on implementation are:
- SD4 General Development Principles;
 - ED3 Hot Food Takeaways;
 - H5 Sub-Division and Conversion for Residential Use;
 - H6 Houses in Multiple Occupation;
 - N1 Landscape;
 - N4 Biodiversity and Geodiversity;
 - HE1 Conservation Areas;
 - HE2 Heritage Assets; and
 - HE3 Archaeological monuments.
- 4.8.9 Policy ED1 also supports the protection of community facilities outside of the borough centres where they are '*important to the day-to-day needs of communities*'. This should help retain these services, although consideration could be given to the test that will be applied to meet this criteria.
- 4.8.10 Those policies that will help improve accessibility and non-car access to services may also have a positive impact on supporting new communities, these are policies TA1 to TA4.
- 4.8.11 Some uncertain but potentially negative impacts are identified related to certain policies. For those policies allowing new tourism development, such as Policies ED11, ED12 and ED13 on caravans and hotel accommodation. Also, policy REG3 on Skelton may have some adverse impacts on the existing community as the town is planned to grow quite rapidly over the plan period, the Local Plan may need to provide evidence that there is the necessary infrastructure (including services and local employment) in place to support this growth. Similar issues are referred to below where proportionally large urban extensions are proposed in other villages and small towns of the borough. The impact of REG4 on the existing community of Loftus is

also uncertain. Regeneration has the potential to improve employment opportunities and access to services and facilities that should support objectives on developing sustainable, cohesive communities. However, this may be dependent on funding being forthcoming in the area.

Policy H3 Housing Sites

4.8.12 Housing allocations that have the greatest potential to impact on communities are those for a significant quantity of new development (alone or in combination), especially in the smaller rural towns or suburban locations where new residents could create a proportionally large increase the population or create a demographic change. Effects need not be negative, especially where new development is designed to physically and socially integrate with existing communities, and in these circumstances could help revitalise declining areas.

4.8.13 Allocations where impacts on communities are identified include:

- 1 Low Grange Strategic Site, allocated for 1250 homes;
- The combined effect of 18 Land at Mickle Dales, Redcar and the committed Rowan Garth to the north to provide up to 238 new homes in total;
- 17 West of Kirkleatham Lane, Redcar, Redcar a large development of 550 houses for the communities in this location;
- 22 Galley Hill, Guisborough a large increase in development in the area, combined with two neighbouring permitted development sites where construction is underway to provide over 500 new homes;
- 5 Longbank and 6 Spencerbeck Farm where 381 new homes are planned; and
- 25 Kilton Lane, Brotton, a large development for the relatively small scale of this settlement.

4.8.14 In addition, schemes that are for 100% market 'executive' homes have the potential to have an impact on the character of local communities. It will be important to integrate these homes into communities to help secure social cohesion. These sites are:

- 2 Swan's Corner, Nunthorpe;
- 4 Morton Carr Lane, Nunthorpe.

4.8.15 Sites with other potential effects on communities include:

- 6 Spencerbeck Farm, Ormesby, here the demolition of existing homes may have a temporary impact on the community;
- 9 Former Eston Park School, Eston; 12 Land adjacent to Rye Hills School, Redcar and 27 Former Rosecroft School Site, Loftus will result in the loss of former school sites that may have some impact on the community. However, they are surplus to requirements due to demographic changes;
- 11 St. Hilda's Church will result in the loss of open space which gives a character to the area;
- 22 Land at Galley Hill, Guisborough combined with sites that are currently under construction, including Galley Hill and Pine Walk, may put pressure on existing services in the area due to the considerable expansion of western Guisborough, furthest from the

town centre. New social infrastructure must be planned to ensure it does not compromise services for existing and future residents;

- 29 Low Cragg Hall Farm, Carlin How this site is an area of relatively low residential amenity, to help ensure the wellbeing of new communities the development will have to be designed to help improve this. There is also a lack of community services in this area;
- 30 Abattoir Site and Adjacent Land, Boosbeck this site is in part an extension to the village although the scale and number of dwellings proposed is unlikely to have a significant impact on the existing community. The setting of the site, which will incorporate the existing play area and open space, will provide opportunities for community interaction and therefore the any development should be able to integrate well; and
- REG3 Skelton, (although not an H3 site), associated with other committed and planned development, could have a significant effect on the community character and access to community services and facilities may have an impact on the wider community.

4.8.16 Allocations in locations with poor access to local services or where existing services are overstretched could have an adverse impact on existing community character.

Summary

4.8.17 The impact of the policies on communities is not clear. There is the potential for both positive and negative effects. However, the full implementation of planning policy and subject to some recommendations of the SA, there is the potential for the plan to help grow new communities. With large scale new development, it is essential to ensure there is social and green infrastructure in place to meet the needs of new development from as soon as possible after first occupation in order to avoid adverse effects on new and existing resident. This may be particularly important where the level of growth results in a large proportional increase of population / households in a town or village, e.g. Guisborough, Brotton and Skelton.

4.8.18 New housing must be integrated into existing communities through its design and to create social links, including involving local people in masterplan development.

Housing: Improve the quality, availability and accessibility of housing in the borough

4.8.19 There is a clear relationship between meeting this sustainability objective and the purpose of the Local Plan, as one of its principal roles is to help deliver housing. The policies of the plan have been designed to help encourage housing growth in the borough by ensuring only including sites that are considered to be deliverable in the SHLAA, giving a clear positive relationship to the objective.

4.8.20 Specific policies with a clear positive relationship with this objective through the delivery of homes are those that set the basic strategy for housing growth and its distribution, as well as those that set criteria for the type of housing to be delivered. These policies are:

- SD2 Locational Strategy;
- SD5 Developer Contributions;
- LS1 Urban Area Spatial Strategy;
- LS2 Coastal Spatial Strategy;
- LS3 Rural Communities Spatial Strategy;

- REG3 Skelton;
- REG4 Loftus; and
- H1 Housing requirements.

4.8.21 Policies H2 and H4 deal with delivering a mix of homes in type and tenure. Policy H4 is supported in the SA by helping to provide homes for those least able to afford a home. The proportion of affordable housing has been shown to be viable for the borough. However, where off-site contributions are sought. Instead on on-site affordable homes, RCBC will need to have a strategy and guidance in place to ensure that these homes are delivered in a timely way alongside market housing provision. The housing mix policy will need to demonstrate homes are coming forward in line with identified need in the SHMAA, this includes homes to meet the needs of an existing ageing population and not only homes to help retain families in the borough. The policies are:

- H2 Type and Mix of Housing; and
- H4 Affordable Housing.

4.8.22 Other policies will have a more uncertain impact as the effects are dependent on how policies are implemented. If policies H5 on sub-division and conversion and H6 on House in Multiple Occupation reduce the amount of housing coming forward from this source they may have negative impacts on overall housing supply. Conversely this may help protect the number of family sized homes in certain parts of the borough, which meet a particular need.

4.8.23 Policy H7 on Gypsy and Traveller should help deliver pitches to meet the housing needs of the borough's gypsy and traveller communities. However, there are some potential issues raised in the SA of the policy meaning effects are uncertain and if the policy will be sufficient to meet the needs of all parts of these communities.

Policy H3 Housing Sites

4.8.24 Larger housing sites, in accordance with policy, should provide at least 15% affordable housing, unless identified specifically for executive homes or specific housing needs. Smaller sites (14 to 11 gross new units) will need to make an off-site contribution to affordable housing. There are no sites (without planning permission) that are allocated for this scale of development. Therefore, unless sites deliver fewer or more than anticipated this is not an issue for allocations. However, the threshold of 10 for no affordable housing is likely to mean few sites come forward.

4.8.25 Sites of 10 or fewer homes will not normally have to contribute to affordable housing and there are a few such sites in the plan without permission. These are:

- 24 Stagnhow Road, Skelton; and
- 28 Former Handale Primary School, Loftus.

4.8.26 Some sites that are allocated but have planning permission are also not providing affordable housing, so not meeting this need. An example is H3.23 Home Farm Skelton does not appear to be delivering new affordable housing.

4.8.27 For site 9 Former Eston Park School the affordable housing provision is waived due to local 'overprovision' of affordable homes. Also, for site 7, Normanby Hall affordable housing

requirement may be waived to allow for the increased costs associated with restoration of the hall.

4.8.28 There are also a number of sites throughout the borough that are specifically allocated for older people's and assisted living housing, as shown in the 'health' section below. This should help deliver homes that will meet the needs of the borough's rapidly ageing population, one of the main demographic growth groups in the borough. In particular, those that will help to provide affordable units will be particularly beneficial to meet the housing needs of more vulnerable part of the community. This includes:

- 13 Wykeham Close, Redcar;
- 14 Grosmont Close, Redcar;
- 20 Park Lane, Guisborough; and
- 26 Newbury Road, Brotton.

Summary

4.8.29 The Local Plan is likely to have a positive impact against this objective as it should secure housing growth to meet diverse needs in the plan area, including older people's housing. Full implementation of the policy on affordable housing should help deliver new homes in the borough to meet the needs of those on lower incomes. However, RCBC will need to have a strategy in place to ensure the timely delivery of affordable housing paid for by financial contribution on sites of 11 to 14 and other sites not suited to on-site delivery. The mix of housing type of provided will need to reflect the SHMA and to include homes for the rapidly ageing resident population in the borough, who may favour small homes including flats and bungalows, as well as developing the type of homes needs to retain and increase the number of families in the borough.

Safer communities: Create safer communities and protect people from harm

4.8.30 The relationship between this sustainability objective and the plan is not straightforward. Only Policy SD4 General Development Principles contains specific criteria to ensure that new development is not located in places where there is an unacceptable safety risk or risk to health, noise and pollution effects, although this is quite comprehensive in its coverage. In addition, site allocation policies do also address specific impacts of this type.

4.8.31 Policy H7 on Gypsy and Traveller development should also help ensure new sites are safe for users, including access and avoiding flood risk.

4.8.32 Other policies that relate to the safety of communities include those that have criteria specifically on managing safety. This includes:

- Policy LS4 South Tees Spatial Strategy, which includes criteria on avoiding and mitigation of potential contamination,
- PolicyED7 on safe access; and
- Policy H5 to ensure sub-division does not cause unacceptable highway safety issues;
- Policy ED1 on improving safety in town centres.

4.8.33 Policy SD7 should also help protect people from harm related to the increased risk of flood, as well as possibly reducing the existing risk.

Policy H3 Housing Sites

4.8.34 Based on the data available there are several sites where there is the potential for land contamination as the site has been previously developed. In these locations appropriate ground investigation, followed by remediation if necessary, would be required to avoid related safety risks. These sites include:

- 1 Low Grange Strategic Site, South Bank;
- 6 Spencerbeck Farm, Ormesby;
- 10 Corporation Road, Redcar;
- 12 Land adjacent to Rye Hills School, Redcar;
- 15 Roseberry Road, Redcar;
- 19 Wilton Lane, Guisborough;
- 20 Park Lane, Guisborough;
- 23 Home Farm, Skelton;
- 24 Stanghow Road, Skelton; and
- 27 Former Rosecroft School Site, Loftus;

4.8.35 At site 5, Longbank Farm, Ormesby, there is the potential for adverse effects related to land stability and this will need to be investigated with appropriate remediation put in place prior to development.

4.8.36 Several of the sites are also in close proximity to main road or rail routes, so development would have to be designed to ensure noise impacts are mitigated or avoided and residential amenity is protected. Where the site allows, criteria are included in policies to ensure a buffer is provided between the road edge and new development. However, this may not be achievable in all instances Noise impacts may be experienced at:

- 1 Low Grange Strategic Site, South Bank due to proximity to the A66;
- 2 Swan's Corner, Nunthorpe due to proximity to the A171;
- 3 Gypsy Lane, Nunthorpe due to the adjacent train line;
- 4 Morton Car Lane, Nunthorpe due to the adjacent train line and bypass;
- 5 Longbank farm, Ormesby due to proximity to A174;
- 10 Corporation Road, Redcar due to proximity to the A1085;
- 16 Land at Mickle Dales, Redcar due to proximity to the A174;
- 18 Marske Road, Saltburn due to site location on Marske Road;
- 21 Cleveland Gate, Guisborough due to adjacent industrial and distribution site;
- 22 Land at Galley Hill, Guisborough due to proximity to the A171;
- 25 Kilton Lane, Brotton due to proximity to the A174;
- 27 Former Rosecroft School Site, Loftus due to proximity to the Boulby Mine Railway;

- 29 Low Cragg Hall Farm, Carlin How due to proximity to steel works site; and
- REG3 Skelton due to proximity to the A174.

4.8.37 For sites near to main roads it will also be essential to provide safe vehicle and pedestrian access to avoid safety risks. These sites include:

- 1 Low Grange Strategic Site, South Bank;
- 2 Swan's Corner, Nunthorpe;
- 4 Morton Car Lane, Nunthorpe;
- 5 Longbank farm, Ormesby;
- 10 Corporation Road, Redcar;
- 16 Land at Mickle Dales, Redcar;
- 18 Marske Road, Saltburn;
- 22 Land at Galley Hill, Guisborough;
- 25 Kilton Lane, Brotton; and
- REG3 Skelton.

Summary

4.8.38 It is likely that the policies of the plan will have a positive relationship with this sustainability objective. This will be dependent on site risks being appropriately investigated and remediation or other mitigation completed as required. It will also be necessary to protect residents of the borough from the adverse impacts of noise pollution from existing traffic or traffic generated by a proposed development. The majority of large allocations already specify the need to retain a buffer between road edges and development for this reason. Suitable mitigation and avoidance measures will need to be included in all development adjacent to busy roads, for instance through site layout and use of appropriate glazing.

Health: Improve public health and provide opportunities for physical activity

4.8.39 As referred to in previous sections, the impact of the Local Plan against this sustainability objective has strong connections to that on communities and accessibility. This is because many elements of a healthy design are also part of creating a sustainable community with accessible services.

4.8.40 Matters addressing safety and risk to health are covered under the 'safer communities' sustainability objective.

4.8.41 Policy SD4 on general development principles contains many criteria that relate to creating healthy communities. These relate to better access by walking and provision of new open spaces. There are also requirements for Health Impact Assessment as part of certain projects, which if completed at an early state of project development can have real benefits for creating places that recognise and address health and wellbeing needs for new residents. There are clear positive relationships between this policy and the sustainability objective. Similarly, Policy SD5 on developer contributions may have positive implications as it covers matters such as provision of community services (including health services) and open space.

However, requirements for each of these contributions will be determined on a site-by-site basis.

- 4.8.42 Elements of policies on the spatial strategy areas and other development locations could help promote a healthier place to live. This includes criteria to promote walking access and open space provision. However, impacts are uncertain as much will depend on how development is delivered. Relevant policies are:
- LS1 Urban Area Spatial Strategy;
 - LS2 Coastal Area Spatial Strategy; and
 - REG3 Skelton.
- 4.8.43 There may also be specific impacts related to the development of other types of site. REG1 Coatham should provide a new leisure development for residents and visitors with the potential encourage healthy outdoor activities.
- 4.8.44 Those policies which promote more walkable access to mixed service areas may also have some potential health benefits, such as protecting the borough's town centres as the focus for retail development in policy ED1. Policies TA1 to TA4 also promote more accessible development with the aim of helping to more people to choose to walk for at least part of their trip.
- 4.8.45 Access to good quality housing that meets the divergent needs of all residents can also help mental and physical wellbeing. Therefore, those policies that will help deliver a range of types and tenures of housing (in particular affordable housing) have the potential to have positive impacts against this sustainability objective. This includes policies:
- H1 Housing requirements;
 - H2 Type and Mix of Housing;
 - H4 Affordable Housing;
 - H5 Sub-Division and Conversion; and
 - H7 Gypsy, Traveller and Travelling Show People Accommodation.
- 4.8.46 There may also be direct positive benefits against this objective of implementing policies on open space provision (N3) and green infrastructure (N2).
- 4.8.47 Policies that help protect the natural heritage of the borough, including landscape (N1) and biodiversity (N4) can have a positive impact on wellbeing. This will be from retaining the countryside as a recreational resource for outdoor activity. Furthermore, landscapes, biodiversity and greenspace, particularly in urban areas can have benefits for mental wellbeing.

Policy H3 Housing Sites

- 4.8.48 Housing sites that have the potential to have an effect on the safety objective also have the potential to have an impact on this health objective. The reasons for this are general safety and protecting residential amenity and therefore the wellbeing of residents. In addition, there is a strong relationship of this 'health' objective with that covering 'community'. Therefore, the assessment of the impacts of housing growth on securing sustainable communities are

relevant here also i.e. the risks and benefits of significant growth including access to services and community integration.

4.8.49 The assessment of sites identifies those where there is a high level of health deprivation. These are sites located in areas that are ranked very high on the Indices of Deprivation (2015) health deprivation rank. These are characterised as areas with relatively high rates of people dying prematurely or whose quality of life is impaired by poor health or who are disabled. Sites that fall with very high or quite high areas of health deprivation are:

- 1 Low Grange Strategic Site, South Bank;
- 9 Former Eston Park School, Eston;
- 13 Wykeham Close, Redcar;
- 14 Grosmont Close, Redcar;
- 15 Roseberry Road, Redcar;
- 18 Marske Road, Saltburn;
- 19 Wilton Lane, Guisborough;
- 21 Cleveland Gate, Guisborough;
- 23 Home Farm, Skelton;
- 24 Stanghow Road, Skelton;
- 28 Former Handale Primary School, Loftus;
- 29 Low Cragg Hall Farm, Carlin How; and
- REG3 Skelton.

4.8.50 New housing in these locations has the opportunity to bring benefits to the area and reduce health deprivation by providing good quality new homes in areas that may have previously been characterised as having poor housing. However, these schemes will need to be delivered in a way that helps people to make healthy lifestyle choices, such as increasing outdoor play for children, encouraging walking and improving neighbourliness, and where possible reducing the number of fast food restaurants on local streets and near schools.

4.8.51 Several schemes are also specifically to meet the needs to elderly residents of the borough. This type of scheme is essential in helping older people live a long and healthy life and is ever more essential in an ageing population. These sites include:

- 13 Wykeham Close, Redcar;
- 20 Park Lane, Guisborough;
- 21 Cleveland Gate, Guisborough;
- 26 Newbury Road, Brotton.

4.8.52 There are also other sites identified where there may be other potential health impacts. For instance, the loss of land for community uses or sports pitches. It will be important that the RCBC have evidence that this reuse does not adversely impact on the availability or access to of these uses in the borough and there remains a supply that will meet needs, taking into consideration the aspirations for population growth. These community use sites include:

- Site 11, St Hilda's Church is public open space and although not used development will need to protect the setting of the church.

4.8.53 And former school land or playing fields include:

- 9 Former Eston Park School, Eston;
- 12 Land adjacent to Rye Hills School, Redcar; and
- 27 Former Rosecroft School Site, Loftus.

Summary

4.8.54 There are many aspects of the Local Plan that should help ensure a positive impact on meeting this sustainability objective. However, an essential part of creating a healthy place will be encouraging more people to walk as part of their day to day trips, such as getting to work or school. Therefore, ensuring there are local services and facilities and attractive and safe places to walk will be one of the primary ways that the Local Plan can create a healthy place.

4.8.55 There is also the need to support healthy communities through ensuring there is good availability of public open space and playing fields, as well as community facilities. The reuse of these community sites for private housing must be justified by RCBC, demonstrating there are accessible local sites to meet needs for community uses and open space, taking into account population growth aspirations.

4.9 Core Theme: Improving connectivity

Accessibility: Improve the accessibility and quality of key services and facilities

4.9.1 As referred to in previous sections, helping to achieving this sustainability objective can also have benefits for securing sustainability objectives related to communities and health. This is because the more people that are able and choose to walk for at least part of their daily trips, the healthier the population should be.

4.9.2 The primary way the Local Plan can improve accessibility is by making sure new development is located in places where there is good access to existing services or a mix of uses will be delivered. Locating new development on existing sustainable transport routes will also have benefits. The locational strategy SD2 is to focus development on the more urban areas, so has the potential to help meet this sustainability objective. However, there are risks in Policy SD2 and SD3 development limits that some development may be permitted outside existing settlements, meaning access may be less good.

4.9.3 The spatial strategy policies of the Local Plan include criteria for improving walking and cycling facilities, as well as other modes of sustainable transport. Those policies relate to residential development also include the requirement to provide accessible local services, such as Low Grange in the Urban Area. These policies are likely to have a positive relationship with the sustainability objective. However, effects will depend on effective implementation. These strategic policies include:

- LS1 Urban Area Spatial Strategy;
- LS2 Coastal Area Spatial Strategy;

- LS3 South Tees Spatial Strategy;
 - LS4 Rural Communities Spatial Strategy;
 - REG1 Coatham;
 - REG4 Loftus; and
 - H7 Gypsy, Traveller and Travelling Show People Accommodation.
- 4.9.4 Policy REG3 covers the development of Skelton. If new housing growth is matched by the provision of new community services, then it could help provide accessible development in keeping with this sustainability objective. However, given the relatively poor service provision in the town, in addition to non-car accessibility, there is the risk that new residential will not have good access to local services.
- 4.9.5 Improvements to access are also covered in the general development principles in Policy SD4 and contributions in SD5. However, the impacts would be uncertain depending on the way the policy is implemented.
- 4.9.6 Policies that help protect existing community services and employment areas will have positive implications against this policy. In particular, those policies that help to protect existing retail and prioritise new retail development in town centres will have a positive impact against the objective, with the clearest benefits relating to ED1 and other policies depending on how they are implemented. These policies include:
- ED1 Protect and enhance the town centres;
 - ED2 Cleveland Retail Park;
 - ED4 Retail Development on Industrial Estates and Business Parks; and
 - ED6 Protection of Employment Areas.
- 4.9.7 Policy ED8 on the rural economy may help access to employment in rural areas, depending on how it is applied.
- 4.9.8 Transport policies of the plan should all play a role in improving access to services and jobs for residents, visitors and the workforce. All have a clear positive relationship with this sustainability objective. These are policies TA1 to TA4, policy N2 on green infrastructure should also help protect walking and cycling routes.
- 4.9.9 Provision of accessible open space is specifically covered by policy N3 and has a positive relationship with this sustainability objective.
- Policy H3 Housing Sites***
- 4.9.10 The sustainability assessment of the proposed allocations included assessment of their accessibility to local facilities. This included consideration of whether essential services were in a reasonable walking distance. Services considered were shops, education and community services, only sites with poor access to one or all of these services were identified as not accessible. The purpose is to identify those sites where future residents may be more dependent on their cars and the new development is likely to generate additional car trips. Sites with very poor access are not allocated in most instances. This assessment of accessibility only provides an assessment of what is there now (or to be delivered imminently); services and facilities are likely to change over the plan period.

- 4.9.11 Site assessment identified that there are fewer sites in the urban/coastal with poor access than in the rural areas. Furthermore, the range of services that are accessible by non-car travel may be better in the urban and coastal than in many rural areas, because in rural areas even where sites have good access to a town or village centre, this may not mean good access to a good range of services.
- 4.9.12 However, there are sites in the urban and coastal areas with potentially poor access are:
- 5 Longbank Farm, Ormesby;
 - 6 Spencerbeck Farm, Ormesby;
 - 7 Normanby Hall, Normanby;
 - 8 Normanby High Farm, Normanby;
 - 9 Former Eston Park School, Eston;
 - 16 Land at Mickle Dales, Redcar; and
 - 28 Former Handale Primary School, Loftus.
- 4.9.13 The sites in the rural areas with poor access are:
- 22 Land at Galley Hill Farm, Guisborough;
 - 25 Kilton Lane, Brotton;
 - 27 Former Rosecroft School, Loftus, the site large and physically separated from Loftus centre by the railway affecting perceptions of accessibility, the centre is also small and declining;
 - 29 Low Cragg Hall Farm, Carlin How, access to essential services only, although the site is also quite disjointed from the rest of the village on the A174 Brotton Road;
 - 30 Abattoir Site and Adjacent Land, Boosbeck; and
 - REG3 Skelton, although access will depend on what services are provided locally as part of the development and if they are sufficient to support a new community, as walking and cycling access into the existing village is currently poor.

Summary

- 4.9.14 The Local Plan has the potential to have positive impacts against this policy by focussing development in the Urban Area and Coastal Area, where there may be a better range of local services compared to most parts of the Rural Area, as well as helping to protect and enhance existing services. Policies that encourage walking and cycling are also beneficial in meeting this objective. However, the choice and implementation of specific sites for development will also have an effect. The SA of sites does identify some instances where there is the potential for a negative impact, particularly where a site is allocated for new housing in peripheral locations to towns or larger villages or in smaller towns and villages with a limited range of services in the rural area, as such the 'Rural Service Centres' of Boosbeck and Loftus.

Transport: Increase sustainable transport options and usage

- 4.9.15 This sustainability objective covers many of the same issues as that on accessibility. Therefore, in the majority of cases the Local Plan will have similar implications. However, this objective is more associated with the provision of new transport infrastructure, rather than simply supporting sustainable transport through improving accessibility.

- 4.9.16 The policies with greatest relevance to this sustainability objective and show clear positive relationships with it are those on transport TA1 to TA4. However, TA3 also includes criteria related to new road building schemes, which may not be compatible with delivery of sustainable transport, unless the improvement specifically includes measures to improve safety and speed of non-car trips e.g. through safe cycle routes and bus lanes.
- 4.9.17 This sustainability objective can also be met through the locational strategy (SD2) and urban focus as this location has the greatest potential from trips to be made by public transport, walking and cycling. Focusing development within the development limits (SD3) where possible will also help meet the sustainability objective, although where it is permitted away from settlements there could be negative impacts.
- 4.9.18 The general development principles (SD4) include the need to ensure development has access by sustainable modes of transport. Also, the policy SD5 on developer contributions includes public transport and walking cycling improvements. For both these policies the impacts will depend on how the policy is implemented, although overall this should be positive.
- 4.9.19 All four of the spatial strategy policies for specific areas include public transport schemes that should be delivered for as part of the development of these areas. Therefore, there are likely to be positive impacts against the sustainability objective, although again this depends on delivery which may be outside the control of the Local Plan. These policies are:
- LS1 Urban Area Spatial Strategy;
 - LS2 Coastal Area Spatial Strategy;
 - LS3 South Tees Spatial Strategy; and
 - LS4 Rural Communities Spatial Strategy.
- 4.9.20 Maintaining access by public transport and other sustainability modes is also part of ED1 on protecting town centres in the borough, with potential for positive implications against this policy.
- 4.9.21 One policy ED8 on the Rural Economy specifically relates to growth in rural areas. This may be contrary to the sustainability objective as these areas may be poorly served by sustainable travel modes and almost all trips generated are likely to be by car, although it could provide locally accessible rural jobs.

Policy H3 Housing Sites

- 4.9.22 The site assessment of the site allocations also included some consideration of access to public transport. Access to public transport within a reasonable walking distance of peoples' homes is essential to ensure an equitable access to a range of services for all, even for those who cannot or do not drive. Access by public transport can also help reduce the length and number of trips people make by car, with associated environmental benefits. The assessment of sites can only be based on current information and bus routes and services may change over the plan period, although access to train services is more likely to remain the same.
- 4.9.23 Where sites are shown to have poor public transport services it is more likely that they will result in increased in car travel, and where sites are allocated for a significant number of new homes impacts will be greater. Sites that are identified as having poor access to public transport services and are for a significant number of new homes include:

- 5 Longbank Farm, Ormesby, this is a large development site allocated for 320 homes in total;
- 22 Land at Galley Hill Farm, Guisborough combined with Galley Hill Farm and Pine walk is a considerable urban expansion and therefore new public transport services will need to be provided;
- 27 Former Rosecroft School, Loftus, buses only service Loftus town centre; and
- REG3 Skelton would need to improve bus services to the site as well as extend existing services.

4.9.24 All new sites should ensure that they are connected to walking routes, including footpaths, to link to local shops and services and public transport. For several sites there is explicit reference to connectivity in policy, which will support this aspiration, this includes:

- 5 Longbank Farm, Ormesby
- 8 Normanby High Farm;
- 16 Mickle Dales, Redcar;
- 17 West of Kirkleatham Lane, Redcar;
- 21 Cleveland Gate, Guisborough;
- 22 Land at Galley Hill, Guisborough;
- 23 Home Farm Skelton;
- REG3 Skelton.

Summary

4.9.25 The transport policies of the Local Plan are likely to contribute to helping meet this objective, although some elements of delivery will be beyond the direct control of the plan. There is also the risk that some developments in less accessible locations for a significant quantity of new development will not be compatible with the objective, with possible adverse impacts.

4.10 Core Theme: Diversifying and strengthening the local economy

4.10.1 As with the sustainability objective for housing it is one of the roles of the Local Plan to aid the delivery economic growth. Therefore, there is quite a strong positive relationship with the Local Plan and meeting these objectives relating to the economy.

4.10.2 The Local Plan does not allocate additional land for employment as there is a significant land bank in the borough that the Council propose to maintain – although REG3 Skelton does include some additional land as part of a mixed use development.

Improve employment: Increase employment and improve the level of education, skills, jobs and training

4.10.3 Several of the policies of the Local Plan show a clear positive relationship with improving employment through providing space for economic growth, distributing employment growth to provide the potential for jobs throughout the borough, and supporting skills training. The objectives of the Local Plan also show a clear emphasis on supporting the major industries in the borough and encouraging new ones to replace jobs that have been lost. These policies are:

- LS4 South Tees Spatial Strategy;
 - REG1 Coatham;
 - REG2 Kirklees;
 - REG3 Skelton;
 - REG4 Loftus;
 - ED7 Cleveland Gate Mixed Commercial Development; and
 - ED8 The Rural Economy.
- 4.10.4 There are also other policies that have the potential to have positive implications against this sustainability objective as they include the provision for economic growth. However, for these policies the relationship is more uncertain than other policies as it will depend on implementation and the location and type of jobs delivered. These policies include:
- LS1 Urban Area Spatial Strategy;
 - LS2 Coastal Area Spatial Strategy;
 - LS3 Rural Communities Spatial Strategy; and
 - ED9 Leisure and tourism.
 - Policy SD5 includes the potential for developer contributions to training and local employment. This has the potential to have positive implications for this sustainability objective, but again this will depend on how effectively the policy secures these.
- 4.10.5 Other policies may help protect existing employment areas and therefore help retain jobs in their existing locations and have the potential to support additional job growth. There is a strong positive relationship with ED6 on protecting employment areas, and potential positive effects related to ED1 on protecting town centres and policies ED4 on prevent inappropriate retail development on industrial estates and business parks. A range of diverse employment sites is essential to help support job growth in the borough.
- 4.10.6 With the loss of a significant local employer in the area, in SSI steel, have left large areas of industrial land available for development. However, the complexities of redevelopment of these sites, including remediation of contamination, mean they are unlikely to meet the needs of many types of many types of business, for instance B8 and small scale fabrication business that may prefer new purpose built 'sheds' or office based employment. Therefore, a range of sites need to be available in the borough to meet the market. This means policies such as ED7 Cleveland Gate Mixed Commercial Development allocation and REG3 Skelton are essential to help provide the type of site that may be favoured by these uses and provide new employment growth in the borough.
- 4.10.7 Policies that support a varied workforce will also help in proving a workforce local to any jobs created in the borough. Therefore, policy H4 on affordable housing may help achieve this objective.
- 4.10.8 For those residents who cannot or do not drive there is the risk that employment opportunities will be limited in the more rural settlements, with a negative impact against this sustainability objective. Therefore, providing background evidence on how the growth of these areas for housing will be matched by existing or likely new economic development to secure access to

jobs and higher levels of travel to work self-containment may be necessary to demonstrate adverse impacts are not likely.

H3 Housing sites

4.10.9 The allocations in H3 are all for single use as residential development (REG3 Skelton, includes mix of uses but is not covered here). Therefore, new development will not create any significant number of new jobs during their operation, although they will at construction. The SA of allocations considered how accessible the sites would be to the major employment sites in the borough, based on proximity and ease of access by public transport. It therefore, provides a rough guide to potential access to employment, but does not take into account availability of jobs or the economic health of the industrial sites.

4.10.10 Many sites within the urban and coastal areas would have relatively good access to employment areas, especially at South Tees and in central Redcar. However, sites in the more southerly parts of Greater Eston have less nearby employment. Sites (not including those for older people's accommodation only) with few local large employment sites are:

- 2 Swan's Corner, Nunthorpe;
- 3 Gypsy Lane, Nunthorpe;
- 4 Morton Carr Lane, Nunthorpe;
- 5 Longbank Farm, Ormesby;
- 6 Spencerbeck Farm, Ormesby;
- 7 Normanby Hall, Normanby;
- 12 Land adjacent to Rye Hills School, Redcar.

4.10.11 Employment opportunities are even more limited in the rural area, which means many sites proposed for housing in these locations will have poor access to main employment areas. This includes the sites (sites for allocated for older people are not included):

- 18 Marske Road, Saltburn;
- 19 Wilton Lane, Guisborough;
- 22 Land at Galley Hill Farm, Guisborough;
- 23 Home Farm, Skelton;
- 24 Stanghow Road, Skelton, although this is near an unimplemented employment allocation;
- 25 Kilton Lane, Brotton;
- 27 Former Rosecroft School Site, Loftus;
- 29 Low Cragg Hall Farm, Carlin How; and
- 30 Abattoir Site and Adjacent Land, Boosbeck

Summary

4.10.12 The policies of the Local Plan show a strong relationship with the need to deliver new jobs on employment sites throughout the borough, although the largest employment area and

employment landbank remains around the Teesport and Wilton Industrial sites in the north of the borough.

4.10.13 The review of housing site allocations does reveal that there are quite a few sites where no large employment sites are in close proximity; this is particularly the case where sites are the rural area. Therefore, to access a range of job opportunities future residents of these sites are likely to have to travel some distance to work, most likely by car, therefore putting those without a car at a disadvantage of securing employment.

4.10.14 The Local Plan will need to be content that there is a sufficient range of employment to support a diversified economy to help provide job growth in the borough.

Economic growth and industrial excellence: Encourage sustainable economic growth, diversify and strengthen the local economy and encourage enterprise and encourage industrial excellence

4.10.15 There is overlap of this objective with that on employment growth and in many instances the both sustainability objectives will be met through the same policies.

4.10.16 There are several policies of the Local Plan that show a clear positive relationship with the economic growth sustainability objective. These relate to policies that outline where and how economic growth should occur in the borough and the protection of existing areas of employment. The policies cover different types of employment from the large strategic development in the South Tees area, to rural employment and the importance of supporting the tourism economy. They include:

- LS1 Urban Area Spatial Strategy;
- LS2 Coastal Area Spatial Strategy;
- LS4 South Tees Spatial Strategy;
- REG1 Coatham;
- REG3 Skelton;
- ED6 Protecting employment areas;
- ED8 Rural economy;
- ED9 Leisure and tourism development; and
- ED11 Caravan Sites and Tourist Accommodation.

4.10.17 Policy ED7 Cleveland Gate Mixed Commercial Development identifies a new site for employment growth and this is within Guisborough in the rural area, associated with the permitted retail park development. This site and REG3 Skelton are the only locations identified for new employment land (although both have been previously identified for this use). Based on the Employment Land Review 2016, which identified a possible oversupply of employment land in the borough. This new allocation in the rural area should help secure the sustainable growth of Guisborough, which is one of the main focuses for housing growth over the plan period of approximately 900 new homes (under construction, committed and allocated).

4.10.18 Much of the employment land in the borough is on very large industrial sites, including the former steel works. This type of land may not be very compatible with non-industrial

employment uses and therefore other types of site may be required for more diversified employment (such as for offices or light manufacturing). Therefore, protection and enhancement of these non-industrial sites is essential to secure the future economic stability of Redcar and support new jobs. Policies that support this approach including Policy ED7, ED6, ED8, REG3 Skelton as well as the general spatial strategy policies.

4.10.19 Other policies that will support economic growth, but where impacts are more uncertain because the policies are strategic and it is not clear how it will be implemented, are:

- LS3 Rural Communities Spatial Strategy;
- SD2 Locational Policy;
- SD3 Development limits; and
- REG4 Loftus.

4.10.20 Other policies that protect employment areas from alternative uses may also have a positive impact, but effects will depend on the existing characteristics of the area where they are applied and the proposed development type. These policies are:

- ED1 Protecting and Enhancing Town Centres; and
- ED4 Retail growth on Industrial Estates and Business Parks.

4.10.21 There are two policies related to leisure and tourism development where the impacts of the policies are difficult to identify. Policies ED12 and ED13 on new hotels and equestrian development respectively have the potential to allow the delivery of schemes that support tourism, but the SA queries if the policy will help or hinder their development.

4.10.22 Those policies that help support more sustainable transport could also have benefits for economic growth in the borough. The benefits will be from reducing congestion on the roads to speeding up freight transfers and business travel. Also, ensuring a good transport network is important in encouraging investment in the area. In particular, a positive relationship between policy TA3 on improving employment and the sustainability objective. Potential positive effects are also likely between policy TA1 on managing travel demand.

4.10.23 Housing growth set through the plan will also be of benefit to providing a workforce to sustain the economy, for instance through policy H1 on housing growth.

H3 Housing Sites

4.10.24 As H3 only addresses housing allocation there is no direct link to this sustainability objective. However, supporting housing growth near existing employment areas and planned areas of employment growth could help support the economy by providing a varied local workforce.

4.10.25 It will also be important to ensure that the allocation of employment land does not hamper the growth of employment in the borough. This is either through using land for housing that would be better suited for employment, or inappropriately located new housing development. In these instances, new housing could affect the continued viability of employment areas, for example where it was found after occupation that amenity impacts on residents make certain employment uses untenable.

Summary

4.10.26 It is one of the roles of the Local Plan to support economic development in the plan area. Therefore, the plan should have positive impacts on achieving this sustainability objective. However, there is the risk that certain areas may have limited land available for economic growth. As with the objective for employment the Local Plan will need to ensure a suitable range of employment sites are available to support a diversified economy, which may not favour development on vacant industrial land.

Leisure and tourism: Increase leisure and tourism opportunities

4.10.27 Tourism and leisure area an important component of the economy of the borough. There are several policies in the Local Plan that directly relate to securing this type of development and show a clear positive relationship with the sustainability objective. These are:

- LS2 Coastal Area Spatial Strategy;
- LS3 Rural Communities Spatial Strategy;
- REG1 Coatham;
- REG2 on the restoration of Kirkleatham the location of Redcar museum;
- ED8 Rural Economy;
- ED9 Leisure and Tourism Development;
- ED10 South Tees Motorsports Park; and
- ED11 Caravan Sites and Tourist Accommodation.

4.10.28 In addition, there are policies that have the potential to support this sustainability objective but it is not possible to identify positive relationships with any certainty, as much will depend on implementation. This will include SD3 on the development limits, as tourism development is permitted beyond the development limits. For Policies ED12 and ED13 on new hotels and equestrian development respectively, the impacts of the policies are difficult to identify. These policies have the potential to allow the delivery of schemes that support tourism. However, the SA queries if the policy will help or hinder their development.

4.10.29 There are also policies of the plan that will help protect unique characteristics of the borough that are likely to help attract tourists. These are:

- N1 Landscape;
- N4 Biodiversity;
- HE1 to HE3 on the heritage environment; and
- ED1 Protection and enhancement of the borough's town centres.

4.10.30 Tourism and access to leisure facilities will also be supported through greater access to sustainable transport in Policies TA1 to TA4.

4.10.31 Leisure facilities, both formal and informal, will also be supported by policies N2 on Green Infrastructure and N3 Open Space, with a positive relationship against this sustainability objective.

H3 Housing Sites

4.10.32 There is no particular relationship between the housing allocations in H3 and the leisure and tourism objective. However, it will need to be ensured that new housing incorporates sufficient open space so as to ensure there is informal leisure space for all residents.

Summary

4.10.33 The Local Plan should help deliver tourism and leisure development in the borough and should have a positive relationship with this sustainability objective. However, the SA does not the importance of securing a range of overnight accommodation to encourage higher visitor spend.

4.11 General Principles

Policy content

4.11.1 It is evident that there is much in the Local Plan that will contribute to creating more sustainable development in the borough. However, the usability of the Local Plan is also important to consider in helping to deliver more sustainable development and ensure policies and policy criteria are used and implemented as intended. Therefore, as identified in the SA matrices, there may be instances in the plan where clarity could be improved. This could include:

- Ensuring that each policy is succinct and can stand alone;
- Avoid cross reference between policies;
- Combining policies that cover very similar types of development or where controls will be the same;
- Policies do not necessarily need to include criteria that is covered through other plan policies, e.g. protection of the natural environment;
- Avoid similar criteria appearing in one or more policies, as it could cause confusion where wording is inconsistent e.g. the locational strategy of SD 2 and SD 3; and
- Clear wording avoiding opaque use of language, technical terms or acronyms.

Implementation and delivery

4.11.2 Having policies in place that support the principles of sustainable development is one step to delivery greater sustainability in the plan area. However, in order to secure sustainable development, it is also necessary to work with partners and identify mechanisms for the delivery of some elements.

4.11.3 Appendix I of the Publication Local Plan 2016 contains these details and provides some additional certainty on delivery, supported by targets and indicators. However, the plan does not contain many details of the funding in place to secure delivery – although where relevant this is picked up in supporting text to specific policies (e.g. transport funding) and site allocations (e.g. Homes and Communities funding for specialist housing). This type of plan will help support delivery of development.

4.12 Mitigation

Introduction

- 4.12.1 The SEA Directive requires that consideration be given to how any significant impacts identified during the SA process could be mitigated.
- 4.12.2 Mitigation of the potential adverse impacts of the strategy can be achieved in a number of ways. Each policy in the policy appraisal matrices in **Appendix G** and **H** give examples of how the potential adverse impacts of the policy could be mitigated against.

Mitigation Measures

- 4.12.3 There are several general methods of mitigating the impacts of specific policies and allocations on sustainable development, in some cases these will also achieve an enhancement. These are shown in the paragraphs below.
- 4.12.4 **Implementing other planning policies** many potential impacts of individual policies will be mitigated through the use of other policies including those of the Local Plan and national policy e.g. policies on the protection of heritage will ensure that allocations take into consideration impacts on historic environment assets.
- 4.12.5 **Adjusting wording** to fine tune policy can help to implement successfully more sustainable development. This could include, clarifying or making wording less ambiguous or more positive for some policies to help deliver the desired policy output. **Appendix G** and **H** identify instances where this might be the case and successive stages of appraisal will include a schedule of changes to the Local Plan as a result of the SA.
- 4.12.6 **Additional policies** could be included in the Local Plan to mitigate impacts. With the changing in national policy guidance there may now be gaps in policy coverage for the district, especially relating to protection and enhancement on the natural and built environment.
- 4.12.7 Setting **requirements for developers** to show how they have addressed environmental and sustainability concerns through their development. This is set out in general policy and the specific allocations policy and includes requirements such as Travel Plans, developer contributions, surface water management, land contamination investigation, biodiversity enhancement and design and access statements. These will normally be set out on a site by site basis and it will be necessary for the housing allocation policies (H3) to ensure policies are site specific on the mitigation measures required to be demonstrated as part of any planning application on the site. It will also be important for the Local Plan to set these requirements for all identified allocations, such as for employment and leisure.
- 4.12.8 The Local Plan refers to **Supplementary Planning Documents (SPD)** that will be, or have been, prepared to help implement many of the policies of the Local Plan. These documents will provide the detail necessary to deliver development in a more sustainable way. To ensure that these perform as intended for delivering sustainable development in the borough they should be kept up-to-date and for those that have yet to be prepared the aim should be to get them completed prior to plan adoption. In particular, it must be ensured that the SPD on affordable housing is brought forward in a timely way so as not to adversely impact on the delivery of these homes, especially where they will be provided off-site through developer contributions. The SPDs include:

- Greater Eston Design Code SPD
- Urban Design Guidelines SPD
- Residential Extensions and Alterations SPD
- Landscape Character SPD
- Design of Residential Areas SPD
- Affordable Housing SPD
- Shop Fronts and Advertisements SPD
- Skelton and Brotton Neighbourhood Development Plan SPD
- Developer Contributions SPD

4.12.9 Up-to-date **Development Briefs** or **Masterplans** should be prepared for all of the larger development sites, or groups of small sites in the same area. These will help implement a cohesive development strategy for whole areas. This has greater potential to deliver high quality and sustainable development than a piecemeal approach. It should cover issues such as:

- design protocols and the layout of development;
- biodiversity protection or enhancement measures;
- the sustainable construction standards that should be met;
- the proportion of energy used on site that should be generated by on or near site renewables and low carbon targets;
- public transport, walking or cycling links between individual site elements; and
- implementation and delivery including viability and delivery partners.

4.12.10 The delivery of infrastructure improvements to mitigate some impacts, such as loss of public open space and public transport enhancement, will also be dependent on developer **contributions** or **obligations**, including the possibility of future implementation of a CIL. These will be used to deliver sustainability benefits associated with new development.

4.12.11 Implementation of statutory and **other strategies and plans** in the borough and for the Tees Valley, which will include measures such as the transport plan, Waste and Minerals Local Plan tourism plans, and the Plans of neighbouring local authorities.

5 Future Stages of Sustainability Appraisal

5.1 Next stages of the Sustainability Appraisal

- 5.1.1 The SA of the Local Plan will continue to adoption of the plan. Each consultation stage of the Local Plan will be accompanied by an updated SA Report that documents the appraisal process and the decisions that have been made.
- 5.1.2 It is up to RCBC to decide what the next stage of consultation will be. This may be the final stage of Local Plan preparation before submission to the Planning Inspectorate for Examination, unless there are major modifications required that would require further consultation. Future stages of the SA will need to take into account any representations received on the SA as well as the Local Plan in the assessment of effects.
- 5.1.3 At Examination the Inspector will consider the Local Plan, representations and the SA in identifying the need for further modifications to the plan. These modifications will be consulted on and it therefore may be necessary to consider if they require an update of the SA.
- 5.1.4 Once the Local Plan is found sound and modifications included it will be formally adopted by the Council. At the time of adoption a 'Statement' must be published that sets out (amongst other things) 'the measures decided concerning monitoring'.

5.2 Monitoring

- 5.2.1 There is a requirement for monitoring of the sustainability appraisal. This provides a check of the Local Plan implementation on sustainable development. This will need to consider positive and negative impacts, triggering a review if necessary.
- 5.2.2 The specific requirements of the SEA Regulations on monitoring are to:
- "Monitor the significant environmental effects of the implementation...with the purpose of identifying unforeseen adverse effects at an early stage". (Regulation 17(1))*
- 5.2.3 The sustainability framework is a good starting point for developing targets and indicators for monitoring. However, monitoring for the SA can be part of the wider monitoring process for the Local Plan, using a subset of the overall monitoring objectives. The SEA Regulations specifically state that monitoring for SEA can be incorporated into other monitoring arrangements (Regulation 17(2)), and therefore it may be possible to combine with the annual monitoring proposals for the Local Plan.
- 5.2.4 Monitoring is already being undertaken each year, but this can only test the existing planning policy. Monitoring that reflects the policies and allocations of this Local Plan will only really commence once the Local Plan is adopted (although it recognises that sites proposed for allocation may progress before adoption). However, a monitoring framework for the SA need not be agreed until the final monitoring framework for the Local Plan is in place.
- 5.2.5 For a successful Local Plan monitoring framework, the Council must ensure that the indicators they choose for monitoring are manageable, really measure the effects of the Local Plan implementation and are matters over which the plan can have a direct influence. For instance, demonstrating a relationship between the condition of a Site of Special Scientific Interest (SSSI) and the Local Plan may be difficult.

- 5.2.6 The indicators should also only address matters that are required through policy and not set quantified targets that exceed policy expectations or relate to protection of assets not addressed in policy.
- 5.2.7 In setting a monitoring framework for the Local Plan the chosen indicators and targets need to be:
- **Specific** – in that it relates to policy objectives, indicators used for the Core Strategy reflect what is set out in policy and strategy, and do not appear to be defining requirements that go beyond, or differ from, policy.
 - **Measurable** – it must be the case that data or information can realistically be gathered on the indicators, including whether this is possible given time and resources. Indicators could be linked to data already been gathered by other bodies, besides the planning authority.
 - **Achievable** – indicators and targets should be realistic within the scope of the Local Plan and also reasonably attainable.
 - **Relevant** – monitoring the indicator must give results that can be directly related to the planning policies, and should not be issues that are influenced or more likely to be influenced by matters outside the control of the development plan as a whole.
 - **Timescale** – the indicator must be capable of being monitored on a regular basis, usually annually, to be an effective part of a monitoring programme.
- 5.2.8 **Appendix K** shows how the indicators proposed in the Publication Local Plan could be used to monitor the sustainability appraisal, based on the sustainability objectives developed as part of the SA process. This shows that many objectives have indicators that can be used to monitor progress. However, there are a number of gaps including:
- Indicators relating to flooding and other elements of climate resilience;
 - Water quality and resources;
 - Waste and materials;
 - Creating safer communities, for example protecting people from the risk of flood or contaminated land or road safety; and
 - Detail of the transport indicators.

6 Conclusion and Summary

6.1 Introduction

6.1.1 This chapter summarises some of the main findings of the sustainability appraisal of the Local Plan at the draft version 2016. This chapter identifies where there may be potential for adverse impacts as well as instances where some additional material could help clarify how the plan seeks to deliver sustainable development.

6.2 Delivering Sustainable Development

6.2.1 The SA has identified that the objectives and policies in the Publication Local Plan 2016 have the potential to deliver sustainable development in Redcar & Cleveland Borough. There are many positive aspects of the plan in relation to delivering sustainable development, including:

- The focus on the urban/coastal area should help support development in more sustainable locations where more homes will have local access to services and jobs by sustainable transport;
- The choice of housing allocations based on viability that have the potential to stem population decline; this includes some sites earmarked for housing for higher income households;
- The continued support of the major employment sites in the borough with new employment sites in the rural area;
- Focusing the majority of development within the development limits of settlements and prioritising the use of previously developed land where possible;
- Supporting the regeneration of parts of the borough that have experienced population decline, including in Grangetown;
- Supporting new leisure and tourism growth; and
- Supporting sustainable transport including bus interchanges and railway provision.

6.2.2 In addition, the proposed policies of the Local Plan will help protect the receiving natural and built environment from harm. There is also the potential to deliver a range of social sustainability benefits from supporting the communities of the borough. The policies also support the continued economic role of the borough, although the majority of employment land is on industrial sites.

6.2.3 **Appendix G** that contains the sustainability appraisal of policy clearly shows that the majority of sustainability objectives developed for the SA are met by one or more plan policies.

6.3 The Spatial Strategy

6.3.1 The urban/coastal focus will have positive benefits for locating development where there is good access to services. However, to demonstrate how the development allocations have been located to meet more specific needs of specific towns or villages could be further explained in the Local Plan. This includes setting out the role of function of certain settlements such as Skelton, Brotton, Guisborough and Loftus to help justify the quantity of housing that is directed to these locations.

- 6.3.2 One of the goals of a more sustainable spatial strategy is one that increases self-containment in terms of jobs, homes and services in towns and main villages. At the moment there is not much information on how development as directed by the spatial strategy will help to achieve this. Therefore, the SA identifies a risk that some parts of the borough that are to become the focus for housing growth may suffer adverse impacts related to more accessible services, reducing car use and supporting vibrant and sustainable communities, as new homes may not be matched by job or service growth.
- 6.3.3 The SA recommends that more detail is given on the distribution of development by the spatial strategy to sub-areas of the urban/coastal and rural area to reflect their role and function as set out in the Vision. In addition, the definition of villages should be refined to make it clear which of those have and do not have defined development limits and therefore can be focus of some housing growth.
- 6.3.4 The main strategy is to focus development within the development limits. However, development is also permitted away from the developed areas if it is on previously developed sites, which may not be compatible with sustainability objectives related to access and reducing car use if it comes forward in any significant quantity as it may increase car use or lead to rural isolation.

Housing Growth Options

- 6.3.5 In order to identify a preferred level of housing growth for the borough several alternative scenarios were put forward for consideration. Each of these options has been assessed as part of the SA to determine the relative sustainability implications of each and as part of the process of verifying the most suitable approach to take.
- 6.3.6 The preferred level of housing growth in the borough has been subject to a review of options, including a review for relative sustainable development. Housing growth options considered were:
- Option 1: Objectively Assessed Need 132 dwellings per annum;
 - Option 2: Historical Average Delivery 186 dwellings per annum;
 - Option 3: Sustainable Population Growth 234 dwellings per annum;
 - Option 4: Significant Population Growth 290 dwellings per annum;
 - Option 5: Aspirational Population Growth 340 dwellings per annum; and
 - Option 6: Exceptional population growth 404 dwellings per annum.
- 6.3.7 The preferred option in the Publication Local Plan 2016 is 'Sustainable Population Growth'. This option is assessed as being most likely to help deliver population growth in line the aim of creating a more demographically balanced community than would be the case under lower growth options. The aim is that the preferred level of housing growth will enable delivery of homes that meet the needs of younger people and families, which may help retain and/or attract younger people to the borough to help maintain an active workforce and support a range of services. Lower growth options may risk a more rapidly ageing population and higher growth options would result in greater land take and may be overly ambitious in how much housing can be delivered in the borough. The preferred growth options present a realistic level of delivery based on the market in the borough.

6.4 Strategic Distribution of Growth

6.4.1 The overarching strategy of the plan is to seek 60% of all new housing growth in the urban/coastal area and 40% in the rural area. This approach was chosen from three alternatives:

- Urban/Coastal concentration: 70% to 30% rural;
- Preferred options: 60% to 40%; and
- Rural growth: 55% to 45%

6.4.2 The preferred option is appraised likely to be the most compatible with a creating a sustainable spatial strategy. By locating the majority of new housing in locations that can support regeneration and are well located for sustainable access to jobs and services is supports a sustainable spatial strategy. TH preferred option also allows housing growth in the rural areas that is necessary to support district and local centres and a rural workforce. In addition, it continues to support growth in Guisborough where there is a relatively strong housing market.

Strategic growth locations

6.4.3 At a finer grain the Local Plan allocates sites that alone, or in combination with others in close proximity that could deliver significant growth in any one location. Examples are the strategic site at Low Grange (1,250 homes in the plan period and beyond) and the combined growth to the west of Guisborough (including development where development has recently commenced) where over 650 new homes are either under construction or allocated. Other areas where proportional growth is likely to be high include Skelton, Brotton and Loftus.

6.4.4 Where development would represent a substantial proportional increase in the population it is essential to consider if new community facilities, including greenspace, school space, health services and other local services should be provided associated with new development to help support the creation of sustainable communities, without comprising the ability of existing communities to meet their needs. In addition, to other physical infrastructure such as potable water supply, sewerage infrastructure, road capacity etc.

6.4.5 In particular showing how the strategic development sites including at Low Grange, Guisborough and Skelton will secure access to a mix of uses and be developed in a way to support sustainable communities will be important to delivering sustainable development.

Choice of alternative sites for housing

6.4.6 Allocated housing sites in the Local Plan have been identified following a process of sustainability assessment of all reasonable sites identified in the Strategic Housing Land Availability Assessment (background housing evidence document for the Local Plan). This assessment process was completed by RCBC offices.

6.4.7 A test was applied to identify only those sites from the Strategic Housing Land Availability Assessment that are considered as reasonable. These sites are those that are considered to fit with the general spatial strategy and have not been recently refused planning permission. In addition, sites were allocated where they are subject to recent (not expired) planning permissions where development has not yet started. The same set of criteria have been used for the assessment of all reasonable sites to ensure a consistent and comparable approach,

the preferred sites are considered further as part of their allocation in proposed policy H.3 of the Publication Local Plan 2016.

6.5 Core Theme: Protecting, conserving and enhancing the borough's built environment

Biodiversity: Protect and enhance biodiversity and geodiversity

- 6.5.1 No direct negative impacts are identified. However, there is the potential for development in the borough to have an adverse impact if the policies of the Local Plan are not used to mitigate potential adverse impacts. In addition, the findings of the Habitats Regulations Assessment, which has been completed in parallel to the SA process will need to be taken into account in the delivery of sites to avoid and mitigate potential impact of the Local Plan.

Landscapes: Protect and enhance the quality, distinctiveness and setting of the area's seascapes and landscapes

- 6.5.2 No significant adverse impacts are identified with any certainty, although the potential for negative impacts remain if landscape effects are not properly mitigated or development occurs in areas of highly sensitive landscapes.
- 6.5.3 A few site allocations are in locations where landscape impacts could be experienced. In particular, this relates to sites on the urban fringe, where there will be a particular importance in using the site's natural topography, existing landscape features as well as new areas of landscaping to mitigate potential adverse impacts. Those sites in proximity to the National Park also must be designed in such a way as to avoid any significant adverse impacts on views to the countryside from the Park.

Historic heritage and the built environment: Protect and enhance all heritage assets of special archaeological, historical and architectural interest

- 6.5.4 No policies are identified that show a negative relationship with this sustainability objective. However, allocations and other sites will need to be delivered to ensure the heritage assets of the borough are protected and new development is sympathetic to the context. This will include those allocations that sit within conservation areas and development at Normanby Hall and regeneration at Kirkleatham Hall.

Air quality: Protect and improve local air quality

- 6.5.5 There is the potential for some adverse effects of implementing the Local Plan on air quality as it may lead to an increase in car travel and economic growth in polluting industries. However, it may be that the effects of the Local Plan can help secure a more sustainable layout of development by favouring development in more accessible locations with the majority of allocated sites close to shops, services or employment areas. Securing a 5-year land supply through allocated site can help in refusing permission to sites that fall outside these areas and may be contrary to a sustainable spatial strategy.

Water resources: Protect and improve water quality and water resources

- 6.5.6 The policies of the Local Plan should help to protect water resources in the borough. The delivery of new sites, particularly on urban brownfield land, will have to ensure that ground conditions are investigated with appropriate mitigation and remediation as necessary.

Energy: Reduce energy consumption and greenhouse gas emissions

- 6.5.7 The Local Plan will oversee the growth and development of the borough. Additional growth is likely to result in an increase in energy demand in the borough, contrary to this objective. However, it is likely that this increase demand would occur in any case, either in or outside the borough, therefore policies of the plan that help reduce overall energy demand will have a positive impact in relation to this sustainability objective. The Local Plan may help deliver new renewable energy development in the borough both as standalone large scale provision with policy providing some certainty where this type of development will be permitted and as part of new housing developments.

Climate resilience: Reduce the impact of severe weather events and increase the resilience of the borough

- 6.5.8 Significant adverse effects are unlikely. However, Local Plan policies must ensure that they comply with national policy and Environment Agency expectations for managing flood risk, from surface and tidal/fluvial sources. Several sites have known issues related to surface water flooding, including from sewers and culverts that restrict flows where mitigation will be required as set out in policy, as well as other sites where there is a need to ensure measures are in place to manage drainage and not increase run-off as a result of development that may have an impact off-site.
- 6.5.9 In addition, other policies or policy criteria could be included in the Local Plan to recognise other elements of climate change resilience, such as for biodiversity and design.

Waste and minerals: Minimise waste and increase the reuse, recycling and recovery of waste and efficient use of land

- 6.5.10 New development in the borough, directed by the Local Plan, will give rise to increase in waste. It could be that this increase in waste would occur in any case through growth in and outside the borough. Therefore, the Local Plan will not have a significant impact. The SA does recommend the Local Plan policy could include reference to construction waste to ensure its sustainable management.
- 6.5.11 This objective also relates to the efficient use of land. Policies are in place to encourage land is used efficiently by developing at higher densities. However, several sites would see quite low density development, which may conflict with the sustainability objective and result in greater demand for land.

Design: Encourage high quality design and sustainable construction in development

- 6.5.12 The design of new development will need to be managed on a site by site basis to ensure that that it helps contribute to a high quality built environment. Schemes must be of a high quality in the design of individual buildings and urban layout to avoid adverse impacts and help encourage the creation of sustainable communities. For instance, all schemes should be

designed to encourage walking and be linked to nearby development using safe and direct footpaths. The impacts of Local Plan policy are likely to be largely positive if the Design of Residential Areas SPD is applied, although good design should not only be in residential areas.

6.6 Core Theme: Delivering healthy, sustainable, inclusive and cohesive communities

Communities: Empowered and active communities who are proud of where they live

- 6.6.1 The impact of the policies on communities is not clear. There is the potential for both positive and negative effects. However, the full implementation of planning policy and subject to some recommendations of the SA, there is the potential for the plan to help grow new communities. With large scale new development, it is essential to ensure there is social and green infrastructure in place to meet the needs of new development from as soon as possible after first occupation in order to avoid adverse effects on new and existing resident. This may be particularly important where the level of growth results in a large proportional increase of population / households in a town or village, e.g. Guisborough, Brotton and Skelton.
- 6.6.2 New housing must be integrated into existing communities through its design and to create social links, including involving local people in masterplan development.

Housing: Improve the quality, availability and accessibility of housing in the borough

- 6.6.3 The Local Plan is likely to have a positive impact against this objective as it should secure housing growth to meet diverse needs in the plan area, including older people's housing. Full implementation of the policy on affordable housing should help deliver new homes in the borough to meet the needs of those on lower incomes. However, RCBC will need to have a strategy in place to ensure the timely delivery of affordable housing paid for by financial contribution on sites of 11 to 14 and other sites not suited to on-site delivery. The mix of housing type of provided will need to reflect the Strategic Housing Market Assessment (or relevant future housing needs assessment). This should include homes for the rapidly ageing resident population in the borough, who may favour small homes including flats and bungalows, as well as developing the type of homes needs to retain and increase the number of families in the borough.

Safer communities: Create safer communities and protect people from harm

- 6.6.4 It is likely that the policies of the plan will have a positive relationship with this sustainability objective. This will be dependent on site risks being appropriately investigated and remediation or other mitigation completed as required. It will also be necessary to protect residents of the borough from the adverse impacts of noise pollution from existing traffic or traffic generated by a proposed development. The majority of large allocations already specify the need to retain a buffer between road edges and development for this reason. Suitable mitigation and avoidance measures will need to be included in all development adjacent to busy roads, for instance through site layout and use of appropriate glazing.

Health: Improve public health and provide opportunities for physical activity

- 6.6.5 There are many aspects of the Local Plan that should help ensure a positive impact on meeting this sustainability objective. However, an essential part of creating a healthy place will be encouraging more people to walk as part of their day to day trips, such as getting to work or school. Therefore, ensuring there are local services and facilities and attractive and safe places to walk will be one of the primary ways that the Local Plan can create a healthy place.
- 6.6.6 There is also the need to support healthy communities through ensuring there is good availability of public open space and playing fields, as well as community facilities. The reuse of these community sites for private housing must be justified by RCBC, demonstrating there are accessible local sites to meet needs for community uses and open space, taking into account population growth aspirations.

6.7 Core Theme: Improving Connectivity

Accessibility: Improve the accessibility and quality of key services and facilities

- 6.7.1 The Local Plan has the potential to have positive impacts against this policy by focussing development in the Urban Area and Coastal Area, where there may be a better range of local services compared to most parts of the Rural Area, as well as helping to protect and enhance existing services. Policies that encourage walking and cycling are also beneficial in meeting this objective. However, the choice and implementation of specific sites for development will also have an effect. The SA of sites does identify some instances where there is the potential for a negative impact, particularly where a site is allocated for new housing in peripheral locations to towns or larger villages or in smaller towns and villages with a limited range of services in the rural area, as such the 'Rural Service Centres' of Boosbeck and Loftus.

Transport: Increase sustainable transport options and usage

- 6.7.2 The transport policies of the Local Plan are likely to contribute to helping meet this objective, although some elements of delivery will be beyond the direct control of the plan. There is also the risk that some developments in less accessible locations for a significant quantity of new development will not be compatible with the objective, with possible adverse impacts, such as in the 'Rural Service Centres' or peripheral locations.

6.8 Core Theme: Diversifying and strengthening the local economy

Improve employment: Increase employment and improve the level of education, skills, jobs and training

- 6.8.1 The policies of the Local Plan show a strong relationship with the need to deliver new jobs on employment sites throughout the borough, although the largest employment area and employment landbank remains around the Teesport and Wilton Industrial sites in the north of the borough.
- 6.8.2 The review of housing site allocations does reveal that there are quite a few sites where no large employment sites are in close proximity; this is particularly the case where sites are the rural area. Therefore, to access a range of job opportunities future residents of these sites are

likely to have to travel some distance to work, most likely by car, therefore putting those without a car at a disadvantage of securing employment.

- 6.8.3 The Local Plan will need to be ensure that there is a sufficient range of employment to support a diversified economy to help provide job growth in the borough.

Economic growth and industrial excellence: Encourage sustainable economic growth, diversify and strengthen the local economy and encourage enterprise and encourage industrial excellence

- 6.8.4 It is one of the roles of the Local Plan to support economic development in the plan area. Therefore, the plan should have positive impacts on achieving this sustainability objective. However, there is the risk that certain areas may have limited land available for economic growth. As with the objective for employment the Local Plan will need to ensure a suitable range of employment sites are available to support a diversified economy, which may not favour development on vacant industrial land.

Leisure and tourism: Increase leisure and tourism opportunities

- 6.8.5 The Local Plan should help deliver tourism and leisure development in the borough and should have a positive relationship with this sustainability objective. However, the SA does not the importance of securing a range of overnight accommodation to encourage higher visitor spend.

6.9 General Principles

- 6.9.1 The SA also identifies some general principles that may help ensure the Local Plan is effective in delivering more sustainable development. These are to:
- Ensure the policies are clearly and unambiguously worded, avoiding overlap between policies and policy criteria; and
 - Ensure the delivery and implementation plan is suitably comprehensive to ensure that all it includes details of delivery and policies and allocations. This should include, where necessary, clarification of funding.

Appendix A Scoping Report Updated May 2016



Regeneration Directorate

Local Plan Sustainability Appraisal Scoping Report

REDCAR & CLEVELAND
LOCAL PLAN SUSTAINABILITY APPRAISAL
SCOPING REPORT

JULY 2015 (amended May 2016)

Document: Sustainability Appraisal Scoping Report

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Redcar & Cleveland Borough Council Local Plan – Sustainability Appraisal Scoping Report

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1. Non technical summary

1.1 Sustainability Appraisal – definition and process

The purpose of Sustainability Appraisal is to promote sustainable development in the preparation of development plan documents. The Government advocates a five-stage approach, as detailed below. This incorporates the requirements of the Strategic Environmental Assessment Directive under the Environmental Assessment of Plans and Programmes Regulations (2004).

Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope

- A1: Identify other relevant plans, programmes and sustainability objectives
- A2: Collect baseline information
- A3: Identify sustainability issues
- A4: Developing the SA Framework
- A5: Testing the scoping report objectives against each other
- A6: Consulting on the scope of the SA

Stage B: Testing the plan objectives against the Sustainability Appraisal framework, developing and refining options, predicting and assessing effects

Stage C: Documenting the appraisal process

Stage D: Consulting on the plan and the Sustainability Appraisal report

Stage E: Monitoring the implementation of the plan

1.2 Sustainability issues

The identification of key sustainability issues within Redcar & Cleveland provides us with an opportunity to determine key issues which should be addressed in the new Local Plan and helps us to develop a set of sustainability objectives. Key sustainability issues are set out in section 5.

1.3 Sustainability Appraisal objectives and framework

Following the publication of the new National Planning Policy Framework in March 2012, we consulted widely with our statutory and non statutory partners between April and June 2012 on our sustainability framework to ensure it was fit for purpose for appraising the development of new planning documents. Following a two stage consultation where 17 written responses were received, we presented a new Sustainability Appraisal Framework to the Council's Planning Committee Development Group (STEWPS) in July 2012 where it was agreed that the framework would be used for future Sustainability Appraisals.

Subsequent to this, the Council commissioned Peter Brett Associates to undertake the Sustainability Appraisal of the Local Plan on behalf of the Council. During this time it was agreed that some minor amendments would be made to further improve and streamline the Sustainability Appraisal Objectives. This resulted in some of the objectives being merged and reduced the total number of objectives from 20 to 18. It is proposed to use these same objectives in the preparation of the new Local Plan.

It is important to note that within our Local Authority boundary lies part of the North Yorkshire Moors National Park Authority area. This framework is to be used for the appraisal of all Redcar & Cleveland Borough Council's spatial plans and policies, including those that may relate to the whole borough, including the parts within the National Park (depending on the requirement for Sustainability Appraisal of any other plans).

The sustainability objectives set out in Figure 1 are to be used for all future Redcar & Cleveland Borough Council sustainability appraisals.

Figure 1 – Our sustainability objectives

Core Theme: Protecting, conserving and enhancing the borough's built, historic, cultural and natural environments	
1	Protect and enhance biodiversity and geodiversity
2	Protect and enhance the quality, distinctiveness and setting of the area's seascapes and landscapes
3	Protect and enhance all heritage assets of special archaeological, historical and architectural interest
4	Protect and improve local air quality
5	Protect and improve water quality and water resources
6	Reduce energy consumption and greenhouse gas emissions
7	Reduce the impact of severe weather events and increase the resilience of the borough
8	Minimise waste and increase the reuse, recycling and recovery of waste and the efficient use of land.
9	Encourage high quality design and sustainable construction in development
Core Theme: Delivering healthy, sustainable, inclusive and cohesive communities	
10	Empowered and active communities who are proud of where they live
11	Improve the quality, availability and accessibility of housing in the borough
12	Create safer communities and protect people from harm
13	Improve public health and provide opportunities for physical activity to promote healthier and longer lives for all

Core theme: Improving connectivity	
14	Improve the accessibility and quality of key services and facilities
15	Increase sustainable transport options and usage
Core Theme: Diversifying and strengthening the local economy	
16	Increase employment and improve the level of education, skills, jobs and training
17	Economic growth and industrial excellence: Encourage sustainable economic growth, diversify and strengthen the local economy and encourage enterprise and encourage economic excellence
18	Increase leisure and tourism opportunities

1.4 Next steps

As a new Local Development Plan is progressed, the following steps will be carried out for the remaining stages of the sustainability appraisal process:

- Assessing the objectives of the Local Plan, against the sustainability objectives.
- Identifying options and alternatives.
- Predicting and evaluating the effects (direct, secondary, cumulative and synergistic) of the planning document and proposing mitigation measures where necessary.
- Proposing monitoring arrangements.
- Draft Local Plan will then be published for consultation alongside sustainability appraisal reports.

2. Introduction and methodology

2.1 Purpose of the scoping report

The purpose of this Scoping Report is to decide on the scope and level of detail of the Sustainability Appraisal (SA). It sets out the results of the initial stage of SA for the Local Plan including a comprehensive source of baseline information on economic, social and environmental objectives.

The scoping report also proposes a list of sustainability issues and objectives that are relevant to Redcar & Cleveland Borough Council and sets a sustainability framework against which the Local Plan options, and those of other spatial planning policies, can be assessed.

The following sections in this report explain the methodology, the results of the first five tasks in stage A of the SA, how consultation is being, and will be, carried out, followed by how the next steps will be undertaken.

Following consultation amendment have been made to the Scoping Report to reflect comments from consultees.

2.2 Sustainable Development

Governments around the world committed to the concept of sustainable development at the 'Earth Summit' in Rio in 1992. Subsequently, the Government published its first UK 'Sustainable Development Strategy' in 1999 that set out a vision of simultaneously delivering economic, social and environmental outcomes. Its aims were for:

- social progress which recognises the needs of everyone;
- effective protection of the environment; and
- prudent use of natural resources;

It then revised and published 'Securing the Future: Government Sustainable Development Strategy' in 2005, reaffirming the commitment of the UK to improving performance on sustainable development and recognising the increasing imperative for change. The revised strategic framework promoted a new purpose and principles for sustainable development and new shared priorities agreed across the UK, including the Devolved Administrations.

The strategy contained:

- a new integrated vision building on the 1999 strategy – with stronger international and societal dimensions;
- five principles – with a more explicit focus on environmental limits; and
- four agreed priorities – sustainable consumption and production, climate change, natural resource protection, and sustainable communities.

The five guiding principles that bring together and build on the various previously existing UK principles, setting out an overarching approach include:

- **Living within Environmental Limits**
Respecting the limits of the planet's environment, resources and biodiversity, to improve our environment and ensure that natural resources needed for life are unimpaired and remain so for future generations.
- **Ensuring a Strong, Healthy and Just Society**
Meeting the diverse needs of all people in existing and future communities, promoting personal well being, social cohesion and inclusion, and creating equal opportunity for all.
- **Achieving a Sustainable Economy**
Building a strong, stable and sustainable economy which provides prosperity and opportunities for all, and in which environmental and social costs fall on those who impose them (polluter pays), and efficient resource use is incentivised.
- **Promoting Good Governance**
Ensuring policy is developed and implemented on the basis of strong scientific evidence, whilst taking into account scientific uncertainty (through the precautionary principle) as well as public attitudes and values.
- **Using Sound Science Responsibly**
Actively promoting effective, participative systems of governance in all levels of society, engaging people's creativity, energy, and diversity.

The document also set out four new priorities for action:

- Sustainable Consumption and Production - achieving more with less.
- Climate Change and Energy - minimising release of greenhouse gases and planning for the effects of climate change.
- Natural Resource Protection and Environmental Enhancement - environmental limits, environmental enhancement and recovery.
- Sustainable Communities - sustainable communities that embody the principles of sustainable development at the local level.

Although the idea is simple, achieving sustainable development is complex. It requires developers and decision makers to take into consideration the long-term social, economic and environmental impacts of any development. The process of SA encompasses the requirement to consider the long-term effects of implementing spatial plans on the environment whilst also taking into consideration the social and economic consequences of implementing that plan/programme.

These principles form the basis for policy within the UK and for policy to be responsible it must respect all principles. Redcar & Cleveland Borough

Council has a vital role in supporting the aims of these principles and thus sustainable development.

2.3 National Planning Policy Framework

On 27 March 2012, the Government published the National Planning Policy Framework (NPPF) to replace, streamline and simplify national planning policy, which had been contained within a combination of Planning Policy Statements (PPS), Planning Policy Guidance (PPG), Minerals Policy Statements, Minerals Planning Guidance, Circulars and a number of ministerial letters. It came into immediate effect, and needs to be taken into consideration in the preparation of Local Plans (previously known as Local Development Frameworks) and will constitute a material consideration in the determination of planning applications. The NPPF contained a considerable number of key messages which are summarised below:

- All planning decisions must continue to be made in accordance with the adopted statutory development plan unless material considerations indicate otherwise;
- Local plans should positively seek to meet development needs and be sufficiently flexible to adapt to changing needs;
- Planning applications should be approved where they accord with the plan, or where the plan is absent, silent or out-of-date (unless the proposals are not in accordance with NPPF policies);
- It is important that different roles and characters of different areas are taken into account, offering protection where appropriate;
- There is a recognition of the importance of planning for a transition to a low carbon future in a changing climate, including taking account of flooding/coastal change, reusing existing resources and using renewable energy/resources;
- Planning should contribute to the protection and enhancement of the natural environment as well as reducing pollution;
- The development of previously developed land should continue to be prioritised and mixed-use developments should be promoted;
- Heritage assets should continue to be conserved in an appropriate manner;
- Patterns of growth should be actively managed to make best use of public transport, walking and cycling, and significant development should be focused in locations that are, or can be made, sustainable; and
- Other local strategies should be taken into account in plan making and decision taking.

One of the most significant messages for future planning policy is the presumption in favour of sustainable development, which is seen as a golden thread running through the NPPF. Although the NPPF is clearly pro-growth, it recognises the need to balance economic, environmental and social considerations for development to be truly sustainable. There is also an emphasis on empowering local communities in the plan making process, including neighbourhood planning, which is consistent with the Localism agenda.

2.4 Redcar & Cleveland's Local Plan

Under the NPPF, each local planning authority is required to prepare a 'Local Plan' for its area, with a clear shift away from the established system of Local Development Frameworks (LDFs) and an expectation that single local planning documents rather than a suite of development plan documents, as per LDFs, are produced. Other development plan documents should only be used where justified, while Supplementary Planning Documents should be used where they can help applicants make successful applications or aid infrastructure, and not to add unnecessarily to the financial burdens of development.

The Council's LDF Core Strategy and Development Policies (DPDs) were adopted by the Council in July 2007. Under the transitional arrangements, local planning policies adopted after 2004 continued to hold full weight for a period of 12 months (i.e. until 27 March 2013). Since this date, the degree of weight that can be applied to local planning policies has been based on its degree of consistency with the NPPF (i.e. the more aligned a policy is to the NPPF, the greater weight it can be given in the decision making process).

The Council was well advanced in its preparation of a new Local Plan, with a draft Local Plan published for consultation in October 2013 and the publication version of the Local Plan prepared in early 2014. However, following the Borough Council's decision not to approve the publication version of the Local Plan in July 2014, the Council has decided to start the process of preparing its Local Plan again.

This new Local Plan will provide a coherent overarching spatial planning strategy across the whole borough, whilst incorporating new detailed policies and site allocations in one document. The Local Plan will provide a clear picture of the Council's spatial expectations, ambitions and responsibilities for the well-being of the borough over the next 15 years or so. The Local Plan will apply to all areas of the borough that lie outside of the North York Moors National Park.

2.5 The legal requirement for Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA)

The Planning and Compulsory Purchase Act 2004 introduced a requirement to carry out Sustainability Appraisal (SA) as an integral part of preparing local development documents. Regulation 19(5) of the Planning and Compulsory Purchase Act 2004 requires authorities which are responsible for preparing the plans covered by the Act to "(a) carry out an appraisal of the sustainability of the proposals in each document; [and] (b) prepare a report of the findings of the appraisal". Regulation 18(5) defines this process as Sustainability Appraisal (SA). This covers new or revised Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs).

Previously, in 2001, the European Union adopted Directive 2001/42/EC on the "Assessment of the effects of certain plans and programmes on the environment", known as the Strategic Environmental Assessment (SEA) Directive. In the same period as the enactment of the Planning and Compulsory Purchase Act, this Directive was transposed into UK law. Strategic Environmental Assessment (SEA) focuses on assessing the environmental impacts of the plans and strategies.

A broad range of local plans and strategies are therefore required to undergo both Sustainability Appraisal and Strategic Environmental Assessment. In order to avoid duplication, the Department for Communities and Local Government (formerly Office of the Deputy Prime Minister) has issued guidance on undertaking a combined process. Therefore reference to Sustainability Appraisal throughout this document incorporates the requirements of the Strategic Environmental Assessment Directive.

2.6 The importance of Sustainability Appraisal and SEA

The purpose of Sustainability Appraisal is to promote sustainable development in the preparation of development plan documents by assessing the economic, social and environmental impacts of projects, strategies or plans, so that the preferred option promotes, rather than inhibits, sustainable development. Identifying key sustainability issues and the ability to assess the likely effects through SA during the early stages of plan preparation ensures the plan or strategy contributes towards the aim of sustainable development.

SA is an ongoing process undertaken throughout the preparation of a plan or strategy. The aim of the appraisal process is to minimise adverse impacts and resolve as far as possible conflicting or contradictory outcomes of the plan or strategy. The SA will help demonstrate the inter-relationships between social, economic and environmental issues.

The Strategic Environmental Assessment (SEA) Directive requires environmental appraisal to be undertaken on all plans and programmes likely to have a significant effect on the environment. The objective of SEA is stated in Article 1 of the Directive: '[to] provide for a high level of protection of the environment and contribute to the integration of environmental considerations into the preparation and adoption of development plans ... with a view to promoting sustainable development'. The requirement to undertake SEA applies to the Local Plan.

SEA should consider the key likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air and climatic factors.

The final SA report, incorporating the requirements of the SEA Directive and Appropriate Assessment (see section 2.7), should be able to demonstrate

how the adopted Local Plan has addressed the sustainability agenda and how the choices were made between alternative policies and proposals.

2.7 Appropriate Assessment and relationship with SA

The Habitats Directive requires that an appropriate assessment (AA) is made of the impacts of land-use plans that are likely to have a significant effect on a Natura 2000 site. Natura sites that are subject to AA are Special Areas of Conservation (SACs) designated under the Habitats Directive, and/or as Special Protection Area (SPAs) designated under the Birds Directive. Government policy in the NPPF also requires sites designated under the Convention of Wetlands of International Importance (Ramsar sites) to be treated as having equivalent status to Natura 2000 sites. Appropriate assessment should also cover these sites. AA should be carried out on sites that are within and outside the plan area that could potentially be affected by the plan. Within our Local Plan area we have the Teesmouth and Cleveland Coast SPA, while the SPA/SAC within the North York Moors National Park is also partly located within the borough.

2.8 The Sustainability Appraisal process and stages

The Government advocates a five-stage approach, as detailed below. This incorporates the requirements of the Strategic Environmental Assessment Directive under the Environmental Assessment of Plans and Programmes Regulations (2004) as described in section 2.5.

Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope

- A1: Identify other relevant plans, programmes and sustainability objectives
- A2: Collect baseline information
- A3: Identify sustainability issues
- A4: Developing the SA Framework
- A5: Testing the scoping report objectives against each other
- A6: Consulting on the scope of the SA

Stage B: Testing the plan objectives against the Sustainability Appraisal framework, developing and refining options, predicting and assessing effects

Stage C: Documenting the appraisal process

Stage D: Consulting on the plan and the Sustainability Appraisal report

Stage E: Monitoring the implementation of the plan

2.9 Timetable

The process for reviewing our sustainability appraisal framework (as detailed in section 6.1) has been an inclusive one and the timetable for producing both the revised framework and the full sustainability appraisal is provided in the table below:

Date	Task
May 2015	Production of SA Scoping Report
July 2015	SA Scoping Report to statutory consultees for 6 week consultation period
July 2015	Consultations to inform development of Draft Local Plan
September – December 2015	Assessment of sustainability effects of options, assessment of sustainability effects of Draft Local Plan, and preparation of preferred options report
January 2016	Consultation on SA report and Draft Local Plan
April – September 2016	Consideration of stakeholder responses and appraisal of any significant changes Prediction of sustainability effects of preferred proposals for final Local Plan and preparation of Publication draft report
October 2016	Public consultation on the SA report and Local Plan Publication draft Consideration of consultation responses and appraisal of significant changes
February 2017	Preparation of final SA report and Local Plan submission document

2.10 Consulting on the scope of the appraisal

This Scoping Report is a consultation document setting out the findings from stage A of the Sustainability Appraisal process. The sustainability appraisal guidance states that stakeholder consultation at Stage A is particularly important as 'consultation at this stage helps to ensure that the Sustainability Appraisal will be comprehensive and robust enough to support the plan during the later stages of full public consultation and examination'.

It should be noted that the findings from the other various stages of consultation which took place as part of the preparation of the Local Plan have been taken into consideration as part of this scoping report.

2.11 Next steps

As highlighted in section 2.9, the sustainability appraisal runs alongside the preparation of the new Local Plan. The following steps will be carried out for the remaining stages of the sustainability appraisal process:

- Comparing the objectives of the Local Plan with the sustainability objectives.
- Identifying options and alternatives.

- Predicting and evaluating the effects (direct, secondary, cumulative and synergistic) of the planning document and proposing mitigation measures where necessary.
- Proposing monitoring arrangements.

Draft local development plan documents will then be published for consultation alongside sustainability appraisal reports.

3. Relevant Plans, Policies and Programmes (Stage A1)

Background

The first stage of SA involves reviewing relevant international, national, regional and local policy guidance, plans and strategies to identify their key requirements, and assess their relationship to the Local Plan. The review makes specific reference to any environmental protection objectives, targets or requirements established at the international, European or national level to comply with the SEA Directive.

Appendix 1 sets out the review of all documents and strategies considered relevant to the Local Plan. It establishes the environmental, social and economic situation and allows opportunities and synergies between the plans and the Local Plan to be identified, as well as any potential conflicts. It contains issues and objectives, targets, the implications for the Local Plan and the implications for the SA. The sustainability objectives that will be used to assess the Local Plan will need to demonstrate their compatibility with the aims and objectives of the Government's 'Securing the Future' document, our 18 SA objectives and Redcar and Cleveland Borough Council's Sustainable Community Strategy, published in 2008.

It should be noted that although sustainability objectives, targets and indicators used for the purpose of testing the social, economic and environmental effects of policies are distinct from plan objectives, there are many areas of overlap. There is no definitive list of plans that must be reviewed, although current government guidance on Sustainability Appraisal suggests a number that will commonly be reviewed in most SAs. Reviews of these and others that are deemed relevant to the Local Plan have been included in Appendix 1. The list of relevant documents will be kept under review.

3.1 Core Theme: Protecting, conserving and enhancing the borough's built, historic, cultural and natural environments

3.1.1 Protect and enhance biodiversity and geodiversity

Background

Biodiversity is the term used to describe the variation of all living things on earth. It includes all species of plants and animals, the genetic variation amongst them, and the complex ecosystems in which they live, from communities of species sharing the same small area of habitat to worldwide ecosystems. Biodiversity can be used as a measure of the health of biological systems.

Biodiversity has many attributes:

- It is a vital, integral part of the planet's life support system;
- It is the basis for evolution and adaptation to a rapidly changing environment;
- It is a key component of a functioning environment for future generations;
- It is essential to maintain clean water, fertile soil and clean air, thereby providing the basis for existence and indirect economic benefits;
- Can be managed and used for economic benefit, for instance to produce crops, medicines, building materials, fuel and tools;
- Economic and social values e.g. in leisure and recreation or tourism, and educational, aesthetic and spiritual value, and so enriches our quality of life; and
- It forms a key element of the landscape and determines the distinctive character of an area.

The main threats to both local and global biodiversity are associated with human activities causing habitat loss/ damage, loss of biodiversity, loss of protected species, disturbance to and pollution of ecosystems, risk to unprotected habitats and the impact of climate change. Many species-populations are being reduced and fragmented below viable sizes. Conserving biodiversity is a global, long-term challenge and requires global, long-term solutions that start at the local level. The neglect of habitats can also have a detrimental impact on their ecological value. Redcar and Cleveland is rich in both species and habitats with a wide variety of environments in which wildlife thrives.

Geodiversity is the variety of rocks, minerals and fossils together with the variety of soils, natural processes and landforms. Geodiversity is closely associated to biodiversity as it underpins biodiversity, with soils being the link between them. Redcar and Cleveland has a diverse geology and some of these have been exploited as a resource for hundreds of years, such as ironstone. The main mineral currently exploited in the borough is Potash, for fertilisers and other applications, mined at the Cleveland Potash site in Boulby.

Legislation/ Environmental Protection Objectives

Ramsar Convention on Wetlands of International Importance, 1971

To conserve wetlands of international importance, especially as waterfowl habitats.

Bern Convention on the Conservation of European Wildlife and Natural Habitats, 1979: To protect endangered species and their habitats.

(Wild) Birds Directive 79/409/EEC, 1979: To protect all naturally occurring wild bird species and their habitats, with particular protection of rare species.

Bonn Convention on the Conservation of Migratory Species of the Wild Animals, 1979: To protect threatened animals that migrate across national boundaries and/or the high seas.

Habitats and Species Directive 92/43/EEC, 1992, as amended by 97/62/EC: To protect important natural habitat (listed in Annex I, amended in Directive 97/62/EC) and species (listed in Annex II), using measures to maintain or restore their "favourable conservation status", principally by Special Areas of Conservation, but also (through land-use and development policies) by management of the landscape features of importance to wildlife outside SACs.

The Conservation of Habitats and Species Regulations 2010 (as amended) ("Habitats Regulations"): The 2010 Regulations provide for the designation and protection of 'European sites', the protection of 'European protected species', and the adaptation of planning and other controls for the protection of European Sites. Under the Regulations, competent authorities, government department, public body, or person holding public office, have a general duty, in the exercise of any of their functions, to have regard to the EC Habitats Directive.

The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999: Requires an assessment of the impact on the environment of projects likely to have significant effects on the environment.

Natural Environment and Rural Communities Act (NERC) 2006: Section 40 states that "Every public authority must, in exercising its function, have regard, as far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity."

The Wildlife and Countryside Act 1981 (as amended by the Countryside Rights of Way Act 2000): Part I is concerned with the protection of wildlife, Part II relates to the countryside and national parks (and the designation of protected areas), Part III covers public rights of way, Part IV deals with miscellaneous provisions of the Act.

The Countryside and Rights of Way Act 2000: Creates a new statutory right of access on foot to certain types of open land, modernises the public rights of way system, strengthens nature conservation legislation, and facilitates better management of AONBs. It contains provisions for local authorities to establish byelaws and give greater powers of enforcement to a variety of relevant bodies. Ancient woodland, veteran trees and other habitats are identified in the CROW Act as principally important and should be protected from loss or deterioration.

The Hedgerow Regulations 1997: These regulations aim to protect important countryside hedges from destruction or damage. It does not apply to hedgerows which are 'within or marking the boundary of the curtilage of a dwelling-house'.

The Protection of Badgers Act 1992: Protects badgers and their setts.

Context review

National

- Planning for Biodiversity and Geological Conservation: A Guide to Good Practice – ODPM (2006)
- Circular 06/2005: Biodiversity and Geological Conservation - Statutory Obligations and their impact within the planning system
- UK Biodiversity Action Plan
- Habitats Regulations Guidance Note: The Appropriate Assessment (Reg 48), The Conservation (Natural Habitats, etc) Regulations (English Nature, 1994)
- Conserving Biodiversity in a Changing Climate: guidance on building capacity to adapt - DEFRA
- Conserving Biodiversity – The UK Approach – Defra (2007)
- Guidance for Local Authorities on Implementing the Biodiversity Duty – Defra (2007)
- **The Natural Environment White Paper: The Natural Choice: Securing the value of nature (2011)**
- **Biodiversity 2020: A strategy for England's wildlife and ecosystem services.**
- National Planning Practice Guidance – <http://planningguidance.planningportal.gov.uk/>

Regional

- Tees Valley Biodiversity Action Plan
- **Tees Valley Green Infrastructure Strategy (2008)**
- A biodiversity audit of the North East – North East Biodiversity Forum (2001)

Local

- Redcar and Cleveland's Sustainable Environment Strategy 2011 - 2016

3.1.2 Protect and enhance the quality, distinctiveness and setting of the area's seascapes and landscapes

Background

Landscape is formed over many centuries by the combination of physical factors (geology, geomorphology, climate, soil types and vegetation) and their interaction with human activity. Biodiversity, cultural and historic environments are essential components of the landscape. Landscape is an important and valuable resource. It offers economic, social and community and environmental value.

In Redcar and Cleveland the relationship between land and sea is an important consideration for many reasons including that we possess a high quality coastline with 12kms designated as Heritage Coast, six bathing waters, seaside resort towns, offshore wind development and a coastline that stretches to Teesport, one of the busiest shipping ports in Europe. Consequently, the maritime influence on the borough is significant and this is strongly reflected in the landscape. 'Seascape' is a defined area embracing open sea, shoreline and land adjacent to the coast where a combination of physical and natural resources, cultural features and less tangible economic and cultural associations exist. The character and qualities of a seascape is the expression of how these features or relationships interact either individually or collectively. The geography of these interactions defines the spatial framework for their management.

Landscape character is defined as 'a distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, rather than better or worse'. Landscape gives a locality its sense of place, making it different from neighbouring localities. Urban landscapes need to be considered alongside rural landscapes. Redcar and Cleveland has a rich tapestry of coastline, heathland, moorland, grassland, amenity open space and a variety of woodland.

Legislation/ Environmental Protection Objectives

National Parks and Access to the Countryside Act (1949): Provides for the creation of National Parks and Areas of Outstanding Natural Beauty (AONB).

Countryside and Rights of Way Act (2000): Creates a framework for public access to the countryside and provides greater protection to Sites of Special Scientific Interest (SSSIs). It defines legal status and the power and duties of the management body of AONBs, provides for the possibility of Conservation Area Boards for AONBs and Management Plans receive a statutory status. Section 85 requires public bodies to have regard to the purposes of designation of AONBs.

European Landscape Convention (2000): The convention commits the UK to "recognise landscapes in law as an essential component of people's surroundings, an expression of the diversity of their shared cultural and natural heritage, and a foundation of their identity."

Context review

National

- Natural England Landscape Policy (February 2008)
- Natural England's An Approach to Landscape Character Assessment (September 2012)
- Natural England's An Approach to Seascape Character Assessment (October 2012)
- National Planning Practice Guidance – <http://planningguidance.planningportal.gov.uk/>

Regional

- National Character Area Profile 23 Tees Lowlands (2013)
- National Character Area Profile 25 North Yorkshire Moors and Cleveland Hills (2012)
- State of the Environment Report North East (2004)
- North East Shoreline Management Plan SMP2
- **North York Moors National Park Management Plan (2012)**
- **North Yorkshire and Cleveland Heritage Coast Management Plan 2015-2020**
- **North East Shoreline Management Plan SMP2 - River Tyne to Flamborough Head**

Local

- The Redcar & Cleveland Landscape Character SPD (2009)
- The Redcar & Cleveland Landscape Character Assessment (2006)
- Redcar and Cleveland's Sustainable Environment Strategy 2011 – 2016
- ~~Shoreline Management Plan – River Tyne to Flamborough Head~~

3.1.3 Protect and enhance all heritage assets of special archaeological, historical and architectural interest

Background

Redcar and Cleveland has been occupied by people for centuries and this is demonstrated in its historic landscape and seascape, the evidence of farming, settlement, building, industry, mining, seafaring and fishing. The coastal location and rich mineral wealth have given a unique historic character to the borough. The historic environment is an integral part of our environment which enriches people's lives and stimulates their interest in sustaining the qualities of the borough. Heritage is irreplaceable and is at risk from activity, development and land use.

Our heritage encompasses not just buildings and streets but also gardens, parks, monuments, industrial and maritime sites, historic towns and villages, historic battlefields, archaeological sites and open landscapes. The historic environment is a finite and non-renewable environmental resource in its own right; not only in terms of the embodied energy but also in terms of local identity and sense of place. Traditional methods of construction and land management are often sustainable, though seen as inefficient. Recent work by English Heritage, for example, has shown that the least energy efficient buildings are mainly those constructed post-1919.

The sustainable future of this vulnerable and irreplaceable resource relies upon the management of change, as well as protecting this finite resource, this requires encouragement of and support for sustainable heritage-led urban and rural regeneration, based on high quality design that reinforces local distinctiveness. This applies to individual buildings, settlements and the wider historic landscape and seascape.

Legislation/ Environmental Protection Objectives

UNESCO World Heritage Convention (1972) To protect cultural and natural heritage.

UNESCO Convention on the Protection of the Underwater Cultural Heritage (2001)

European Convention on the Protection of the Archaeological Heritage (1992) in force in the UK in 2001; includes jurisdiction over the Continental Shelf.

Ancient Monuments and Archaeological Areas Act (1979): Provides for nationally important archaeological sites to be statutorily protected as "scheduled ancient monuments" (now Scheduled Monuments).

The National Heritage Act (2002)

Protection of Wrecks Act (1973)

Planning (Listed Buildings and Conservation Areas) Act (1990): Provides specific protection for buildings and areas of special architectural or historic interest.

Planning and Compulsory Purchase Act 2004 Secondary legislation and direction:

Planning (Listed Buildings and Conservation Areas) Regulations 1990 and 2003, 2004 and 2005 amendments

Enterprise and Regulatory Reform Act 2013: This deregulatory legislation includes four heritage protection reforms aimed at improving efficiency without reducing protection.

Heritage Protection for the 21st Century, (Department for Culture, Media and Sport) 2007: The aims of the Heritage Protection Reform Programme are to achieve:

- modernised approach to all of the historic environment.
- a better designation process and wider participation.
- better management and decision-making.
- local participation and management.

Ancient Monuments and Archaeological Areas Act 1979

Context review

National

- English Heritage (1999) The Heritage Dividend
- DCMS (2001) The Historic Environment: A Force for our Future
- English Heritage: Making the past part of our future (2005-10)
- State of the Historic Environment Report, English Heritage (2003)
- National Planning Practice Guidance – <http://planningguidance.planningportal.gov.uk/>

Regional

- State of the Environment Report North East (2004)
- North East Strategy for the Environment, Sustaine (2008)

Local

- Redcar and Cleveland's Sustainable Environment Strategy 2011 – 2016

3.1.4 Protect and improve local air quality

Background

Good air quality is vitally important for both human health and for flora and fauna. Airborne pollutants from natural or man-made sources contribute to poor air quality and climate change, and occur indoors as well as outdoors. Although indoor air quality in the majority of homes is fairly good, keeping a high standard is particularly important for vulnerable people such as the elderly, those with respiratory diseases and children. Some of the main indoor air pollutants are carbon monoxide, radon gas, volatile organic compounds (VOCs), dust mites, mould spores and smoke.

Historically in the UK, the main causes of poor outdoor (ambient) air quality have been emissions from industrial sites, or coal burned for domestic heating. In the past, smoke and sulphur dioxide from these sources resulted in serious public health problems in major towns and cities. Regulation and technological changes means this source of pollution is no longer a significant problem in the UK, however poor air quality still remains an issue.

Today, within most urban areas, traffic forms the principal source of air pollution. Carbon monoxide (CO), oxides of nitrogen (NOX), VOCs and small particles (PM10) are among the pollutants emitted from vehicle exhausts. These compounds can cause severe cardiovascular and respiratory harm to people, especially in the long term, and also have adverse effects on the natural and built environment.

Air quality in the North East region is generally good with low levels of sulphur, nitrogen dioxides and particulates in comparison with the rest of England. In Redcar and Cleveland, air quality is generally good with no Air Quality Management Areas declared, although traffic and releases from industry are primary sources of emissions which are continually monitored.

Additional sources of air pollution in the UK can be as diverse as emissions from European industrial regions, Saharan desert dust and even salt from the seas that surround us.

Legislation/ Environmental Protection Objectives

Directive 96/62/EC the 'Air Quality Framework Directive': To assess air quality and obtain relevant information. To maintain ambient air quality where it is good and improve it in other cases.

Directive 1999/30/EC the first 'Daughter Directive': To maintain levels of sulphur dioxide (SO₂), nitrogen dioxide (NO₂), small particles (PM₁₀) and lead (Pb) below limit values and to prepare attainment programmes where limit values are unlikely to be met under a 'business as usual' scenario.

Directive 2000/69/EC the second 'Daughter Directive': To establish limit values for benzene (C₆H₆) and carbon monoxide (CO).

Directive 2002/3/EC the third 'Daughter Directive': To set long term objectives for equivalent to the World Health Organisation's new guideline values, formulate reduction plans in cases of non-compliance and set target values for ozone (O₂).

Directive 2004/107/EC the fourth 'Daughter Directive': To set target values for arsenic (As), cadmium (Cd), mercury (Hg), nickel (Ni) and polycyclic aromatic hydrocarbons (PAHs) in ambient air.

Environmental Permitting (England and Wales) Regulations 2007-2010: controls pollution affecting air quality.

The Industrial Emissions Directive, Directive 2010/75/EU on industrial emissions (integrated pollution prevention and control) has the aim of achieve a high level of protection of human health and the environment taken as a whole by reducing harmful industrial emissions.

Environmental Protection Act 1990

Environment Act 1995: each Local Authority is obliged to review and assess the air quality within its area. The aim of this review and assessment process is to establish whether or not the Statutory Air Quality objectives for the seven named pollutants are likely to be exceeded:

The seven pollutants are as follows:

Benzene (C₆H₆)
1,3 butadiene (C₄H₆)
Carbon monoxide (CO)
Lead (Pb)
Nitrogen dioxide (NO₂)
Particles (PM₁₀)
Sulphur Dioxide (SO₂)

EU Air Quality Directive 08/50/EC 2008:

Context review

National

- Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007)
- Climate Change the UK Programme (2006)
- National Planning Practice Guidance – <http://planningguidance.planningportal.gov.uk/>

Regional

- Climate Change Action Plan for North East England (2008)

Local

- Air Quality in the Tees Valley, TV Environmental Protection Group (2014)
- Redcar and Cleveland's Annual Air Quality Progress Reports (2006 – 2014)
- Tees Valley Climate Change Strategy (2010)
- Redcar and Cleveland Climate Change Mitigation Plan (2011)

3.1.5 Protect and improve water quality and water resources

Background

Water is vitally important within both the rural and built environments, as part of our ecological systems and as a resource for drinking and other uses, and its sustainability is of paramount importance. Poor management of water could lead to unnecessary flooding and a decline in river and coastal water quality affecting Redcar and Cleveland's natural environment and tourism. It could also lead to a stress on water resources which may result in lower levels of water supply and the need for higher levels of water treatment.

The majority of usable water supplied in the borough comes from Northumbrian Water supplies at Kielder Reservoir in Northumberland. A constant supply of clean water is taken for granted by most, but with increasing consumption and changing weather patterns the interruption of supplies is possible, even with the North East's plentiful resources at Kielder Reservoir. The efficient use of water, and the way we plan for this is an important factor in sustainable development.

Pollution of water may be caused by a wide variety of activities, ranging from effluent discharged from a pipe (a point source), to rainwater runoff from agricultural land (a diffuse source). Pollutants can severely damage the natural environment and pose a risk to human health. Incidents, although relatively small scale, such as those at Saltburn in recent years, have highlighted the importance of managing water resources and pollution carefully.

Future economic growth coupled with a less predictable weather pattern resulting from climate change will place pressures on the region's water resources. Climate change is already causing the sea levels to rise. This is currently predicted to amount to an overall rise of approximately 1 metre over the next 100 years. Together with predicted milder wetter winters, increased storminess and unpredictable weather events this is likely to result in increased risk of flooding from sea, river and surface water and loss of structures such as dwellings.

The level and likelihood of drought periods experienced in the borough is likely to increase. This will put greater pressure on public water supply and sewerage systems and can lead to lower summer flows and deteriorating water quality in our rivers and groundwater. New development will increase 'hard-surfaces' at the expense of permeable ground and increase surface water run-off rates.

Legislation/ Environmental Protection Objectives

The Water Resources Act (1991) sets out the responsibilities of the Environment Agency in relation to water pollution, resource management and flood defence, and regulates discharges to controlled waters (rivers, estuaries,

coastal waters, lakes and groundwaters). An aim of the Act is to ensure that the polluter pays the cost of the consequences of their discharges.

The Urban Waste Water Treatment (England and Wales) Regulations (1994) implement Council Directive 91/271/EEC concerning urban waste water treatment and aims to protect the environment from the adverse effects of waste water discharges.

The Protection of Water against Agricultural Nitrate Pollution (England and Wales) Regulations (1996) sets out Nitrate Vulnerable Zones, where farming practices must be modified to reduce the inputs of nitrate and have been designated to ensure compliance with the EU Nitrates Directive.

The Groundwater Regulations (1998) imposes the requirement to hold an authorisation to make discharges of certain pollutants to groundwater.

The Water Environment (Water Framework Directive) (England and Wales) Regulations (2003) implements the EU Water Framework Directive (WFD) and aims to establish a legal framework to achieve good ecological and chemical status for all surface waters and groundwater by 2015. Plans and targets are reviewed every six years thereafter. **The Northumbria River Basin Management Plan (RBMP) (Defra, Environment Agency, 2009 [Cycle 2 expected 2016])**, prepared under the Water Framework Directive, sets out specific targets and the challenges needed to be addressed to meet them. These WFD and RBMP seek to ensure that all waterbodies achieve 'good status' by 2021 and to prevent the deterioration in the status of the waterbodies.

The Water Act (2003) makes statutory the preparation, consultation and publication by water companies of 'water resource plans' and 'drought plans'.

The Water Act (2014) aims to reform the industry to make it more innovative and responsive to customers and increase the resilience of water supplies to natural hazards such as drought and floods. It also brings forward measures to address the availability and affordability for households in high flood risk areas.

The Flood and Water Management Act (2010) implements the EU Floods Directive and consolidates the Government response to the Pitt Review and Future Water Strategy. The Act directs responsibilities for managing flood risk, protecting essential water supplies and encouraging sustainable drainage for new development.

Bathing Water Directive (76/160/EEC, revised by Directive 2006/7/EC): Sets the microbial standards for water quality at popular beaches and inland bathing sites that have been designated as bathing waters to protect public health and the environment from faecal pollution. It is a requirement to identify popular bathing areas and to monitor water quality there throughout the bathing season, which in England runs from mid May to the end of September.

Future Water - Water strategy for England (February 2008) sets out how the Government wants the water sector to look by 2030, and some of the steps required to get there.

European Legislation

- Surface Water Abstraction Directive (75/440/EEC)
- Dangerous Substances Directive (76/464/EEC)
- Bathing Waters Directive (76/160/EEC)
- The Urban Wastewater Treatment Directive (91/271/EEC)
- Nitrates Directive (91/676/EEC)
- The Water Framework Directive(2000/60/EC)
- The Groundwater Directive (2006/118/EC)
- The Floods Directive (2007/60/EC)

Context review

National

- The Pitt Review. And associated reports (DEFRA 2008)
- Future Water - The Government's Water Strategy for England (DEFRA 2008)
- Water for life and livelihoods – A framework for river basin planning in England and Wales (Environment Agency 2006)
- National Planning Practice Guidance – <http://planningguidance.planningportal.gov.uk/>

Regional

- Northumbrian Water Drought Plan (2013)
- Yorkshire and North East (YNE) Region bathing water profiles
- North East Shoreline Management Plan – River Tyne to Flamborough Head

Local

- River Tees Catchment Flood Management Plan, Environment Agency (2009)
- Esk and Coastal Streams Catchment Flood Management Plan, Environment Agency (2010)
- Redcar and Cleveland's Preliminary Flood Risk Assessment (2011)
- Redcar and Cleveland's Strategic Flood Risk Assessment (2011)
- **Tees Valley Water Cycle Strategy (2010)**

3.1.6 Reduce energy consumption and greenhouse gas emissions

Background

In 2007, the Intergovernmental Panel on Climate Change (IPCC), the world's most authoritative body on climate change, concluded that most of the observed increase in global average temperatures since the mid-20th century is very likely due to the observed increase in anthropogenic (man-made) greenhouse gas concentrations. In order to prevent future and further climate change we have a responsibility in Redcar and Cleveland to contribute to the regional and UK strategies and seek to reduce our greenhouse gas emissions from all sectors such as transport, domestic energy consumption and industry.

There are European and national drivers for action on climate change mitigation such as the United Nations Framework Convention on Climate Change 2005 (Kyoto protocol) and Climate Change Act 2008. The Department for Energy and Climate Change (DECC) publish two sets of annual data on Carbon Dioxide emissions from Local Authority areas to measure progress against on emissions reductions. The first dataset is CO₂ emissions released from all activity within a local authority area, and includes all emissions from industry (including commercial activity covered under the EU Emissions Trading Scheme), domestic fuel use and transport (including rail use and motorways). The second dataset of CO₂ emissions has been published since 2005 for Local Authorities for reporting on the former National Indicator NI 186, providing both detailed and summary emission breakdowns for each local authority for CO₂ emissions within the scope of influence of Local Authorities. This excludes a significant number of sources that are outside of our control, such as industrial emissions that are part of the EU Emissions Trading Scheme.

The data is based upon local authority CO₂ estimates produced by consultancy AEA on behalf of DECC and measure carbon dioxide emissions where they are physically emitted (described as 'territorial emissions' or 'emissions from production'). This is with the exception of emissions from electricity generation which are allocated to the point of consumption.

Data for 2012 shows a significant increase in CO₂ emissions in Redcar and Cleveland of **120%** between 2011 and 2012 from 3,725,000 tonnes to **8,178,900 tonnes**. However, there has been a total reduction in emissions from the 2005 baseline of **21.7%** from 10,440,000 tonnes to 8,178,900 tonnes. The significant increase recorded within between 2011 and 2012 can largely attributed to the reopening of the Redcar blast furnace and is therefore not truly representative of overall trend, which shows a general decrease in CO₂ emissions within the borough. As the vast majority of the borough's emissions come from large scale industrial installations, the borough is particularly prone to large fluctuations as plants open and close.

There was also a general rise in CO₂ emissions nationally between 2011 and 2012 with 92% of Local Authorities recording an increase in emissions. In the North East, the increase over the same period was 22.5%, rising from 20,466,100 tonnes in 2011 to 25,068,900 tonnes in 2012.

Legislation/ Environmental Protection Objectives

The Kyoto Protocol commits the EU-15 and most EU-25 countries to targets for reducing greenhouse gas emission by 2008 – 2012. The UK has agreed to reduce emissions of the basket of six greenhouse gases by 12.5% below 1990 levels by the period 2008-2012.

20 by 2020 - Europe's climate change opportunity: European Council targets. Reduction of at least 20% in greenhouse gases by 2020 (rising to 30% if there is an international agreement), a 20% share of renewable energies in EU energy consumption by 2020.

Renewed EU Sustainable Development Strategy (2006): Overall objective to limit climate change and its costs, and negative effects to society and the environment.

The Climate Change Act (2008) sets a target for the year 2050 for the reduction of targeted greenhouse gas emissions and contains various measures to tackle climate change. Reduce greenhouse gases in the UK to at least 80% by 2050 against a 1990 baseline (excluding aviation). As part of this overall reduction, the Government has set itself a target of achieving a 28% reduction against 1990 emissions between 2013 and 2017.

The United Nations Climate Change Conference 2009 (Copenhagen Summit) included the fifteenth Conference of the Parties (COP 15) to the United Nations Framework Convention on Climate Change (UNFCCC) recognising that climate change is one of the greatest challenges of the present day and that actions should be taken to keep any temperature increases to below 2°C.

Energy Act 2008: The Act works towards a number of policy objectives including carbon emissions reduction, security of supply, and competitive energy markets.

Context review

National

- UK Climate Change Programme 2006 (Defra, 2006)
- Stern Review on the economics of climate change (2006)
- Climate Local
- National Planning Practice Guidance – <http://planningguidance.planningportal.gov.uk/>

Regional

- Tees Valley Climate Change Strategy 2010 – 2015

Local

- Redcar and Cleveland's Climate Change Mitigation Plan
- Redcar and Cleveland Council Climate Change Policy

3.1.7 Reduce the impact of severe weather events and increase the resilience of the borough

Background

The Earth's climate has varied in response to natural cycles and events throughout its lifetime. However, in recent decades evidence has accumulated to demonstrate that a rise in global temperatures has occurred over the last century or so. Climate change is a global issue, with significant impacts at a local level. Over the last few years, the Council has worked with the Met Office to develop a better understanding of the future impacts of climate change in Redcar and Cleveland which will result in hotter drier summers and warmer, wetter winters, with a doubling of winter rainfall experienced since 1960. Sea levels are expected to rise and, together with an increase in rainfall, lead to more frequent flooding of rivers and the coastline. Extreme weather events such as storms and heat waves are likely to be more frequent.

These changes in weather patterns are also likely to have a number of indirect effects, including changes in the availability and quality of water resources, damage to native habitats and migration or extinction of native plants and animals. Infrastructure and buildings could be damaged more frequently by weather events. It is likely that there will be significant impacts upon the economy, particularly in the long term. Agriculture especially could be forced to adapt with new crops replacing traditional varieties. Impacts on the maritime environment could include change in currents, loss of habitats, invasive species and a fall in productivity. Responding to climate change through adaptation is fundamental for the built and natural environment to continue to survive and meet the needs of future generations.

Many floods are localised, short-lived events that can happen suddenly, sometimes with little or no warning, such as the Skinningrove event of 2000. They are usually caused by intense storms that produce more runoff than an area can store or a stream can carry within its normal channel. Urban areas, which have many hard surfaces that restrict infiltration, are at increased risk of flooding. Climate change is set to increase the risk of flooding due to increased intensity and duration of rain events and combined fluvial and coastal flooding, particularly during storm surges, and exacerbated in the future by sea level rise.

Legislation/ Environmental Protection Objectives

European Commission White Paper on adapting to climate change

(2009): presents the framework for adaptation measures and policies to reduce the European Union's vulnerability to the impacts of climate change, focusing on:

- building a stronger knowledge base since sound data is vital in the development of climate policy.
- taking climate change impacts into consideration in key EU policies.
- financing climate change policy measures.

- supporting wider international efforts on adaptation.

Climate Change Act 2008: introduced a legally binding long term framework to cut carbon emissions, but importantly it also created a framework for building the UK's ability to adapt to climate change, including:

- a UK wide climate change risk assessment to take place every five years.
- a national adaptation programme to reviewed every five years to address the most pressing climate change risks to England.
- a mandate giving the government the power to require 'bodies with functions of a public nature' and 'statutory undertakers' (e.g. water and energy utilities) to report on what they are doing to address the risks posed by climate change to their work.

Civil Contingencies Act (2004) introduced a statutory duty on local authorities to respond to emergencies under the Civil Contingencies Act and with our partners we are expected to have an understanding of potential weather risks, our capacity to cope, and a well thought out plan of action.

Context review

National

- Adaptation Sub-Committee (ASC) of the independent Committee on Climate Change (CCC)
- National Flood and Coastal Erosion Risk Management Strategy for England (2011)
- National Planning Practice Guidance – <http://planningguidance.planningportal.gov.uk/>

Regional

- North East Climate Change Adaptation Study (2008)
- Climate Change Action Plan for North East England (2008)

Local

- Tees Valley Climate Change Strategy (2010)
- Redcar and Cleveland's Climate Change Adaptation Plan

3.1.8 Minimise waste and increase the reuse, recycling and recovery of waste and efficient use of land

Background

European and national legislation seeks to encourage sustainable development and maximise the resource potential of waste generated by recycling and composting, recovering value, and sending less waste to landfill. Landfill Regulations set statutory limits for each Waste Disposal Authority for the amount of biodegradable waste it can landfill. This is seen as the key driver of the UK's move away from using landfill disposal in order to meet European waste targets under the Landfill Directive. The aim is to reduce emissions of methane, a greenhouse gas, with a resultant reduction in contribution to climate change.

In Redcar and Cleveland, kerbside collections and waste recycling and composting facilities are provided to satisfy statutory targets, and the Council has led the way in reducing waste to landfill for many years, continually having the highest recycling rates in the North East of England.

Over 47% of Redcar and Cleveland's domestic waste is received at the Energy from Waste Plant at Haverton Hill, while a further 47% is recycled and composted. Less than 3% of our waste currently goes to landfill (2014).

Controlled wastes are produced in the borough as well and these include industrial, commercial or household wastes and are subject to regulation under the Environmental Protection Act 1990. Wastes that have irritant, toxic, harmful, carcinogenic or corrosive properties are defined as hazardous and these must be handled and treated in specific ways in accordance with the Hazardous Waste Regulations.

The borough contains land that is classified as best and most versatile under the Agricultural Land Classification. The best land is in the more lowland areas to the south of the urban areas of Coatham, Kirkleatham and Marske. As might be expected the land quality decreases in higher areas further south in the borough towards the North York Moors. Areas around Brotton, Skelton and Guisborough are more likely to fall outside the best and most versatile category. All soil types will need to be determined on a site by site basis.

Legislation/ Environmental Protection Objectives

The EU Landfill Directive 1999/31/EC: To stimulate the recycling and recovery of value from waste and to reduce emissions of methane gas in landfill sites.

Waste Framework Directive 2006/12/EC: To recover and dispose of waste without harming human health or the environment.

Hazardous Waste Regulations Statutory Instrument 2005 No. 894 – Sets out the requirements for the controlled management of hazardous waste.

European Council Directive 2000/76/EC on the Incineration of Waste

Context review

National

- Waste Management Plan for England 2013
- Planning for a sustainable future. HM Government, CLG, May 2007
- National Planning Policy for Waste, CLG, October, 2014
- National Planning Practice Guidance – <http://planningguidance.planningportal.gov.uk/>

Regional

- Tees Valley Joint Waste Management Strategy 2008 – 2020
- Tees Valley Joint Minerals and Waste Development Plan Documents

Local

- Redcar and Cleveland's Sustainable Environment Strategy 2011 - 2016

3.1.9 Encourage high quality design and sustainable construction in development

Background

Well designed places and buildings, and the provision of a variety and mixture of different house types to accommodate the requirements of local people, are good for people's well being and contribute to sustainable economic and social development. This means that questions of design quality extend beyond simply constructing better buildings; good design is essential for the creation of sustainable communities.

Confidence in the importance of good design and in the quality of design advice available nationally and locally has increased significantly. Good design encompasses many different areas, not only the appearance and layout of buildings and development but also their sustainability in terms of energy efficiency, accessibility, use of local materials and so on. In addition good design delivers many socio-economic benefits such as improved health, wellbeing, quality of life and crime reduction, as well as delivering long term returns in the form of higher property values and social prosperity. The key messages in guidance for design and place-making are drawn out below.

Legislation/ Environmental Protection Objectives

Planning and Compulsory Purchase Act 2004: Sets out the plan making regime and development control measures for the control of development.

Planning (Listed Buildings and Conservation Areas) Act (1990): Provides specific protection for buildings and areas of special architectural or historic interest.

Context review

National

- DETR (2000) Government Urban White Paper: Our Towns and Cities: The Future - Delivering an Urban Renaissance
- DETR/ CABI (2000) By Design: Urban Design in the Planning System – towards better practice
- Design Council Building for Life 12
- Car parking: what works where (English Partnerships 2006)
- Code for Sustainable Homes (DCLG 2006)
- National Planning Practice Guidance – <http://planningguidance.planningportal.gov.uk/>

Regional

- Tees Valley Design Guide and Specification

Local

- Redcar and Cleveland's Design of Residential Areas SPD (2011)

- Redcar and Cleveland's Urban Design Guidelines SPD (2006)

3.2 Core Theme: Delivering healthy, sustainable, inclusive and cohesive communities

3.2.1 Empowered and active communities who are proud of where they live

Background

There are lots of definitions of empowerment not all of which refer to the same concept. However, the '*Communities in control: real people, real power*' white paper defines empowerment as 'passing more and more political power to more and more people, using every practical means available'. This is a helpful definition that links individuals and communities to decision making processes and seeks to underpin and support representative democracy through the use of participative means.

In Redcar and Cleveland, our work to create stronger communities seeks to support the building of active and cohesive communities across the borough where active citizens are able to speak up on their communities' behalf and where a thriving local third sector has the capability and resources to bring local people together, deliver services themselves, and influence the way public services are delivered, so that they are well-designed, accessible, responsive and effective.

Voluntary and statutory organisations across the borough work towards a series of objectives including to:

- Promote social inclusion and renewal within the most disadvantaged communities within Redcar and Cleveland.
- Encourage active stronger communities to have a much enhanced role in engaging with public services and local issues.
- Ensure that social inclusion and cohesion is considered in all aspects of the work of the organisation and its partners.

There are a number of important policy areas in Redcar and Cleveland that our Voluntary Sector Forum oversees including:

- Responding to the changing and diverse needs of a vibrant and thriving voluntary sector.
- Being a collective voice on local, regional and national issues.
- Inform infrastructure services which are responsive to the changing and diverse needs of a vibrant voluntary sector.
- Community capacity building/community development, such as learning opportunities for community engagement and community assets.

There are a number of important policy areas in Redcar and Cleveland that our Community Cohesion Partnership oversees including:

- Practical action to address the four principles of community cohesion.
- Social exclusion issues incorporating the seven equality strands.
- Hate crime reporting.
- Faith issues.

Legislation/ Environmental Protection Objectives

The **Race Relations Amendment Act 2000**: all listed public bodies must:

- eliminate racial discrimination.
- promote equality of opportunity.
- promote good relations between people of different racial groups.

The **Disability Discrimination Act 1995 (DDA)** outlawed discrimination against disabled people in employment, in relation to the supply of goods, facilities and services, in the disposal of premises, in education, and contains measures designed to facilitate access to certain types of public transport. It includes a duty on employers and service providers to make 'reasonable adjustments' to enable disabled people to work and access services.

The **Local Government Act 2000**: provides local authorities with a power to take any steps to promote or improve the economic, social or environmental well-being of their local community.

The **Local Government and Public Access to Health Bill 2007**: extends opportunities for communities to become involved in decision making processes as a way of targeting local social issues.

The **Equality Act 2010** protects people on the grounds of a range of "protected characteristics" including: age, disability, gender reassignment, race, sex, sexual orientation, marriage and civil partnership, and pregnancy and maternity.

The **Localism Act 2011** gives communities a new range of powers including the ability of parish council's and neighbourhood forums the ability to prepare neighbourhood development plans for their area.

Context review

National

- Creating Strong, Prosperous Communities, DCLG (July 2008)
- 'Communities in control: real people, real power' DCLG (2008)
- Every Child Matters
- Youth Matters (2005)
- National Planning Practice Guidance – <http://planningguidance.planningportal.gov.uk/>

Local

- Redcar and Cleveland's Sustainable Community Strategy 2008 – 2021
- Redcar and Cleveland Compact 2008

3.2.2 Improve the quality, availability and accessibility of housing in the borough

Background

Having access to affordable, quality housing is important for both social and economic well-being. Good quality housing can support and improve job or health prospects, reduce crime, and sustain environmental quality and design. Housing delivery can also bring investment and regenerate neighbourhoods.

Our industrial past has resulted in an imbalanced residential offer with an excess of older urban terraces and planned social housing estates. Policy interventions in recent years have led to a reduction in the number of social housing properties within the borough. This is consistent with both regional and sub-regional trends. The majority of our properties are semi-detached and terraced. In terms of size, over half of the housing stock has three bedrooms and over a quarter has two bedrooms. We therefore lack larger detached properties, approximately one-eighth of the housing stock is detached and less than a fifth of properties in the borough have four or more bedrooms.

We recognise that if the borough is going to attract and retain the key groups who will underpin its growing economy, we need to provide a wider choice of property type and size to meet modern day aspirations. This means that more detached houses and larger homes are needed, in addition to the requirement for more smaller homes to meet the projected growth in smaller households. Housing shortages and affordability problems are not the full extent of the area's housing challenges, however. The decline of traditional industries and a faltering local economy have created some areas in critical need of regeneration and renewal.

Legislation/ Environmental Protection Objectives

The **Housing Act 2004** introduced new legislation which included giving local authorities extended powers to target health and safety issues, introducing a mandatory national licensing scheme for Houses in Multiple Occupation (HMO) to raise the standards of some of the highest risk properties and powers to tackle sub-standard private housing.

Context review

National

- Housing Green Paper (2007)
- Code for Sustainable Homes (2008)
- Lifetime Homes, Lifetime Neighbourhoods (2008)
- National Planning Practice Guidance – <http://planningguidance.planningportal.gov.uk/>

Regional

- Tees Valley Economic and Regeneration Statement of Ambition (2012)

Local

- Redcar and Cleveland Housing Strategy 2012 – 2017
- Redcar and Cleveland Regeneration Masterplan

3.2.3 Create safer communities and protect people from harm

Background

Safe, healthy and vibrant neighbourhoods are fundamental to the economic, social and environmental well-being of the community. National studies have found that stress, fear of crime and repeat victimisation lead to ill health, and there is a strong correlation between poor health, high levels of crime and poverty. There have been significant strides in reducing crime and disorder in Redcar and Cleveland in recent years but its impact on the community when it occurs is significant.

Redcar and Cleveland's Community Safety Partnership are responsible for overseeing improvement across a number of areas and their priorities for 2012 – 2015 are:

- Reduce antisocial behaviour and associated incidents.
- Reduce violence: domestic, sexual and alcohol-related crime.
- Reduce house burglaries, other burglaries; and theft.
- Reduce the harm caused by drugs and alcohol.
- Reduce offending and re-offending.

Legislation/ Environmental Protection Objectives

Crime and Disorder Act (1998): Places responsibilities upon Local Authorities and Police to work together to develop and implement a strategy to reduce crime in their area. Responsible authorities are required to work in partnership with a range of local, public, private and voluntary groups, and with the community itself. These partnerships are called Crime and Disorder Reduction Partnerships (CDRPs).

Police Reform Act (2002): Amended the 1998 Act so that named authorities were increased to include Police Authorities, Fire Authorities and Primary Care Trusts.

Crime and Disorder Act Revision (2006): puts a duty on responsible authorities to share evidence based data to support CDRP's.

Context review

National

- Securing the Future - UK Government sustainable development strategy (2005)
- Living Places: Cleaner, Safer, Greener (2002)
- Strong and Prosperous Communities: The Local Government White Paper(2006)
- Every Child Matters
- Reduce re-offending action plan
- National Planning Practice Guidance – <http://planningguidance.planningportal.gov.uk/>

Local

- Redcar and Cleveland Community Safety Plan 2012 – 2015

3.2.4 Improve public health and provide opportunities for physical activity to promote healthier and longer lives for all

Background

The creation of active healthy communities is fundamental to good spatial planning and sustainable development. This means not only the provision of community infrastructure such as new doctor's surgeries and leisure centres for sport and recreation, but the creation of a healthy built environment where people are encouraged (including nudged) to be healthy in environments active in safe streets and open spaces that are accessible and well integrated, including through encouraging great levels of physical activity, participation and healthy eating.

According to the World Health Organisation, health can be defined as a state of complete physical, mental and social well-being and not merely the absence of disease. There are two main aspects to health:

- Prevention of illness through the provision of healthy communities and promoting health and well-being, through:
 - Ensuring high quality inclusive development which provides a good quality of life to occupants.
 - Ensuring access to educational and community facilities to foster social inclusion.
 - Providing access to open space (green space and public urban spaces) and providing tranquil spaces within built up area.
 - Ensuring access to recreation and sport.
- Cure of illness through the provision of health services, such the acute trust, primary care trust and primary care GPs. This can include:
 - Having sufficient doctors, quality and quantity of surgeries and surgery space in the right areas.
 - Ensuring that all patients have the ability to access the services.
 - Ensuring that an increased patient population does not compromise the needs of existing patients and that increased needs are also capable of being met.
 - Consideration being given to the long term development potential of areas in order to assess the cumulative impact of development and planning accordingly.
 - Securing adequate funding to meet the demands of an increased service.

In Redcar and Cleveland there are many health challenges to tackle including:

- **Physical inactivity:** According to the latest findings of the Active People Survey (APS 8) 26.2% of adults in Redcar and Cleveland take part in at least 30 minutes moderate intensity sport or physical activity three times per week. The number of people taking part in moderate intensity sport or active recreation once a week in Redcar and Cleveland is 30.5% which is below the average for both the North East (33.9%) and

Nationally (35.9%). Physical Inactivity amongst our adult population is a significant issue in the borough which needs to be addressed.

- Unhealthy weight: Significant proportions of the Redcar and Cleveland population are either overweight or obese. For example, three years of pooled data (2010/11, 2011/12 and 2012/13) from the National Child Measurement Programme suggests that 11.5% of children in Reception (4/5 year olds) and 21.0% of Year Six pupils (10/11 year olds) are obese. Data from the Active People Survey suggests that 70.9% of our adults are either overweight or obese.
- Alcohol harm: In 2013/14, there were 798 alcohol-related admissions to hospital per 100,000 population in Redcar and Cleveland, lower than the rate for the North East (844) but higher than the rate for England (645).

In Redcar and Cleveland there are many health challenges to tackle and these include rising rates of obesity in adults and children, pregnant women smoking at the time of delivery remaining high, over 2,588 alcohol-related hospital admissions per 100,000 population in 2010/11, rising rates of some sexually transmitted infections (STIs) and the rate of under 18-year-old conceptions is high (JSNA).

In terms of quality of life the borough also faces a number of challenges and these include high levels of illness linked to lifestyle and other risks, a high prevalence of long-term neurological conditions and high levels of hypertension, type 2 diabetes, asthma, hypothyroidism, coronary heart vascular disease (CHDCVD) and chronic obstructive pulmonary disease (COPD). There is also an increased prevalence of CHD, stroke and hypertension and a higher than English average infant mortality rate (JSNA).

Physical activity has a major role in achieving wider social and economic benefits, most notably for health. Physical exercise such as sport and recreation, whether casual or organised, can improve physical fitness and mental wellbeing, and encourage social relationships.

Redcar and Cleveland's natural environment, including the coast and network of open spaces, is an important part of its creative, cultural and physical activity. There are strong links between quality open and green space and the health agenda, for example good open space provision and management can help reduce stress levels, provide formal and informal recreational and sporting facilities, and offer alternative networks for walking and cycling.

However, nationally there are concerns about the lack of physical activity undertaken by children and adults. The current trend towards unhealthy lifestyles including lack of exercise and overeating will increase health issues such as obesity, and the trend must be reversed. In Redcar and Cleveland however there are good examples of interventions to encourage more people to enjoy physical activity. For example accessibility of total footpaths and other public rights of way that were "easy to use" by the public continues to improve year on year, increasing from 87.6% in 2008/09 to 90.5% in 2009/10 providing greater accessibility of walking routes and access to open space (the baseline

was 84.8% in 2007/08). This makes it easier for people to access our quality natural environment leading to health improvement.

The Redcar and Cleveland Health and Wellbeing Strategy 2013 – 2018 including the following priorities:

- Children and young people have the best start in life
- People in Redcar & Cleveland live healthier and longer lives
- More people lead safe, independent lives

Legislation/ Environmental Protection Objectives

The **Health and Social Care Act 2012** taking forward Equity and excellence: liberating the NHS (July 2010) and the subsequent Government response Liberating the NHS: legislative framework and next steps (December 2010), which require primary legislation. It also includes provision to strengthen public health services and reform the Department's arm's length bodies. The act abolished Primary Care Trusts and Strategic Health Authorities and passed their commissioning powers to clinical commissioning groups run by local GPs.

The **Health Act 2009** contained measures to improve the quality of NHS care, the performance of NHS services, and to improve public health.

The **Local Government and Public Involvement in Health Act 2007** introduced functions and procedures of inspection and audit in relation to local government, establishing the Valuation Tribunal for England and local involvement networks and abolishing Patients' Forums and the Commission for Patient and Public Involvement in Health.

Context review

National

- Directions on the National Health Service Act 2006 published in 2011
- Our health, our care, our say: a new direction for community services – Department for Health 2007
- **Healthy Lives, Healthy People: A call to action on obesity in England – Department of Health, 2011**
- **Planning Healthy Weight Environments: Town and Country Planning Association, 2014**
- Sport England Strategy 2012 – 2017
- National Planning Practice Guidance – <http://planningguidance.planningportal.gov.uk/>

Regional

- Tees Valley Joint Strategic Needs Assessment

Local

- Redcar and Cleveland Joint Strategic Needs Assessment -- see <http://www.teesjsna.org.uk/redcar-and-cleveland/>
- Redcar and Cleveland's Playing Pitch Strategy 2011
- Redcar and Cleveland's Green Space Strategy 2006
- Redcar and Cleveland Health and Wellbeing Strategy 2013-2018
- Improving Health Together" - A Clear and Credible Plan for Commissioning Health Services for the Populations of Redcar and Cleveland and Middlesbrough 2012 – 2017. South Tees Clinical Commissioning Group

3.3 Core theme: Improving connectivity

3.3.1 Improve the accessibility and quality of key services and facilities

Background

Accessibility refers to the ease of reaching destinations or activities. Places that are highly accessible can be reached by many people quickly, whereas inaccessible places can only be reached by a few people in the same amount of time. The focus for practitioners can be on improving accessibility rather than mobility, and in moving people rather than vehicles. There are urban and rural dimensions to accessibility planning, and accessibility is usually perceived in physical travel terms, but electronic social interaction is becoming increasingly important.

Key facilities serve a wider catchment than the immediate neighbourhood in which they are situated. Examples include employment centres, shopping centres, hospitals and health centres, educational institutions, leisure centres and cultural attractions. The accessibility of key facilities is therefore of particular importance because they are major travel generators (for both employees and users) and wider access has strong additional social benefits. Lack of accessibility to key facilities tends to be a bigger challenge in rural areas and areas of multiple deprivation. Accessibility to local facilities, such as neighbourhood shops and other day-to-day facilities is also important and accessibility measures, for example, provide an opportunity to tackle underemployment and low skill levels by improving access to training and employment.

In addition to transport-based solutions it is important to consider issues such as the retention of local community services and ensuring that new development contributes towards reducing the need to travel. Furthermore, IT solutions such as the provision of broadband can offer opportunities for flexible working whilst the provision of mobile services and on-street e-information kiosks provide alternatives for people to access services.

Context review

National

- Inclusive Mobility – Department for Transport (2003)
- The Coalition: Our Programme for Government on Transport (2010)
- National Planning Practice Guidance – <http://planningguidance.planningportal.gov.uk/>

Regional

- Tees Valley Green Infrastructure Strategy (2008)

Local

- Redcar and Cleveland's Local Transport Plan 2010 - 2015

3.3.2 Increase sustainable transport options and usage

Background

Transport is an important part of everyday life enabling people to meet their work, healthcare, educational, shopping, social and leisure needs. The principal mode of transport is the car, which provides an easy and convenient option and allows people to travel where they want when they want. However, as a result there has been significant growth in use over time and an increased dependence on the car, with a corresponding decline in the use of public transport. The result of this has been busier roads, growing congestion, road accident casualties, localised air quality issues and fewer public transport services.

In Redcar and Cleveland travel choices can be limited, particularly in the more rural areas of the borough and for those without access to a car. Basic needs like work or shopping become very difficult to access, as can social activities, resulting in people experiencing social exclusion. For those areas not served by conventional public transport services, alternatives such as community based and demand responsive transport initiatives play an important role in tackling social exclusion and in enabling people to access services, facilities and employment.

Reliable transport infrastructure is a crucial enabler of economic development. The provision of an integrated transport network can, for example, improve access to employment and other services, reduce congestion, facilitate the movement of goods and improve connectivity both within the borough and externally. If economic regeneration is to be achieved in Redcar and Cleveland, the transport network needs to meet the demands that will be placed upon it. There is a need to balance these economic and development issues with the potential environmental consequences.

One of the priorities in Redcar and Cleveland is to increase the number of visitors and tourists and grow the seasonal influx of people. This would place extra demands on local transport networks but could also help make public transport more viable. The environmental impacts, particularly related to climate change, of increased travel, have a significant bearing on the nature of potential transport solutions. This places a strong emphasis on needing to achieve a shift to more sustainable patterns of development and more sustainable modes of transport including walking, cycling and public transport, as well as achieving carbon reductions.

To this end, Redcar and Cleveland are delivering a £1.5m, 3 year Sustainable Transport Fund programme aimed at significantly increasing sustainable transport choices and the people accessing them.

Legislation/ Environmental Protection Objectives

Renewed EU Sustainable Development Strategy (2006): by 2010 5.75% of transport fuel should consist of biofuels, as an indicative target, considering raising their proportion to 8% by 2015.

Local Transport Act 2000: aims to improve local passenger transport services, and reduce road congestion and pollution. It imposes a duty on 'local transport authorities' to prepare and publish a local transport plan setting out policies for the promotion of a safe, integrated, efficient and economic transport system.

Local Transport Act 2008: amends the Local Transport Act 2000 but in particular focuses on improving the quality of local bus services, reforming the arrangements of local transport governance in the major conurbations and reforming the existing legislation relating to local road pricing schemes.

Traffic Management Act 2004: was introduced to tackle congestion and disruption on the road network, the Act places a network management duty on highway authorities to keep traffic flowing.

Countryside and Rights of Way Act (2000): creates a new statutory right of access on foot to certain types of open land and modernises the Public Rights of Way System.

Civil Aviation Act (2006): makes provision for various civil aviation matters including those relating to noise and emissions.

Disability Discrimination Act (2005): applies to all employers and everyone who provides a service to the public and ensures that reasonable adjustments are made so they do not discriminate against disabled customers or employees.

Context review

National

- Towards a Sustainable Transport System: Supporting economic growth in a low carbon world
- The Coalition: Our Programme for Government on Transport (2010)
- National Planning Practice Guidance – <http://planningguidance.planningportal.gov.uk/>

Regional

- Regional Freight Strategy (2005)
- Tees Valley Infrastructure Plan
- Connecting the Tees Valley – The City Region Transport Strategy (2008)

Local

- Redcar and Cleveland's Local Transport Plan 2011 – 2016

3.4 Core Theme: Diversifying and strengthening the local economy

3.4.1 Increase employment and improve the level of education, skills, jobs and training

Background

The economy does not stand still. The global recession has underlined the need to constantly refresh and review the public sector's approach to the dynamics of the local economy, responding to challenges and identifying and setting new economic imperatives. Whilst long-established industries have been hard hit, a measured response based on best possible analysis of the future shape of the economy will ensure that public sector interventions, whether policy based or financial, have maximum effectiveness and impact.

The need for intervention is beyond dispute; unemployment in the borough rose by doubled between December 2007 and June 2012. Whilst the unemployment rate has been reducing significantly since then it remains higher than both the regional and national average and further loss of employment could tip the balance for fragile communities, leading to long term deprivation and the reversal of the positive trends witnessed in previous decade. Manufacturing has always provided a significant level of employment within the borough, however, similar to the trends nationally, this has reduced significantly over time, having a disproportionate effect on unemployment levels within the borough.

There are still many highly skilled jobs in Redcar & Cleveland. Unfortunately many of these are taken by people commuting into the borough and the resident labour force compares relatively badly in regional and national terms. Based on the 2011 Census, only 18.9% of the working age population has a NVQ Level 4 qualification or higher compared to 20.5% for the Tees Valley and 27.2% nationally - and the Government target is for the proportion of its workforce with NVQ level 4 qualification or higher to be within the top 8 countries globally by 2020. Building a competitive workforce is a key target for the Council's Regeneration Masterplan.

Legislation/ Environmental Protection Objectives

The **Education Act 2011** takes forward the legislative proposals in the Schools White Paper, *The Importance of Teaching* and measures from the Department for Business, Innovation and Skills to improve skills, including two elements of the reforms to higher education funding.

Context review

National

- The Schools White Paper; 'The Importance of Teaching', Dept for Education

- National Planning Practice Guidance – <http://planningguidance.planningportal.gov.uk/>

Regional

- Tees Valley Infrastructure Plan (2008)
- Tees Valley Strategic Economic Plan (2014)
- Tees Valley Employability Framework (2008)
- Tees Valley Unlimited (LEP) Strategic Economic Plan (2014)

Local

- Redcar and Cleveland Regeneration Masterplan (2011)

3.4.2 Economic growth and industrial excellence: Encourage sustainable economic growth, diversify and strengthen the local economy and encourage enterprise and encourage economic excellence

Background

The economy of Redcar & Cleveland is changing. Delivering local economic benefit by shaping positive changes in the structure of the economy lies at the heart of the Council's Regeneration Masterplan. Knowing where to focus interventions and support is vital if the limited resources of the public sector are to be used effectively and the potential of the private sector harnessed.

In contrast to the decline in manufacturing, where new employment in financial services, business, retail and distribution grew and replaced lost jobs, in Redcar & Cleveland such employment has remained static. This has left the borough with a weak service sector which needs to be addressed through the Regeneration Masterplan. Moreover, there is great interdependency within the remaining industrial economies, particularly so in the Petro-Chemicals cluster where business and products are strongly related and in many cases, dependant on shared infrastructure. In this and other industrial sectors such as steel, much of the decision making on investment and products takes place outside the borough, further exposing the local economy to wider national and global factors.

The Regeneration Masterplan has identified the main economic drivers in Redcar and Cleveland and also evaluated the potential contribution of each over the period up to 2025. The focus of the Masterplan is on the modernisation of the business base, driven by significant private sector investment over the next 10 years. This applies to both the industrial and service sectors, taking advantage of the economic upturn that will create the conditions for further growth.

Redcar and Cleveland is the base for a number of major industrial enterprises, some of which are in transition, both growing and declining. South Tees is a competitive location for a number of specialist activities, and the combination of an expanding port and new opportunities around renewable and environmental activities provides considerable potential for new investment.

There are opportunities for associated businesses to develop in support of the port's expansion, for example in the form of the growth of the logistics and warehousing sector further diversifying the economic base around an existing asset. This is a complex agenda dependent upon significant financial investment and with issues of land ownership, site contamination and the long term plans of existing companies. A number of the existing employment premises and investment proposals are of regional and national significance. South Tees will make the greatest contribution to delivery of economic objectives across Redcar and Cleveland, reflecting the focus of employment activity in this location and its particular strengths around industry. The economic drivers in South Tees include:

- **Traditional industries:** opportunities to build on some of the borough's core economic assets through expansion and / or diversification of activity related to the port, petro chemicals and other established industries.
- **Waste management and low carbon sectors:** building on the range of initiatives currently underway and planned relating to energy generation, waste management and recycling and the opportunity to expand this sector within the economy.
- **Creating opportunities for business development and growth:** Limited site availability has been reported in South Tees as large parts of the area are in the ownership of a small number of land owners. Initiatives to increase access to land for development will support industry expansion and diversification in accordance with strategic objectives.

Context review

National

- Our Towns and Cities: The Future - Delivering an Urban Renaissance (The Urban White Paper, 2000)
- National Planning Practice Guidance – <http://planningguidance.planningportal.gov.uk/>

Regional

- Regional Economic Strategy Action Plan (2008)
- Tees Valley Infrastructure Plan (2008)
- Tees Valley Employability Framework (2008)
- Tees Valley Strategic Economic Plan (2014)

Local

- Redcar and Cleveland Regeneration Masterplan (2011)

3.4.3 Increase leisure and tourism opportunities

Background

While Redcar has a historic role as a tourist centre and parts of rural East Cleveland receive significant visitor numbers, the borough's tourism economy is not experiencing the same growth as other areas of the UK. Other centres, such as Whitby and Scarborough, located further along the coastline, have led the way in renaissance of the coastal town visitor economy, and Redcar and Cleveland has the potential to considerably strengthen its tourism offer over the next ten years. The potential to diversify the economy, based on a quality and distinctive offer, is a major priority for the Regeneration Masterplan. Tourism and leisure will be based around a renewed Redcar, taking advantage of a re-designed seafront, its key asset, and East Cleveland developed as a high quality location for outdoor activities, on a par with the best of the North York Moors.

As noted, tourism and leisure has a place based focus and the priorities are:

- **Redcar:** through a focus on the renewal of the seafront and town centre, building on the sea defence works to provide high quality public art and sculpture to create a new visitor attraction. This will be delivered alongside redevelopment of the sea front business base to incorporate creative industry facilities, new housing, commercial development and high quality cafes and restaurants. Intervention will create a town that people visit regularly, on the basis of the quality of its seafront and the new attractions to be created. Outside the town centre, conservation led development at Kirkleatham offers the potential for improvements to the borough's leisure and tourism offer. The opportunity at Kirkleatham will widen the offer and appeal of Redcar as a place to visit, encouraging longer stays and greater spend;
- **Guisborough and rural:** Under the economy theme, the key economic drivers will be tourism and leisure and business for East Cleveland. The tourism and leisure sector offers an opportunity to exploit the area's natural and historic assets to the advantage of the economy. A major focus of tourism and leisure related activities across the borough will be stimulating private sector investment in visitor accommodation – hotels and bed and breakfast, country house and spas, and campsites. This diversified offer will cater for a broader visitor market, attracted to Redcar and Cleveland as a result of greater marketing of the borough's existing assets, including the quality of the natural environment, and the development of new attractions both proposed through the Regeneration Masterplan and existing facilities, such as the new leisure facilities at the Redcar & Cleveland Leisure and Community Heart. Associated initiatives will include customer care training, increased promotion and marketing; an improved events programme; and support for the development of outdoor activities.

Legislation/ Environmental Protection Objectives

The **Development of Tourism Act 1969** provided for the establishment of a British Tourist Authority and Tourist Boards for England, Scotland and Wales with responsibility for promoting the development of tourism to and within Great Britain.

Context review

National

- Good Practice Guide on Planning for Tourism, DCLG (2006)
- National Planning Practice Guidance – <http://planningguidance.planningportal.gov.uk/>

Regional

- North East Tourism Strategy (2005), Tourism North East

Local

- Redcar and Cleveland's Arts and Culture Strategy

4. Baseline data and characteristics of Redcar and Cleveland (Stage A2)

4.1 Redcar and Cleveland characteristics

Redcar and Cleveland is a borough of particular contrast and diversity – of people, place, economy and environment. Geographically it is the largest borough within the Tees Valley. Situated to the south of the River Tees, it is the southernmost borough in the North East region. Covering nearly 25,000 hectares it stretches from the River Tees to Cowbar, north of Staithes. It has a population of 134,950 (ONS – Mid 2013 estimates) with a total of 59,910 households (ONS – Mid 2012 estimates).

Landscape

The borough is rich in both natural assets and a proud industrial heritage. The borough has a varied landscape, ranging from an alluvial plain through to higher land in the moors and the Eston Hills, and bordered by a coast of sandy bays and dramatic cliffs in predominantly rural East Cleveland, where there is a stretch of Heritage Coast of over 12km length. Teesmouth and Cleveland Coast Special Protection Area and Ramsar site, a site of European importance for birds, is made up of several sites of national importance (SSSIs) and twenty three square miles of North York Moors National Park, itself designated for its European and national importance for wildlife and habitat. 90% of the borough's land area is dominated by agriculture, which is in sharp contrast to the industrial landscape along the south bank of the River Tees.

Environment

The south bank of the River Tees is lined with heavy industry dominated by iron, steel, petrochemicals, process engineering and logistics. These combine to create what has been described as the economic powerhouse of the Tees Valley, with Teesport, which is one of the largest ports in the country. These stark contrasts and this rich diversity help to define the borough. The geography of the borough results in transport infrastructure being relatively poor, with little rail network and only minor roads reaching some communities. The borough is rich in cultural assets with 567 designated heritage assets in the borough (excluding the area inside the North York Moors National Park) and wide ranging sites of geological diversity. Despite general perception, the air quality in the borough is good, along with water quality which is vastly improving from historically poor standards. However, due to the varying topography of the borough, sea level rise and incidences of flooding are serious threats. Climate change is a very real problem with a variety of threats from shifting climatic patterns. The effects of these changes are capable of having significant impacts on the borough and our communities, especially the most vulnerable in society. In response, Redcar & Cleveland Borough Council, our partners and our neighbouring four Tees Valley local authority areas, are collaboratively tackling the issue.

Community

The communities within the borough are as diverse as its landscape. With a population density of 5.6 persons per hectare, the borough is considerably less densely populated than the 8.2 average of the Tees Valley. The

population is mostly shared between the main urban conurbations of Redcar and Greater Eston. However there are many smaller commuter towns such as Guisborough, rural villages and coastal settlements, with rural areas making up a significant part of the borough.

Demographics and household projections

At present the borough has a population of 134,950, based on Government's 2013 mid-year estimates. In May 2014, the Office for National Statistics (ONS) published its 2012 based sub-national population projections. These indicated that, based on a continuation of existing trends, the population of the borough would slightly decrease to 134,000 by 2037. The figures also project a significant increase in the retired population and significant decrease in the working age population during this period. Using this information, in February 2015 the ONS published its 2012 based sub-national household projections. These indicated that based on a continuation of existing trends, that an additional 1,730 households were expected to form within the borough between 2016 and 2031, resulting in an increase in the number of households from 60,498 households in 2016 to 62,228 households by 2031. It should be noted however that the level of household growth predicted over this period is lower than previous projections.

Redcar and Cleveland is the only Tees Valley Authority where a fall is projected. In 2013, 20.8% of the boroughs population was over the age of 65, which is the highest proportion within the Tees Valley. This is expected to increase substantially within the coming years rising to 29.9% by 2037, based on current trends. At the same time, based on current trends, the proportion of the borough's working age population (those aged 20-64) is forecast to reduce from 57% in 2012 to 50% by 2037.

Disadvantage

The global economic downturn means that a number of our communities are facing significant challenges. Whilst many towns and neighbourhoods are weathering the storm of the economic downturn, some are experiencing increasing levels of disadvantage. With low housing demand, high levels of crime and unemployment, poor health and low educational attainment.

The Index of Multiple Deprivation 2010 (IMD 2010) shows that Redcar and Cleveland is the 48th most deprived borough in the country. There has been little change since 2007 when the borough was ranked 46th. The level of concentrated deprivation in the borough is relatively high (ranking 17th). This means that our most deprived areas tend to be even more deprived than other disadvantaged areas in the country. This has improved slightly since 2007, when the borough ranked 12th. Neighbourhood level IMD 2010 data shows that, of the 92 Lower Super Output Areas (LSOAs) in Redcar and Cleveland, 20 are among the most deprived (ranked in the top 10%) in the country. This accounts for almost a quarter (22%) of our LSOAs.

IMD 2010 data is only produced at LSOA level. However, Tees Valley Unlimited (TVU) has prepared estimated ward rankings based on this data. The rankings are out of 7,938 English wards. TVU analysis shows significant

improvements within Normanby, West Dyke, Hutton and Longbeck wards, all of which have improved by over 500 ranks. These are among the least deprived wards in the borough. In contrast, Loftus, Saltburn and Zetland wards showed the biggest decline. Grange town continues to be our most deprived ward, estimated to be the 12th most deprived in the country, compared to 14th in 2007.

Public Health

The health of people in Redcar and Cleveland is varied compared with the England average and also between wards. Life expectancy is 10.3 years lower for men and 5.9 years lower for women in the most deprived areas of Redcar and Cleveland than in the least deprived areas. About one in ten children are obese by the time that they start Primary School, increasing to one in five in Year Six. Other indicators such as smoking at time of delivery, breastfeeding and alcohol related admissions to hospital are worse than the national average whilst others such as the rates of people killed or seriously injured on roads and sexually transmitted infections are better.

4.2 Baseline information and evidence

Figure 2 - Our baseline environment report with indicators.

Ref.	Sustainability Objective	Indicators	Baseline Report	Source
1	Protect and enhance biodiversity and geodiversity	<p>Condition of SSSIs within borough (by unit)</p> <p>Number of designated Local Geological Sites (LGS)</p> <p>Number of HRA Screening Assessments completed and HRA appropriate assessment completed</p> <p>Condition of the South Gare and Coatham Sands SSSI – Percentage of area in positive management</p> <p>Number of Community Environmental Initiatives established (M505)</p> <p>Number of Actions in the Environmental Action Plan delivered (M609)</p>	<p>Favourable (83%), Unfavourable, recovering (17%)</p> <p>13 (2014)</p> <p>NA</p> <p>23.9% (2014)</p> <p>22 (2011)</p> <p>N/A</p>	<p>Natural England (2014) http://www.sssi.naturalengland.org.uk/special/sssireportAction.cfm?Report=sdrt13&Category=C&Reference=1007</p> <p>Redcar & Cleveland Borough Council</p> <p>Redcar & Cleveland Borough Council</p> <p>Natural England (2014)</p> <p>Redcar & Cleveland Borough Council</p> <p>Redcar & Cleveland Borough Council</p>
2	Protect and enhance	Percentage of population	LCA data	Woodland Trust 'Space for People' (2011)

Ref.	Sustainability Objective	Indicators	Baseline Report	Source
	the quality, distinctiveness and setting of the area's seascapes and landscapes	<p>with access to a 2ha+ woodland within 500m</p> <p>Condition of the South Gare and Coatham Sands SSSI – Percentage of area in positive management</p> <p>Number of Community Environmental Initiatives established (M505)</p> <p>Number of Actions in the Environmental Action Plan delivered (M609)</p> <p>Amount of protected open space lost to new development</p>	<p>23.9% (2014)</p> <p>22 (2011)</p> <p>N/A</p> <p>0.72ha (2013/2014)</p>	<p>Natural England (2014)</p> <p>Redcar & Cleveland Borough Council</p> <p>Redcar & Cleveland Borough Council</p> <p>Redcar & Cleveland Borough Council</p>
3	Protect and enhance all heritage assets of special archaeological, historical and architectural interest	<p>Scheduled Monuments at risk</p> <p>Number of buildings at risk</p> <p>Proportion of conservation areas with conservation area appraisals</p>	<p>2</p> <p>6</p> <p>100%</p>	<p>Heritage at Risk Register (English Heritage)</p> <p>http://risk.english-heritage.org.uk/register.aspx?rs=1&rt=0&pn=1&st=a&ua=Redcar+and+Cleveland+(UA)&ctype=all&crit=</p> <p>Redcar & Cleveland Borough Council</p>

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Ref.	Sustainability Objective	Indicators	Baseline Report	Source
		Number of listed buildings	520	Redcar & Cleveland Borough Council
4	Protect and improve local air quality	<p>Annual level of particulate matter (PM10)</p> <p>Annual level of NOx</p> <p>Number of exceedances of 266 micrograms per m3 for SOx</p>	<p>18.6 micrograms per m3 (2013)</p> <p>13.4 micro grams per m3 (2013)</p> <p>0 (2013)</p>	<p>Redcar & Cleveland Borough Council</p> <p>Redcar & Cleveland Borough Council</p> <p>Redcar & Cleveland Borough Council</p>
5	Protect and improve water quality and water resources	Annual bathing water standards at our 6 bathing waters Ecological and chemical status of water quality	4 higher standard and 2 minimum standard passes in 2014	Environment Agency

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Ref.	Sustainability Objective	Indicators	Baseline Report	Source
6	Reduce energy consumption and greenhouse gas emissions	<p>CO2 emissions from the Local Authority area</p> <p>CO2 emissions from domestic electricity consumption in the Local Authority area</p> <p>CO2 emissions from domestic gas consumption in the Local Authority area</p>	<p>8,178,900 tonnes in 2012 (DECC)</p> <p>121,500 tonnes in 2012 (DECC)</p> <p>163,300 tonnes in 2012 (DECC)</p>	<p>Department of Energy and Climate Change</p> <p>https://www.gov.uk/government/statistics/local-authority-emissions-estimates</p>
7	Reduce the impact of severe weather events and increase the resilience of the borough	<p>Number of applications permitted by Council which were objected to by Environment Agency on flood risk grounds</p> <p>Number of flood events/ adaptation schemes in Critical Drainage Areas</p>	<p>1 (2013)</p> <p>Form of monitoring to be established</p>	Environment Agency
8	Minimise waste and increase the reuse, recycling and recovery of waste	<p>Percentage of waste to Energy from Waste Plant</p> <p>Percentage of waste recycled and composted</p> <p>Percentage of waste to landfill</p>	<p>47.3% (2013/14)</p> <p>46.7% (2013/14)</p> <p>2.2% (2013/14)</p>	<p>Redcar & Cleveland Borough Council</p> <p>Redcar & Cleveland Borough Council</p> <p>Redcar & Cleveland Borough Council</p>

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Ref.	Sustainability Objective	Indicators	Baseline Report	Source
9	Encourage high quality design and sustainability in development	<p>Design / BREEAM indicator needed</p> <p>Building for Life 12 Assessment Indicator</p>	To be confirmed	
10	Empowered and active communities who are proud of where they live	<p>Percentage of people who agree that there is a strong sense of community in their area</p> <p>Percentage of people who volunteer in their community</p>	<p>39% (2012)</p> <p>16% (2012)</p>	Redcar & Cleveland Borough Council Perception Survey
11	Improve the quality, availability and accessibility of housing in the borough	<p>Number of new homes provided</p> <p>Number of affordable homes delivered</p> <p>Number of empty homes returned to use</p> <p>Number of people who have received advice and support to prevent homelessness</p>	<p>366 (2013/14)</p> <p>86 (2013/14)</p> <p>17 (2012/13)</p> <p>459 (2012/13)</p>	Redcar & Cleveland Borough Council

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Ref.	Sustainability Objective	Indicators	Baseline Report	Source
12	Create safer communities and protect people from harm	<p>Number of recorded Anti-Social Behaviour incidents (M305)</p> <p>Number of publicly recorded criminal damage and arson offences</p>	<p>8,900 (2012/13)</p> <p>1,955 (2012/13)</p>	Redcar & Cleveland Borough Council

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Ref.	Sustainability Objective	Indicators	Baseline Report	Source
13	Improve public health and provide opportunities for physical activity to promote healthier and longer lives for all	<p>Admission episodes for alcohol-related conditions (Narrow) (Persons) 2013/14 - Directly standardised rate - per 100,000</p> <p>Number of people admitted to hospital for a wholly alcohol-specific condition per 1,000 population</p> <p>Excess weight in 4-5 2013/14</p> <p>Excess weight in 10-11 year olds - 2013/14</p> <p>Smoking Prevalence, 2013</p> <p>Percentage of adults aged over 16 and over who have given up smoking with the NHS stop smoking service (M267)</p> <p>Percentage of children aged 10-11 who are classified as overweight or obese (M260)</p>	<p>N/A 798</p> <p>42.4% (2011/12)</p> <p>25.2% (2013/13)</p> <p>36.5% (2013/13)</p> <p>35.8 24.7% (2013)(2011/12)</p> <p>763,066 (2012/13)</p>	<p>Local Alcohol Profiles for England Redcar & Cleveland Borough Council</p> <p>Public Health Outcomes Framework</p> <p>Public Health Outcomes Framework</p> <p>Public Health Outcomes Framework</p>

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Ref.	Sustainability Objective	Indicators	Baseline Report	Source
		Number of visits to leisure centres (M278) Percentage of people showing positive health improvement through participation in physical activity programmes (M281) Percentage of population with access to a 2ha+ woodland within 500m	93% (2012/13) LCA data	Woodland Trust 'Space for People' (2011)
14	Improve the accessibility and quality of key services and	No. of community buildings completed No. of community	5 (2013/14) 12 (2013/14)	Redcar & Cleveland Borough Council

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Ref.	Sustainability Objective	Indicators	Baseline Report	Source
	facilities	buildings lost		
15	Increase sustainable transport options and usage	Number of Sustainable Transport Fund promotions (M172) Bus Patronage Walking and cycling indicator	247 (2013) 4,169,440 (2013) To be confirmed	Redcar & Cleveland Borough Council
16	Increase employment and improve the level of education, skills, jobs and training	Number of people supported into apprenticeships Number of people supported into employment	163 (2012/2013) 163	Redcar & Cleveland Borough Council

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Ref.	Sustainability Objective	Indicators	Baseline Report 200 (2012/2013)	Source
17	Economic Growth and industrial excellence: Encourage sustainable economic growth, diversify and strengthen the local economy and encourage enterprise and encourage economic excellence	<p>Number of jobs created</p> <p>Number of businesses assisted</p> <p>Number of new business start-ups in the borough</p>	<p>N/A</p> <p>118 (2012/2013)</p>	Redcar & Cleveland Borough Council
18	Increase leisure and tourism opportunities	<p>Number of day visitors to the borough</p> <p>Economic Value of day visitors to the borough</p>	<p>3,160,000 (2012/2013)</p> <p>£20.50</p>	Redcar & Cleveland Borough Council

5. Identifying sustainability issues

Through the analysis of the baseline data and officer knowledge, a number of sustainability issues have been identified.

Figure 3 - Sustainability Issues

Biodiversity and geodiversity	<p>The borough contains a number of sites of nature conservation and biodiversity importance ranging from the international to local level. There is a need to protect these designated sites, and other unprotected areas of biodiversity interest and enhance where possible, as part of new development. This includes through direct effects from development on or adjacent to these sites, as well as giving consideration to indirect effects (e.g. recreational pressure), as well as effects on 'functional land' supporting qualifying species on European Sites.</p> <p>To help species adapt to the impacts of climate change it is important to ensure connectivity between habitats and across borders as part of permeable wildlife corridors.</p> <p>Brownfield sites can be equally, if not more, biologically diverse than greenfield sites. It is therefore an important issue to consider and to incorporate biodiversity where possible as part of many developments.</p> <p>There are important links between biodiversity and other key issues such as air quality, water quality and climate change. Promoting biodiversity can also help to create attractive locations.</p>
Seascapes and landscapes	<p>The borough has a number of high quality seascapes, landscapes and landscapes, including the North York Moors National Park and the stretch of coast from Saltburn to Staithes is designated as a Heritage Coast.</p> <p>Development pressures, including wind farm development and new housing, will have an impact on the character of areas.</p> <p>High quality design and sensitivity to local setting should be promoted as an important part of development in both urban and rural areas.</p>
Heritage assets	<p>Heritage is irreplaceable and is at risk from activity, development and land use. The sustainable future of this vulnerable and irreplaceable resource relies upon the management of change, as well as protecting this finite resource.</p> <p>Sustainable heritage-led urban and rural development based on high quality design that reinforces local distinctiveness should be encouraged and supported.</p>

	Traditional methods of construction and land management are often sustainable, though seen as inefficient.
Air quality	<p>There is a need to maintain the generally good air quality within the borough through ensuring that development is promoted in sustainable locations and not where they are likely to impact negatively on air quality.</p> <p>Industrial emissions are significant but generally decreasing and emissions from road traffic are generally low, although this could increase with economic recovery and increased car use.</p>
Water quality and water resources	<p>There is a need to ensure that water is managed well and that the sustainable use of water resources is considered as part of development.</p> <p>Future economic growth coupled with changes in weather as a result of climate change will place pressure on the region's water resources.</p> <p>Increased storminess and unpredictable weather events are likely to result in increased flooding incidents.</p> <p>Hotter, drier summers may increase demand for water based recreation and clean bathing waters.</p>
Energy consumption and greenhouse gases	<p>Potential increase in emissions during economic recovery.</p> <p>There is a need to encourage energy efficient design and construction.</p> <p>There is a need to encourage the use of renewable and low-carbon technologies.</p> <p>There is a need to minimise growth in greenhouse gas emission, and where possible reduce them.</p>
Extreme weather events and resilience	<p>Predicted increase in extreme weather events.</p> <p>There is a need to mitigate and adapt to the impacts of climate change.</p> <p>Developments, including buildings and landscapes, should be well designed to withstand future climates.</p> <p>Development should be located in areas less prone to flooding, taking climate change into account.</p> <p>Climate change could impact on agricultural practices.</p> <p>There is a need to ensure that new development does not increase the amount of impermeable hard surfaces which impede filtration and instead sustainable drainage systems should be promoted. There is a need to establish baseline and monitor implementation of any future Surface</p>

	Water Management Plans.
Waste and recycling	<p>There is a need to ensure that existing high recycling rates, and low amount of waste set to landfill, are maintained</p> <p>New housing and other development will increase the demand for building materials, and increase the amount of waste produced. The reuse of buildings and use of recycled aggregates and building material, and the minimisation of waste, should be promoted.</p>
High quality design	<p>There is a need to ensure that high quality design and sustainability are embedded as an integral part of development.</p> <p>Good design should apply not only to the appearance and layout of development, for example designs which contribute to quality of place, crime reduction and healthier communities, but also to their sustainability in terms of energy efficiency, accessibility, use of local materials, etc.</p>
Empowered and active communities	<p>There is a need to support communities to be active and involved in shaping their neighbourhoods.</p> <p>There is a need to promote cohesive and integrated communities.</p>
Housing	<p>Our industrial past has resulted in an imbalanced residential offer with an excess of older urban terraces and planned social housing estates.</p> <p>If the borough is to attract and retain the key groups who will underpin its growing economy, we need to provide a wider choice of property type and size to meet modern aspirations and needs.</p> <p>To help encourage people to move to the area there is also a need to improve the quality of the public realm and to create attractive and safe places for people to live and work.</p> <p>Facilitating the development of new housing in sufficient numbers to meet the borough's needs and aspirations is a key issue. Developing houses in areas where people want to live, and where development is viable, may put pressure on the urban fringe and the surrounding high quality countryside</p> <p>Particular consideration must be given to the delivery of regeneration sites and addressing housing market failure,</p>

	<p>which may be challenging in the current economic climate, to create sustainable, coherent and cohesive communities</p> <p>Improving the condition of the housing stock and bringing empty property back into residential use to create homes that are healthy, energy efficient and safe is also an important issue.</p>
Safer communities	<p>There is a link between poor health, high levels of crime and poverty.</p> <p>There is a need to ensure that development is well planned and promotes public interaction and natural surveillance as part of good design to create safer communities.</p>
Public Health and opportunities for physical activity	<p>In Redcar and Cleveland there are many health challenges to tackle, including high levels of illness linked to lifestyle and other risks.</p> <p>There is a need to create healthy communities which are safe and encourage healthy lifestyle choices, including physical activity, as well as ensuring good access to health services primary/secondary care and other facilities.</p> <p>There is a need to ensure good provision and access to good, healthy food, and facilities for formal and informal recreation, including green and open space.</p> <p>There is a need to ensure that opportunities for sustainable transport, including walking and cycling, are prioritised and incorporated into development.</p>
Key services and facilities	<p>There is a need to ensure that key services and facilities are located in accessible locations where they can serve local communities and benefit from good public transport access.</p> <p>There is a need to retain local community services and reduce the need to travel.</p> <p>Lack of accessibility can be a particular issue particularly in rural areas and areas of multiple deprivation.</p>
Sustainable transport	<p>Travel choices within the borough can be more limited, particularly in more rural areas of the borough and for those without access to a car, which can result in social exclusion.</p> <p>Car ownership is increasing, while public transport patronage is declining, which could lead to increased congestion and air quality issues.</p> <p>There is a need to ensure that development is well located</p>

	<p>and sustainable transport options are promoted and attractive.</p>
Employment, education, skills, jobs and training	<p>There are high levels of unemployment and economic inactivity within the borough. There are low levels of educational attainment.</p> <p>While there are many high skilled jobs within the borough, they are often taken by those who reside elsewhere and commute into the borough.</p> <p>There is a need to build a competitive workforce, by increasing aspirations and opportunities for employment within the borough, as well as increasing the borough's attractiveness to those with high educational attainment.</p>
Sustainable economic growth, enterprise and industrial excellence	<p>Redcar and Cleveland has a high concentration of chemical and steel processes. Moreover, there is great interdependency within the remaining industrial economies, particularly so in the Petro-Chemicals cluster where business and products are strongly related and in many cases, dependant on shared infrastructure. In this and other industrial sectors such as steel, much of the decision making on investment and products takes place outside the borough, further exposing the local economy to wider national and global factors.</p> <p>The borough also has a weak service sector which needs to be addressed. Delivering local economic benefit by shaping positive changes in the structure of the economy is an important issue.</p> <p>There is a need for modernisation of the business base. This applies to both the industrial and service sectors to create the conditions for further growth and diversify the borough's economy.</p> <p>A number of existing industries at South Tees are of national and regional importance.</p> <p>There are opportunities to support the expansion, and/or diversification, of the port, petro-chemical and other industries.</p> <p>There is limited site availability in South Tees and therefore a need to increase access to land in this area.</p> <p>There are opportunities to expand waste management and low carbon sectors within the borough.</p>
Leisure and tourism	<p>The borough's tourism economy has not experienced the same growth as other areas of the UK.</p>

	There is therefore considerable potential to strengthen the borough's tourism offer over the next ten years, further helping to diversify the economy by building on a re-designed seafront at Redcar and East Cleveland as a high quality location for outdoor activities.
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6. Developing the SA framework

6.1 Sustainability Appraisal framework

Redcar and Cleveland Borough Council first developed a set of 20 sustainability objectives in 2005 following extensive consultation with stakeholders across the public, private and 3rd sectors. These were used to appraise the Local Development Framework Core Strategy (adopted in 2007) and subsequent spatial plans and strategies.

Following the publication of the new National Planning Policy Framework in March 2012, we consulted widely with our statutory and non statutory partners on our sustainability objectives to ensure they are i) fit for purpose for appraising the development of new planning documents, ii) reflect changes in priorities and are up to date, and iii) stakeholders across the borough and the region have had an opportunity to shape the appraisal process we use.

Following a two stage consultation, we received 17 written responses to strengthen our framework, and these were incorporated into our new, revised set of sustainability objectives, which can be found in figure 1.

This updated framework of sustainability objectives was being used for the Sustainability Appraisal of the Council's new Local Plan which was well advanced in its preparation. However, following the Borough Council's decision not to approve the Local Plan - Publication in July 2014, the Council has decided to start the process of preparing the Local Plan again. This document therefore forms the first stage in that process.

Scope of our sustainability appraisal framework

It is important to note that within our Local Authority boundary lies part of the North York Moors National Park Authority area. This framework is to be used for the appraisal of all Redcar and Cleveland Borough Council's spatial plans and policies, including those that may relate to the whole borough, including the parts within the National Park (depending on the requirement for Sustainability Appraisal of any other plans), for example a Local Transport Plan. Therefore when appraising those plans that cover the whole borough, the framework should be considered within the context of statutory National Park purposes.

The sustainability objectives set out in Figure 1 overleaf are used for Redcar & Cleveland Borough Council sustainability appraisals.

Figure 1 – Our sustainability objectives

Core Theme: Protecting, conserving and enhancing the borough's built, historic, cultural and natural environments	
1	Protect and enhance biodiversity and geodiversity
2	Protect and enhance the quality, distinctiveness and setting of the area's seascapes and landscapes
3	Protect and enhance all heritage assets of special archaeological, historical and architectural interest
4	Protect and improve local air quality
5	Protect and improve water quality and water resources
6	Reduce energy consumption and greenhouse gas emissions
7	Reduce the impact of severe weather events and increase the resilience of the borough
8	Minimise waste and increase the reuse, recycling and recovery of waste and the efficient use of land.
9	Encourage high quality design and sustainable construction in development
Core Theme: Delivering healthy, sustainable, inclusive and cohesive communities	
10	Empowered and active communities who are proud of where they live
11	Improve the quality, availability and accessibility of housing in the borough
12	Create safer communities and protect people from harm
13	Improve public health and provide opportunities for physical activity to promote healthier and longer lives for all
Core theme: Improving connectivity	
14	Improve the accessibility and quality of key services and facilities
15	Increase sustainable transport options and usage
Core Theme: Diversifying and strengthening the local economy	
16	Increase employment and improve the level of education, skills, jobs and training
17	Economic Growth and Industrial excellence: Encourage sustainable economic growth, diversify and strengthen the local economy and encourage enterprise and encourage economic excellence
18	Increase leisure and tourism opportunities

6.2 Testing the Sustainability Appraisal

In order to test the compatibility of SA objectives against each other, an appraisal matrix has been produced.

As illustrated, the majority of sustainability objectives were viewed to be compatible or have a neutral impact on one another. There was some potential incompatibility identified between the biodiversity objective and housing and industrial objectives. This could arise if the biodiversity value of sites required land to be safeguarded from development or reduced the capacity of the site. Some potential incompatibility was also found between the industrial objective and other objectives including protecting and enhancing landscape, protecting air quality and reducing energy consumption. Careful consideration will need to be given to how these objectives are balanced.

Figure 4 – Compatibility Testing of Objectives

1. Protect and enhance biodiversity and geodiversity																							
2. Protect and enhance the quality, distinctiveness and setting of the area's seascapes and landscapes	✓																						
3. Protect and enhance all heritage assets of special archaeological, historical and architectural interest	✓	✓																					
4. Protect and improve local air quality	✓	0	0																				
5. Protect and improve water quality and water resources	✓	✓	✓	✓																			
6. Reduce energy consumption and greenhouse gas emissions	✓	0	0	✓	0																		
7. Reduce the impact of severe weather events and increase the resilience of the borough	✓	0	0	✓	0	✓	0	✓	0	✓	0	✓	0	✓	0	✓	0	✓	0	✓	0	✓	0
8. Minimise waste and increase the reuse, recycling and recovery of waste, efficient use of land	0	0	0	0	0	0	✓	0	✓	0	✓	0	✓	0	✓	0	✓	0	✓	0	✓	0	✓
9. Encourage high quality design and sustainable construction in development	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
10. Empowered and active communities who are proud of where they live	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
11. Improve the quality, availability and accessibility of housing in the borough	x	✓	0	0	0	0	✓	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12. Create safer communities and protect people from harm	0	✓	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13. Improve public health and provide opportunities for physical activity to promote healthier and longer lives for all	✓	0	0	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
14. Improve the accessibility and quality of key services and facilities	0	0	0	✓	0	✓	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15. Increase sustainable transport options and usage	0	0	0	✓	0	✓	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16. Increase employment and improve the level of education, skills, jobs and training	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17. Economic growth and industrial excellence: Encourage sustainable economic growth, diversify and strengthen the local economy and encourage economic excellence	x	x	0	x	0	x	0	x	0	x	0	x	0	x	0	x	0	x	0	x	0	x	0
18. Increase leisure and tourism opportunities	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Key

✓	Compatible
x	Potentially incompatible
0	Neutral

7. Consultation

Reviewing the sustainability framework

In March 2012, we began the process of reviewing our Sustainability Appraisal framework to ensure that it was fit for purpose to begin embedding sustainability into the review of our Local Development Scheme.

In May 2012, we began the review of our existing sustainability appraisal process including the 20 sustainability objectives us for the Local Development Framework, and invited over 30 service managers across the Council to comment on the suitability of all 20 objectives and propose new objectives and amendments. Eight formal written responses were received and a first draft of a revised set of sustainability objectives was produced for external consultation.

On 6 June 2012 stage 2 of the review began with over 30 statutory consultees and partners, as well as the 30 service managers, invited to review our first draft of a revised set of objectives. Nine further written responses were received with feedback and comment, and the draft sustainability framework was revised accordingly.

On 18 July 2012, our proposed new Sustainability Appraisal framework was presented to the Council's STEWPS (Planning Committee Development Session) and was agreed.

In November and December 2012 the Council undertook a public consultation on its Local Plan Scoping Report. At the same time as this consultation, the Council also formally consulted on its Local Plan Sustainability Appraisal Scoping Report, which included the Council's new sustainability objectives. A total of 35 comments were received in response to this consultation from 4 different agencies.

Following this initial consultation, the Council commissioned Peter Brett Associates to undertake all further work on the Sustainability Appraisal for the Local Plan. As part of this work, two of the objectives were merged so that the total number of objectives was reduced from 20 to 18. A number of supporting objectives were also established to provide further detail on the main objectives in order to address some of the responses received as part of the consultation. It is the Council's intention to also use these supporting objectives as part of the Sustainability Appraisal. Details of the supporting objectives can be found in Appendix 1.

As part of the previous work undertaken on the Sustainability Appraisal a number of example monitoring indicators were identified. The Council would also like to consult on these proposed monitoring indicators, which have been included in Appendix 2.

Consulting on the scoping report and next steps

There will be further stages of consultation as the new Local Development Scheme is progressed, and new Local Plan is developed. We are consulting on this scoping report to ensure that it is fit for purpose and that partners have continual opportunities to shape our future.

Once the Scoping Report has been amended to reflect the views of partners, the following steps will then be carried out for the remaining stages of the sustainability appraisal process;

- Assessing the objectives of the Local Plan against the sustainability objectives
- Identifying options and alternatives
- Predicting and evaluating the effects (direct, secondary, cumulative and synergistic) of the Local Plan and proposing mitigation measures where necessary
- Proposing monitoring arrangements

A draft Local Plan will then be published for consultation alongside future sustainability appraisal reports.

List of tables

Figure 1: Our 18 sustainability objectives

Figure 2: Our baseline environment report with indicators.

Figure 3: Sustainability issues

Figure 4: Compatibility testing of objectives

Appendix 1: Sustainability Appraisal Framework (including supporting objectives)

Core Theme: Protecting, conserving and enhancing the borough's built, historic, cultural and natural environments

Headline	Objective	Supporting Objective
1. Biodiversity*	Protect, enhance and restore biodiversity and geodiversity	<ul style="list-style-type: none"> • provide a strong level of protection to sites designated for the national or international importance for nature conservation • allow people to have better access to suitable areas of nature conservation importance to help everyone better understand and value their natural environment • secure opportunities to achieve a net gain in biodiversity through development • ensure new development does not cause the further fragmentation of habitats and protect and enhance network routes for flora and fauna movement • support landscaping that makes use of native species • protect habitats that provide migration routes for species in response to a changing climate • 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 SINCS
2. Landscapes	Protect and enhance the quality, distinctiveness and setting of the area's seascapes and landscapes.	<ul style="list-style-type: none"> • help protect and enhance the rural and coastal landscapes, including Heritage Coast, views from the National Park • protect the setting of towns and villages in the landscape and enhance the transition of urban to rural • help in the positive management of landscapes and historic features within them to protect and enhance their character • ensure that new landscaping planting can adapt to a changing climate, including increased summer temperatures and storm events and fewer frosts. • Protect landscape features that provide character to streets and public spaces
3. Historic and Built Heritage	Protect and enhance all heritage assets of special archaeological, historical and architectural interest	<ul style="list-style-type: none"> • ensure new development takes account of and protects and enhances where necessary the cultural and historic environment • where possible identify historic features at risk and help restore these bringing them back into good use • ensure buried archaeological assets are protected from harmful impacts of development, or other appropriate management where suitable • ensure that the features of historic landscape are respected in new development • ensure that locally important heritage is suitably considered in planning for new development • protected designated features from development that would adversely impact on their integrity,

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4. Air quality	Protect and improve local air quality	<ul style="list-style-type: none"> • help reduce reliance on car travel by making sure there are real viable alternatives available for all people • ensure new development in town centre locations does not lead to worsening air quality • help to reduce energy use and thereby help to reduce emissions from coal, oil and gas power generation • control the locations of polluting development to ensure it is not located near residential areas • help reduce waste to landfill, and set standards for management, to avoid methane emissions • help reduce greenhouse gas emissions through reducing car travel, waste management and reduce energy demand from non-renewable resources
5. Water resources	Protect and improve water quality and water resources.	<ul style="list-style-type: none"> • ensure new development has sufficient sewerage and waste water treatment to avoid harm to water quality • help protect groundwater sources by improving water efficiency, this is vital to maintain river health and drinking water supply • ensure contaminated land is suitability remediated to avoid water quality impacts • implemented suitable SuDS to avoid run-off of potential polluted water to water courses or aquifers • ensure that new development does not exacerbate diffuse water pollution, eg from contaminated runoff or from surface water runoff relating to roads or railways • help move towards meeting Water Framework Directive objectives of 'good' chemical and biological water quality for the rivers of the borough • ensure new development makes the best use of potable water, incorporating re-use of grey water in new development • ensure development takes into account the impacts of climate change and reduce summer water availability in planning outdoor spaces
6. Energy	Reduce energy consumption and greenhouse gas emissions	<ul style="list-style-type: none"> • promote energy generation from renewable resources, promoting micro-generation as part of the energy requirements of new development • ensure that energy is used more efficiently, including in the design of new development, through promoting local energy generation and reducing car travel • help to implement energy schemes that will help meet North East targets for renewable energy
7. Climate resilience	Reduce the impact of severe weather events and increase the resilience of the borough	<ul style="list-style-type: none"> • ensure that new development is located so as to avoid the risks of fluvial and tidal flooding associated with climate change • aim for greenfield water run-off rates from new development • make use of SuDS to avoid run-off to rivers • ensure that new development does not give rise to increased risk, either on site or through development that exacerbates flooding elsewhere

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		<ul style="list-style-type: none"> • take into account climate impacts in urban design, including natural cooling and avoidance of urban heating and micro-climate impacts
8. Waste and minerals	Minimise waste and increase the reuse, recycling and recovery of waste and efficient use of land	<ul style="list-style-type: none"> • Ensure development is designed to make space for waste sorting, collection and storage. • safeguard mineral resources • encourage better building practices that reduce construction waste and ensure demolition waste is reused in development • help to reduce the use of primary resources by providing appropriate sites for more sustainable waste management, including re-processing, recycling and storage • help reduce greenhouse gas emissions through reducing waste to landfill and suitable management of landfill gases • ensure the efficient use of land • protected agricultural soils.
9. Design	Encourage high quality design and sustainable construction in development	<ul style="list-style-type: none"> • ensure new development is designed so as to create places that support people making good quality places for living, working and leisure • develop towns that promote walking and cycling and are not focused on car use • ensure that the design of new building adds to the character of the area through high quality design and layout • promote and protect design led development and buildings of local as well as national architectural importance • ensure that development identifies and responds to the character of the area, working with it to protect or enhance it.

Core Theme: Delivering healthy, sustainable, inclusive and cohesive communities

Headline	Objective	Supporting Objective
10. Communities	Empowered and active communities who are proud of where they live	<ul style="list-style-type: none"> • ensure services and facilities that serve to support local communities are maintained and enhanced as part of new and existing development • allow the communities to be involved in the planning decisions that affect them • help support rural communities, including by helping people remain living in their local area • support a demographic and social range in the population of all towns and villages, including children, young people, working age and retired people • 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 • help communities retain and strengthen their unique character through planned growth

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11. Housing	Improve the quality, availability and accessibility of housing in the borough	<ul style="list-style-type: none"> • provide more affordable housing to meet the needs in rural and urban locations • provide homes that will secure a social and demographic mix of people within the borough • provide a range of size homes to meet the diverse needs residents, including family homes and smaller flats and retirement units • build good quality housing throughout the borough
12. Safer communities	Create safer communities and protect people from harm	<ul style="list-style-type: none"> • enhance opportunities for healthy living and help support more healthy lifestyles through access to open space and prioritised cycling and walking routes • ensure equitable access to health services • help create places that help people make healthy lifestyle choices, including encouraging walking and cycling and allowing people access to fresh food.
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"> • enhance opportunities for healthy living and help support more healthy lifestyles through access to open space and prioritised cycling and walking routes • ensure equitable access to health services • help create places that help people make healthy lifestyle choices, including encouraging walking and cycling and allowing people access to fresh food.

Core Theme: Improving connectivity

Headline	Objective	Supporting Objective
14. Accessibility	Improve the accessibility and quality of key services and facilities	<ul style="list-style-type: none"> • reduce reliance on car use to help reduce greenhouse gas emissions • reduce disparities in access to services through a combined approach of suitable facility and service provision and public transport links • support the access of rural communities to jobs and services, ideally within villages but also through good public transport networks • support the role of town and village centre, help secure the long-term viability of local shops.
15. Transport	Increase sustainable transport options and usage	<ul style="list-style-type: none"> • support the growth of mixed use area at transport hubs that have good accessibility by a variety of modes of transport • prioritise walking and cycling, then public transport and finally car users in town centres • prioritise development in locations with public transport links, especially in proximity to train stations.

Core Theme: Diversifying and strengthening the local economy

Headline	Objective	Supporting Objective
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16. Improve employment	Increase employment and improve the level of education, skills, jobs and training.	<ul style="list-style-type: none"> • retain a motivated, highly skilled and educated workforce • promote diversification in the type of jobs available in the borough • maintain access to skills training and education
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"> • support the diversification of the rural economy and continued support to farming, encouraging food production for the local market • support dispersed employment areas to provide local jobs • provide an infrastructure of transport, communications and land that helps attract new business, including the start-up and growth of indigenous businesses • maintain a coherent and successful range of businesses and build up local supply and distribution chains
18. Leisure and tourism	Increase leisure and tourism opportunities	<ul style="list-style-type: none"> • support the diversification of the rural economy and continued support to farming, encouraging food production for the local market • support dispersed employment areas to provide local jobs • provide an infrastructure of transport, communications and land that helps attract new business, including the start-up and growth of indigenous businesses • maintain a coherent and successful range of businesses and build up local supply and distribution chains

Appendix 2: Example Monitoring Indicators

Core Theme: Protecting, conserving and enhancing the borough's built, historic, cultural and natural environments

	Headline	Example indicators
1	Protect and enhance biodiversity and geodiversity	<ul style="list-style-type: none"> • Condition of SSSIs • Changes in priority species • Changes in geological sites
2	Protect and enhance the quality, distinctiveness and setting of the area's seascapes and landscapes.	<ul style="list-style-type: none"> • Completion of environmental enhancement schemes • Number of applications permitted in the heritage coast • Number of applications permitted in sensitive landscape area or Green Wedges
3	Protect and enhance all heritage assets of special archaeological, historical and architectural interest	<ul style="list-style-type: none"> • Number of heritage assets 'at risk' • Number of proposals approved or refused in the historic landscape of Eston Hills • Number of buildings demolished in conservation areas • Loss of open space in conservation areas • Number of designated heritage assets lost • Number of developments on archaeological sites where mitigation measures have not been implemented or agreed
4	Protect and improve local air quality	
5	Protect and improve water quality and water resources.	
6	Reduce energy consumption and greenhouse gas emissions	<ul style="list-style-type: none"> • Number of renewable energy proposal approved
7	Reduce the impact of severe weather events and increase the resilience of the borough	
8	Minimise waste and increase the reuse, recycling and recovery of waste and efficient use of land	
9	Encourage high quality design and sustainable construction in development	<ul style="list-style-type: none"> • Visual appearance of shopfronts

Core Theme: Delivering healthy, sustainable, inclusive and cohesive communities

	Headline	Example indicators
10	Empowered and active communities who are proud of where they live	<ul style="list-style-type: none"> • Number of community facilities permitted / completed. • Satisfaction of residents with their local environment
11	Improve the quality, availability and accessibility of housing	<ul style="list-style-type: none"> • Net and total number of houses permitted and developed • House prices • Number of type and tenure of new homes developed

	in the borough	<ul style="list-style-type: none"> • Number of Gypsy and Traveller pitches provided/occupied • Percentage of development within the conurbation
12	Create safer communities and protect people from harm	
13	Improve public health and provide opportunities for physical activity to promote healthier and longer lives for all	<ul style="list-style-type: none"> • Amount of open space lost to development or provided • Number of planning applications approved or completed for leisure facilities

Core Theme: Improving connectivity

	Headline	Example indicators
14	Improve the accessibility and quality of key services and facilities	<ul style="list-style-type: none"> • Additional floorspace of retail, leisure and office development within/outside defined town and district centres • Percentage of unites in Primary Shopping Areas in A1 use
15	Increase sustainable transport options and usage	<ul style="list-style-type: none"> • RELEVANT LTP INDICATORS

Core Theme: Diversifying and strengthening the local economy

	Headline	Example indicators
16	Increase employment and improve the level of education, skills, jobs and training.	<ul style="list-style-type: none"> • Unemployment rates • Number of jobs created
17	Encourage sustainable economic growth, diversify and strengthen the local economy and encourage enterprise and encourage industrial excellence.	<ul style="list-style-type: none"> • Amount of safeguarded employment land developed and floorspace created • Area of land and floorspace created on Enterprise Zone sites • Area of land developed for various types of employment development • Investment in major businesses • Amount of employment land lost to non-employment uses • Number of farm diversification proposals approved or refused
18	Increase leisure and tourism opportunities	<ul style="list-style-type: none"> • Number of new leisure and tourism proposals permitted/developed • Number of caravan sites or pitches approved or refused • Number of applications for conversions from residential to tourist accommodation approved or refused • Number of equestrian developments approved or refused

**Appendix B Consultation responses to the Draft
Local Plan 2016**

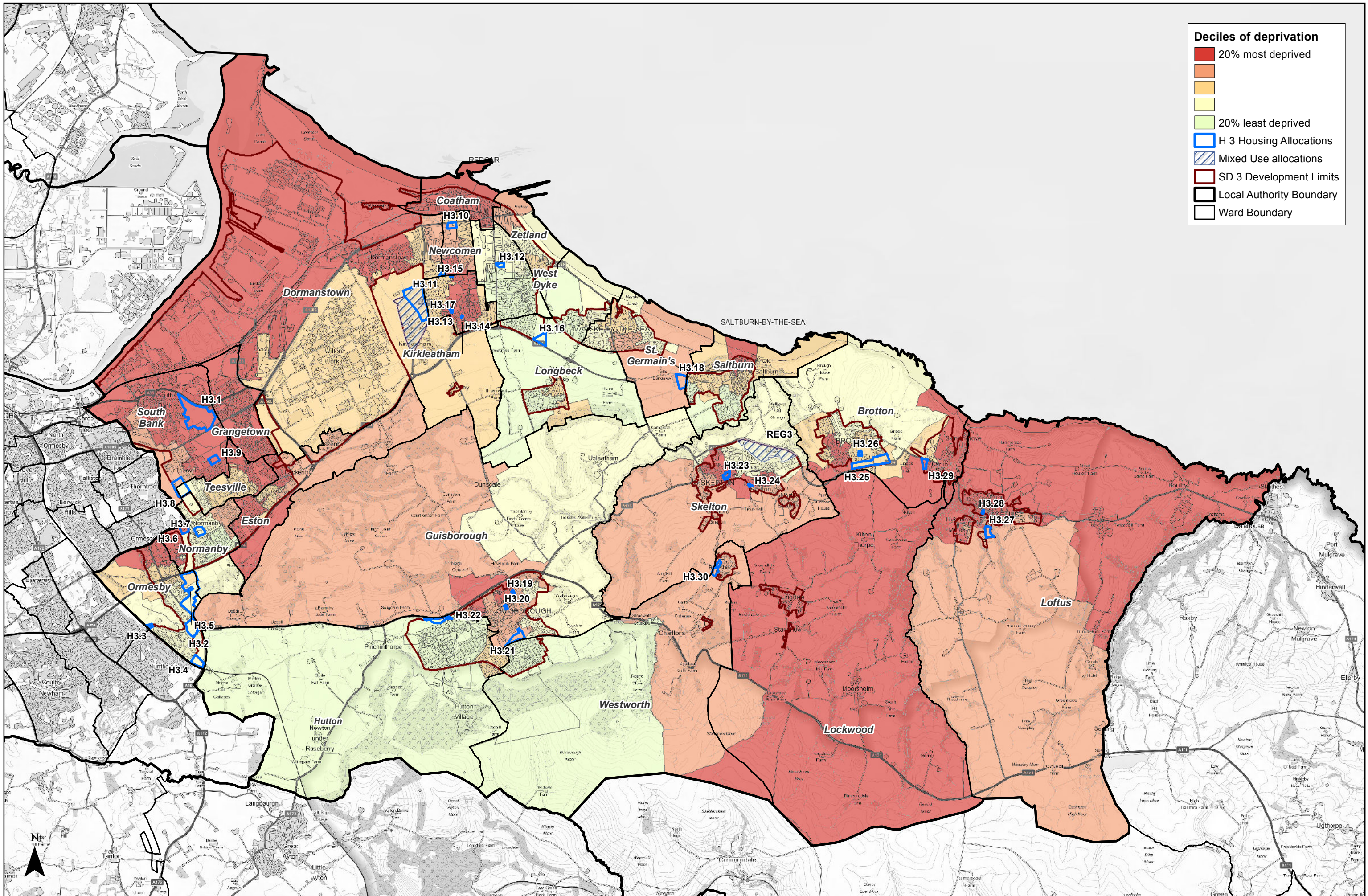
Response Received on the Sustainability Appraisal of the Draft Local Plan 2016

REF	Respondent	Comment	Response
SA1	Louise Tait Environment Agency	We have assessed the Sustainability Appraisal Report and support the considerations that have been identified in the Sustainability Appraisal and have been taken forward in the Local Plan. However, we have the following minor comment to make.	Noted
SA2	Louise Tait Environment Agency	Sections 4.7.58, 6.5.7 and page 26 of the Sustainability Appraisal and section 4.2.7 of the Sustainability Appraisal-Non Technical Summary recommends discussion with 'north west water' in regard to new housing development. We think this is meant to read 'Northumbrian Water' and not 'north west water'.	Corrections made.

Appendix C Baseline Data Mapping

Indices of Deprivation 2015 – Overall rank

Indices of Deprivation 2015 – Health rank



Deciles of deprivation

- 20% most deprived
-
-
- 20% least deprived
- H 3 Housing Allocations
- Mixed Use allocations
- SD 3 Development Limits
- Local Authority Boundary
- Ward Boundary

0 2 4 Km

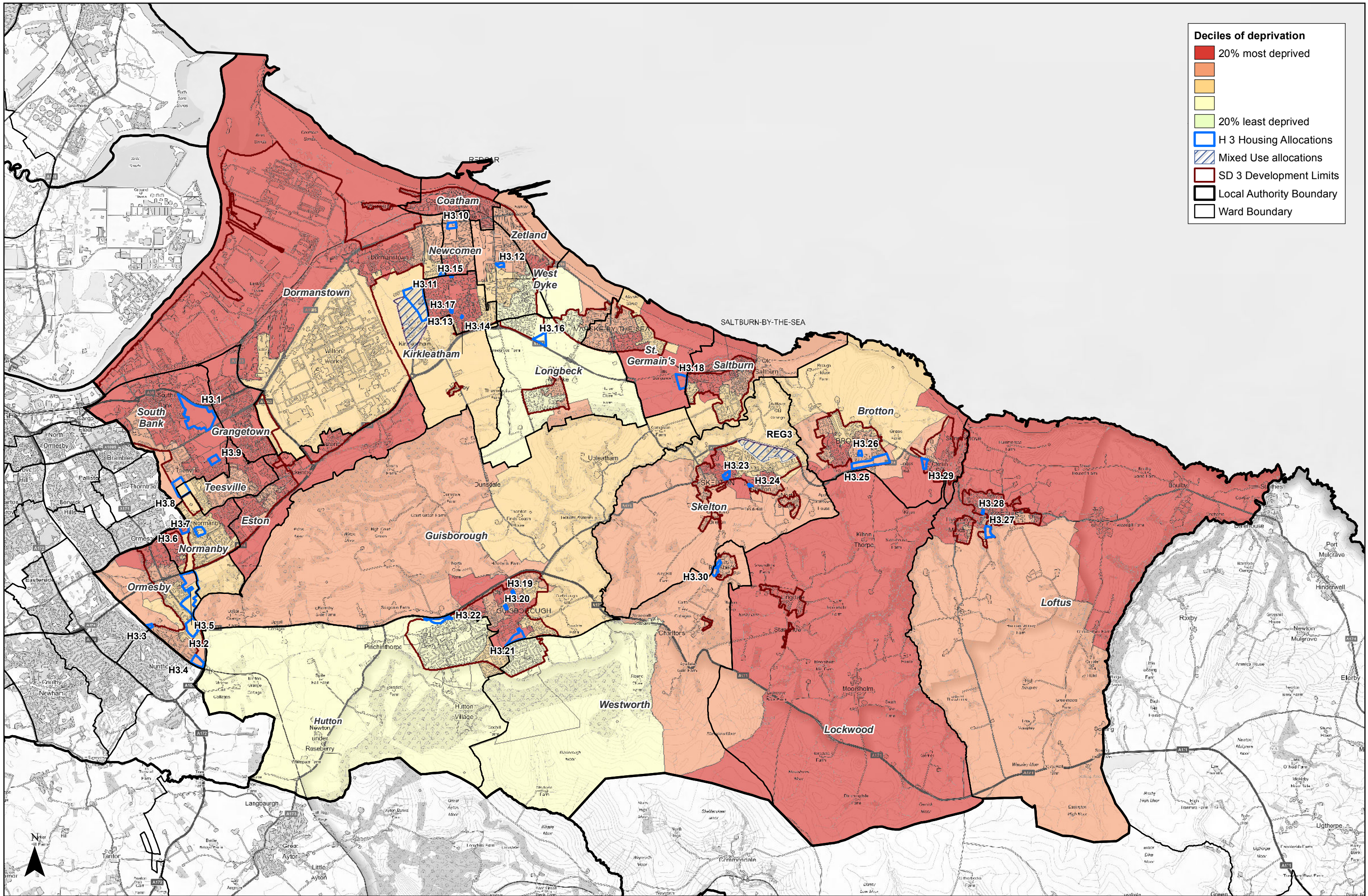
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Client	1:75,000 @ A3
	11/11/16
	Drawn: CM
	Checked: CP

Redcar and Cleveland
Index of Multiple Deprivation

Figure 1 Rev B



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Client

1:75,000 @ A3

11/11/16

Drawn: CM

Checked: CP

Redcar and Cleveland
Index of Multiple Deprivation - Health

Figure 1 Rev B

Appendix D Settlement Characteristics

Appendix D

Settlement Characteristics

**adapted from 'Preferred Housing Allocations –
Background Evidence Report' to the Communities DPD
Redcar & Cleveland Borough Council**

July 2016



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1 Urban Area

1.1 Spatial Context

1.1.1 The 'urban' area is defined as the urbanised western part of the Borough situated between the Wilton International and steel / Teesport industrial complexes and the administrative boundary with Middlesbrough. The area comprises an agglomeration of residential areas and, to the north towards the River Tees, various industrial and commercial land uses. The area has a population of around 40,000, consisting of the following settlements and residential districts:

- Eston
- Grangetown
- Lazenby
- Normanby
- Nunthorpe
- Ormesby
- South Bank
- Teesville

1.1.2 Although the residential area is largely contiguous and mostly overlooked by the Eston Hills, it can be broadly divided into the following distinct areas:

- South Bank and Grangetown in the north, which provide a major focus for regeneration and renewal and have a high percentage of socially-rented properties.
- Further south, based around the old village centres of Eston and Normanby, an agglomeration of mostly post-war housing areas (public and private) which rise upwards towards Eston Hills and stop abruptly at the A174 Teesside Parkway, which consequently provides a definitive edge to the built-up area.
- The western periphery, which adjoins the eastern and southern suburbs of Middlesbrough and includes parts of Nunthorpe and Ormesby and the Overfields and Spencerbeck estates. At Ormesby, development rises beyond the Parkway and up Ormesby Bank.
- The small community of Lazenby, which is separated from the main urban area by major highways - the A174 and A1053(T).

1.1.3 The scope for the outward expansion of the urban area is limited by the Parkway and the Eston Hills, and by the three Green Wedge designations which help to retain area distinctiveness. The Urban Area benefits from being in much closer proximity than the other three sub-areas to the sub-regional centre of Middlesbrough and other key shopping, leisure and employment destinations to the west of the Borough.

1.2 Housing stock overview

1.2.1 As part of the work to develop an appropriate regeneration strategy for the Urban Area, a housing market assessment was carried out for the Council in 2005.⁹ This study drew the

following broad conclusions about the changes needed to address housing market problems in the Urban Area:

- South Bank and Grangetown require intervention to achieve sustainable communities, and to a lesser extent, Eston, and
- better balance between different tenures and dwelling types is needed to bring these in line with national and regional averages (80:20 private : social housing ratio) to promote the development of sustainable communities.

1.2.2 Table 10 sets out the changes that were in different parts of the area:

Table 10: House type & tenure change required to achieve dwellings type balance

Neighbourhood	Shortfall by house type	Surplus by house type	Tenure change required
Eston	Detached houses	Terraces	Reduce proportion of social housing
Grangetown	Detached houses and flats	Semi-detached houses	Reduce proportion of social housing
Normanby	Detached and terraced houses and flats	Semi-detached houses	More social rented housing.
Ormesby	Detached houses	Terraces	Minor reduction of social rented housing.
South Bank	Detached houses and flats	Semi-detached houses and terraces	Reduce proportion of social housing
Teesville	Detached houses and flats	Semi-detached houses	More social rented housing.

1.2.3 In summary, the study found that the main issue for housing in the Urban Area sub-area is the continuing low demand and market failure in South Bank and Grangetown. However, there are good prospects for a positive step-change through the advancing plans for mixed-use development, including major development at Low Grange Farm, and the ongoing clearance of some unpopular older terraced housing. The house size and type mix of the area generally needs to be boosted by increased supply of 2 and 3 bed semi-detached dwellings, and significant additions of private housing are needed to achieve a more sustainable housing tenure mix which is closer to regional and national averages.

1.3 Nunthorpe and Ormesby Bank

Characteristics

1.3.1 This is a residential area in an elevated location on the south-eastern edge of Middlesbrough and mostly consists of private housing. This area is attractive to development towards the upper end of the residential market. Nunthorpe in particular has high property values and includes an area of substantial detached dwellings developed at low densities of less than 10 dwellings per hectare (dph).

1.3.2 The Ormesby Bank area also contains some large properties but mainly consists of mid-market semi-detached and detached family homes. New development in the Nunthorpe /

Ormesby Bank area has been limited in recent years. As is typical of some outer suburban and lower density housing areas, public open space within this locality is limited.

Services

1.3.3 Nunthorpe possesses a good range of services including primary and secondary schools, a successful local shopping area providing a range of shops and services and good public transport connections to Middlesbrough town centre, including a rail halt and bus routes along Guisborough Road and Ormesby Bank.. Access to services is more limited in the residential areas either side of Ormesby Bank.

1.3.4 Key issues affecting the development potential of this area include:

- the impact of development on highways infrastructure and traffic management along the main roads – the A171, A1043 Nunthorpe By-pass and Guisborough Road; and
- the impact of development on settlement form and landscape character.

1.4 Ormesby

Characteristics

1.4.1 Most of the sites in the Ormesby area are in the adjoining Spencerbeck and Overfields estates, situated towards the foot of Ormesby Bank. These estates were developed at fairly high densities from the 1960s and since they were completed, there has been some refurbishment and redevelopment of unpopular housing and a limited amount of private development to the south of Spencerbeck. As elsewhere many former Council properties in parts of this area have been purchased under the 'right to buy' scheme, though there remains a significant social housing stock.

Services

1.4.2 Public service provision is good in Spencerbeck and Overfields which are in close proximity to primary and secondary schools and major bus routes, including a service which provides a frequent (20-minute peak time) connection to central Middlesbrough and the district centre at Berwick Hills two miles away. Local shopping provision is poor considering that this area is heavily populated; the Allendale Centre at Overfields has been in decline for many years and is ripe for investment.

1.4.3 Key issues affecting the development potential of this area include:

- avoiding the over-development of the area and the excessive loss of public open space;
- protecting the integrity of the green wedge, and
- upgrading public areas, including the area around the shopping centre.

1.5 Normanby, Eston and Teesville

Characteristics

1.5.1 The former mining villages of Normanby and Eston, which are linked by the B1380, mostly comprise post-war suburban housing estates developed around the historic core of each individual settlement, while retaining areas of older terraced housing close to the respective High Streets.

- 1.5.2 Unlike Normanby and Eston, Teesville does not possess a definitive centre. In this report it has been assumed that Teesville refers to the residential area north of Eston Cemetery and situated between Normanby / Eston and South Bank. This area includes social and private housing estates located either side of Normanby Road, south of the A1085 Trunk Road. Teesville also takes in the major complex of public buildings and open space off Normanby Road comprising school sites, Eston Leisure Centre and Recreation Ground and Redcar & Cleveland Town Hall.

Services

- 1.5.3 Access to schools in this area is generally good and includes primary schools and Hillsview Academy.
- 1.5.4 The two major roads which bisect this area (Normanby Road and the B1380) are on main bus routes with frequent services to Middlesbrough and Redcar.
- 1.5.5 Local retail provision within this area is limited. The main centres are at Eston (district centre), Low Grange Farm (district centre) and Normanby (local centre). Eston has a high level of vacancies. Normanby contains various small shops and businesses. Both of these centres are based around the High Street of each settlement. The nearest large superstore is ASDA at South Bank. Bulky goods retailing at Cleveland Retail Park is also within a short drive. The recently built district centre at Low Grange Farm and improved the retail offer for local residents.
- 1.5.6 Key issues affecting the development potential of this area include:
- Maximising opportunities for development in the most sustainable locations in Eston and Normanby, particularly on brownfield land, and;
 - Supporting the regeneration of Eston District Centre.

1.6 South Bank

Characteristics

- 1.6.1 South Bank is an area of multiple-deprivation situated between the A1085 Trunk Road and the A66. The area is undergoing significant change through the large-scale clearance of older terraced housing stock and the major mixed-use development at Low Grange Farm. In the longer term, the potential for further transformation exists through the re-use and redevelopment of cleared housing areas. Not all of South Bank is currently subject to change – the 1950's Redcar Road East Estate and Normanby Grange, a more recent development of private and public housing off Briggs Avenue, are more stable residential areas. A large proportion of the housing stock in South Bank is socially-rented and the proportion of private rented accommodation is above the Borough average, though this is falling due to the ongoing clearance of older properties.

Services

- 1.6.2 Despite experiencing population decline in recent years, South Bank still has good access to services. The town contains a secondary school and two primary schools and is close to other schools, along with Eston Leisure Centre.
- 1.6.3 There are main bus routes connecting the town with Redcar and Middlesbrough and a major supermarket (ASDA) to the north of the A66. There are also smaller shops and community facilities in the Normanby Road area, though retail provision here has inevitably diminished in recent years as part of the wider decline. The provision of a new district centre at Low Grange Farm has improved health and community facilities and increase the retail offer in the area.

South Bank is close to some major employment areas including the South Tees industrial area and Skippers Lane Industrial Estate / Cleveland Retail Park.

1.6.4 Key issues affecting the development potential of sites in this area include:

- promoting the regeneration of South Bank through the successful development of Low Grange Farm and the development and redevelopment of other sites;
- increasing the proportion of market housing;
- carefully phasing development and redevelopment to ensure that new supply is effectively managed to address housing market failure and support sustainable growth, and
- improving community facilities, retailing, and the area's green infrastructure.

1.7 Grangetown

Characteristics

1.7.1 Grangetown forms the easternmost part of the Urban Area residential area and is therefore closest to the industrial complexes at South Tees and Wilton. The town is effectively divided into two areas – the northern area between the A1085 Trunk Road and the A66, and a larger residential area to the south of the A1085. The area to the north of the A66, which historically comprised heavy industry and steelworkers' housing, is now wholly given over to industrial uses, including Teesport. The northern part of Grangetown comprises inter-war social housing and a cleared area formerly occupied by older (pre-1919) terraced housing. The local centre at Bolckow Road has largely disappeared as part of the area's decline. The remaining social housing stock housing underwent renovation in the 1990s, though there are a number of vacant properties within this area. The south of Grangetown comprises an agglomeration of inter- and post-war social housing estates.

1.7.2 Grangetown is an area of multiple-deprivation which has experienced housing decline and abandonment over a number of years.

Services

1.7.3 Local services, particularly retailing, have declined markedly in those parts of Grangetown which have experienced housing abandonment. There are local centres remaining at Birchington Avenue and Fabian Road, though the former has declined with the closure of the Kwik Save supermarket and its redevelopment for housing. There are three primary schools within the area. The secondary schools serving Grangetown are located to the west of Grangetown, in Teesville and South Bank.

1.7.4 Key issues affecting the development potential of this area include:

- preventing the further abandonment of housing and neighbourhoods;
- achieving the sustainable redevelopment of existing housing areas;
- achieving a sustainable increase in the proportion of market housing in Grangetown;
- improving community facilities, including access to the District Centre at Low Grange Farm and enhanced facilities at Eston Rec.

1.8 Lazenby

Characteristics

- 1.8.1 Lazenby, with an estimated population of 695, is a compact and self-contained community which contains a large proportion of older terraced housing and post-war social housing. The village is a separate entity from the main urban area as it is hemmed in by major roads (the A174 dual-carriageway to the south and the A1053 trunk road to the west) and the Wilton Complex to the north and east. This segregation helps to maintain the distinctive character of the village.

Services

- 1.8.2 Although Lazenby is included in the main urban areas due to its close proximity to Eston, it is a small, free-standing settlement with comparatively limited services and restricted transport links and is, therefore, less equipped to support major development compared to residential areas in the rest of the main urban areas. Services in the village include, licensed premises and small shops. There are bus services connecting to Redcar and Middlesbrough.
- Key issues affecting the development potential of this area include:
 - Ensuring there is an adequate provision of housing to meet the needs of the community and sustain local services.

2 Coastal Area

2.1 Spatial Context

2.1.1 The Coastal area incorporates Redcar and nearby Marske and Saltburn. Redcar includes the settlements of Dormanstown, Saltburn and Kirkleatham. As with most of the Urban Area, the town of Redcar does not extend beyond the A174, which thereby provides a definitive edge to the main urban areas, effectively separating it from the rural area. As the main town in the Borough with the largest range of services and best transport connections, Redcar will continue to be a major location for residential development with priority given to advancing the regeneration of the town through mixed use development at Coatham the existing housing areas and other brownfield development opportunities in suitable locations.

2.2 Redcar

Characteristics

2.2.1 Redcar has a population of around 37,000 and is the largest settlement in the Borough. The town benefits from its coastal location and is conveniently situated in close proximity to major employment sites at Wilton and South Tees. There has been investment in the town centre in recent years, but there is scope for further improvement to enable the town to compete more effectively with other (larger) shopping, business and leisure destinations in the Tees Valley. The historic Kirkleatham Estate, on the south-western periphery of the town, also has potential for improvement.

2.2.2 The town contains areas of deprivation (including the town centre) and relative affluence, but is generally regarded as an attractive housing location having absorbed significant residential development in recent decades. However the southerly expansion of the town through the Ings and Mickle Dales developments has reduced separation with Marske, placing greater significance on retaining the green wedge in order to prevent coalescence. The A174 currently provides a definitive edge to the built-up area. As with many towns, the focus for development in policy terms is on the development of other suitable sites in sustainable locations within the urban area rather than on its periphery.

2.2.3 In terms of housing stock, Redcar contains a high proportion of semidetached dwellings. This is due to in part to recent expansion, but mainly because of significant growth during the inter-war period; despite the recent expansion of the town, the proportion of the stock built since 1972 is below the Borough average.

Services

2.2.4 As befits the largest town in the Borough, Redcar has the most extensive provision of shops and facilities, which include:

- the principal shopping area in the Borough, containing the most floorspace and a range of local shops and some national multiples;
- three secondary schools and several primary schools;
- the Redcar & Cleveland College campus;
- the main Borough library and several branch libraries;
- a key employment site at Kirkleatham Business Park;
- two rail stations, and
- a hospital, with a modern replacement facility.

2.2.5 Redcar town centre contains a range of shops and other businesses, a variety of licensed premises, a cinema, public sector employers and community facilities and frequent rail and bus connections to Middlesbrough and other parts of Redcar & Cleveland and the Tees Valley.

2.2.6 Key issues affecting the development potential of this area include:

- supporting the regeneration of Coatham and the town centre;
- achieving the development of existing housing sites including housing renewal programmes;
- exploiting other opportunities for sustainable development within Redcar; and
- managing the impact of major development on the local road network..

2.3 Marske

Characteristics

2.3.1 The coastal village of Marske underwent significant expansion during the post-war period, with major phases of suburban housing development taking place on large areas of land to the east and west of the High Street. The population of Marske now exceeds that of the nearby town of Saltburn. In recent years development in Marske has been more limited with most activity focussing on the nearby Ings and Mickle Dales sites in Redcar. The Middlesbrough – Saltburn railway line runs along the southern edge of the built-up area. The historic core of the village falls within the Marske Conservation Area, which includes the High Street and Grade 1 listed Marske Hall.

Services

2.3.2 Marske contains a successful district centre, based around the High Street, which provides one supermarket and a selection of local shops, licensed premises and public services and forms a focal point for community life. There is also a neighbourhood shopping parade serving a housing estate to the east of the High Street. Marske has good public transport connections with two stops on the Middlesbrough-Saltburn railway line on the edge of the built-up area, at Longbeck and to the south of the High Street, as well as frequent bus connections to Redcar and beyond. Marske is well provided for in terms of schools with the Outwood Academy, Bydales school and three primary schools, including a Roman Catholic primary (St. Bede's) which serves a wider area.

2.3.3 Key issues affecting the development potential of sites in this area include:

- the impact of development on biodiversity, particularly associated with the coastal areas;
- maintaining the integrity of green wedge and strategic gap designations; and
- meeting affordable housing needs.

2.4 Saltburn

Characteristics

- 2.4.1 Saltburn is a compact Victorian seaside town which has a strong housing market with residential property values well above the averages for the Borough and East Cleveland. The housing stock is distinguished by the high proportion of older housing and flatted accommodation and an area of large properties in the south of the town, near Valley Gardens, though some of these dwellings have been subject to sub-division into apartments in recent years. The town has not undergone expansion since the 1960s and physical constraints dictate that the only direction for expansion is westwards, though landscape, topography and strategic gap considerations would limit the scope for development. Recent development which has taken place has been on fairly small sites, typically for apartments, which increases the disproportionate supply of this type of accommodation.

Services

- 2.4.2 Saltburn is relatively sustainable in terms of location. The town has the good range of local services as it has primary and secondary schools, a wide selection of shops and businesses in the district centre, and is closer to and has better transport links with Teesside, having both bus and rail connections. Major investment in school provision in the town has resulted in the development of a new campus providing primary and secondary education on a single site at Saltburn Leaning Campus.
- 2.4.3 Key issues affecting the development potential of this area include:
- achieving a better balance of housing stock which can more effectively meet local needs and aspirations, including affordable housing needs, and
 - retaining the distinctive character of Saltburn.

3 Rural Service Centre

3.1 Guisborough

Spatial context

- 3.1.1 With a population of 18,000, Guisborough is the largest and most sustainable settlement in the rural area and provides retailing, employment, business services and leisure and community facilities serving parts of East Cleveland as well as the town itself. This is recognised in the settlement hierarchy, which identifies Guisborough as a market service centre and places the town above all other settlements in the rural area.
- 3.1.2 Bus services and road connections with Middlesbrough and the A19 are superior to settlements in East Cleveland, there is no rail service and links to the South Tees employment area are limited by the physical barrier of the Eston Hills.
- 3.1.3 The potential for the expansion of the town is restricted by the North York Moors National Park to the south, the by-pass to the north and the historic landscape, priory and the Gisborough Hall Estate to the east. The constraints to the west of the built-up area are less significant. However, sites in this location are comparatively remote from the town centre, over 2km away and, following significant westwards expansion in the 1970s and 1980s, it is considered further growth in this direction could encourage increased dependence on the private car.

Characteristics

- 3.1.4 Guisborough has expanded significantly since the 1960s with over one third of the housing stock constructed after 1972 - the highest proportion in the Borough. Guisborough is recognised as a particularly attractive housing location with an established market for 'executive' or 'executive-style' housing. Average prices for all types of housing here significantly exceed the Borough average. However, this in turn creates an affordability problem. There have been a number of housing developments in the town in recent years including substantial development to the west, which is ongoing with several permitted sites under construction.
- 3.1.5 In terms of housing stock, the Local Housing Assessment notes that the supply of larger detached dwellings far exceeds the Borough average, but proportions of three bedroom properties, terraced dwellings and flats in the town are below average, though anecdotal evidence submitted as part of the SHLAA process indicated that some flatted developments during the recent housing boom proved difficult to sell; this may reflect the demographics of the town which has a high proportion of affluent retired people, many of whom may have a preference for houses and bungalows over flats.
- 3.1.6 The physical constraints restricting the further expansion of Guisborough have been alluded to above; it should also be noted that high quality countryside around Guisborough attracts a broad range of species, including rare or endangered mammals and birds. It is important that development which threatens valuable habitat is avoided. Attention therefore needs to focus on maximising suitable development opportunities within the town.

Services

- 3.1.7 Guisborough town centre, based on and around historic Westgate, is the largest of the six district centres identified in the Core Strategy and contains a mix of local shops and businesses, including some national chain stores. In addition there is a major supermarket and employment area south of the town centre near Rectory Lane. As well as several primary schools and a large secondary school, the town contains a sixth form college and specialist

horticultural college. The town also has its own hospital. There are a number of bus services operating from Westgate which connect Guisborough with Middlesbrough, Redcar and East Cleveland.

3.1.8 Key issues affecting the development potential of this area include:

- protecting the setting and wildlife assets of Guisborough and its surroundings.

4 East Cleveland

4.1 Spatial Context

- 4.1.1 East Cleveland comprises a large hilly area in the rural eastern part of the Borough between the North York Moors National Park and the coast and contains a number of small towns and villages of varying size. It is, overall, a less sustainable area than Guisborough due to the smaller size of its settlements and the generally inferior transport links to the Teesside urban area and major road network. Within the sub-area, there is significant variation between settlements in terms of size, service provision and connectivity with the main urban area.
- 4.1.2 There are also local differences in terms of affluence and deprivation between and in some cases within towns and villages. Overall, this area has a high proportion of older terraced housing, which is testimony to the industrial background of many places in East Cleveland. Appropriate high quality residential development will contribute to the regeneration of the area and provide a broader choice of housing to meet the needs and aspirations of the local population. Although ironstone mining has long since ceased in the area, traditional manufacturing continues to play an important role in the East Cleveland economy with major sources of employment provided at the Skinningrove steel works and Boulby potash mine.

4.2 East Cleveland Settlement Hierarchy

- 4.2.1 Variations in settlement size and service provision divides East Cleveland into main towns, service villages and villages, as follows:

Main Settlements

- 4.2.2 These are Skelton, Brotton, and Loftus. These are the largest settlements in this area of the Borough and are supported by the best range of services. Brotton contains a secondary school, Skelton has a major employment area and Loftus has a leisure centre and district shopping area. All three settlements have a resident population of around 5,000 or more.

Service Villages

- 4.2.3 These are Boosbeck, Carlin How, Lingdale and New Marske.
- 4.2.4 Each service village contains a primary school and a limited range of other services, which distinguishes them from smaller villages where local facilities are more limited. There is, however some variation between the four villages in terms of size and access to services.
- 4.2.5 As well as having by far the largest population, New Marske is much closer to the main urban area and is therefore in the most sustainable location. Carlin How benefits from being adjacent to the A174 (a main bus route), a major employment site (the Skinningrove steel works), and is a short distance from the larger settlements of Brotton and Loftus. Further south, the neighbouring villages of Boosbeck and Lingdale are more remote and arguably in less sustainable locations. Lingdale is the larger of these two settlements and has small employment sites as well as residential areas. Boosbeck is a compact residential area and has experienced significantly more development in recent years than other three service villages.

Villages

- 4.2.6 There are 13 small villages in the rural area where service provision is particularly limited. These settlements vary in terms of their size and proximity to key services in the larger settlements. There is also significant variation between places in terms of character. Rural

villages such as Wilton, Newton Under-Roseberry and Upleatham contain a number of large, more expensive properties, which is in contrast to former mining communities such as North Skelton and Liverton Mines which retain prominent areas of older terraced dwellings and other lower value properties.

- 4.2.7 The 2006 Local Housing Assessment did not include recommendations about housing needs and aspirations in the East Cleveland service villages and villages due to insufficient data.

5 East Cleveland Town

5.1 Skelton

Characteristics

- 5.1.1 Skelton is a linear, hilly settlement which has grown significantly over recent years. Despite this expansion, most of the High Street and, to the west, Skelton Castle and its grounds, fall within the Skelton Conservation Area and it is these traditional features, together with the landmark All Saints Church tower on the High Street, which help to retain the rural character of the settlement. As there are significant housing commitments remaining (reflecting the relatively slow pace of development in East Cleveland), Skelton is expected to continue to be a major housing development location in the rural area for some time.

Services

- 5.1.2 Skelton Industrial Estate is the principal industrial estate in East Cleveland, though vacancy levels have increased noticeably over recent years, mainly due to the closure of clothing factories. There is currently no indication that the amount of vacant space is likely to be significantly reduced in the foreseeable future. The local shopping area along the High Street contains a limited range of shops and businesses, together with a number of bus services with connections to Middlesbrough, Guisborough and Redcar. Skelton has better connectivity with and is closer to the main urban area than Brotton and Loftus. The village contains a primary school with high pupil numbers and this situation is likely to continue as remaining housing commitments are built-out.
- 5.1.3 Key issues affecting the development potential of this area include:
- the need to retain the rural character of the settlement, and
 - ensuring that the High Street continues to provide the focal point for retailing in the Skelton area.

5.2 Brotton

Characteristics

- 5.2.1 Brotton is a hilly settlement with a population exceeding 5,000 and parts of the village afford impressive vistas of coast and countryside. The village has expanded eastwards in recent decades, with much of this development providing private suburban housing in the higher (and flatter) parts of the settlement. The historic core of the village around the High Street and St. Margaret's Church contains a number of stone-built properties and the area in the vicinity of the church is a designated conservation area. The old A174 (connecting to Saltburn) and A173 (to Skelton) converge near the church but accessibility and vehicular movement is constrained in the lower (western) part of Brotton due to the steep topography and the freight railway line which passes through this part of the village. The lower part of Brotton contains the main shopping area towards the foot of the High Street (A173), significant areas of inter- and post-war social housing and some high-density older terraced properties in the Brickyards housing renewal area. The nationally-designated Heritage Coast abuts the north of the settlement, restricting any growth potential in this direction.

Services

- 5.2.2 Brotton contains a new secondary school (Freebrough College) on its northwestern edge, which serves all of East Cleveland, and three primary schools. The village centre contains a

limited range of shops with provision significantly less extensive than the other three main towns in East Cleveland. The main bus route connecting to Saltburn, Skelton and Loftus passes through the High Street. The Brotton by-pass runs to the south of the settlement and has improved connectivity with Skelton and the main urban area.

5.2.3 Key issues affecting the development potential of this area include:

- achieving the renewal of the Brickyards area and the development of other sites within the village core to help meet local needs and aspirations, and
- Northumbrian Water has advised that there is currently limited spare water supply capacity to support significant development in the higher parts of Brotton. Appropriate infrastructure investment would therefore need to be forthcoming as part of any major development.

5.3 Loftus

Characteristics

5.3.1 Loftus is a hilly rural town on the eastern periphery of the Borough. The steep topography of the area presents transportation difficulties within the town and in terms of connectivity with the main urban centres of the Borough and the Tees Valley. The High Street (A174) provides a focal point for the town centre and the community and includes an extensive conservation area which runs out to the largely abandoned village of South Loftus. The High Street route effectively separates Loftus into two broadly distinctive parts. The area to the north is the most heavily developed and includes major areas of social rented housing including the problematic Westfield Estate, which is scheduled for clearance and redevelopment. The area to the south of the High Street is less developed and contains a much higher proportion of private market housing. This part of the town is set in a wooded valley and includes the freight railway to Boulby Mine, and a number of watercourses.

Services

5.3.2 Loftus district centre has a limited range of small stores, businesses and community facilities. The town contains three primary schools, including St. Joseph's RC Primary which, along with Loftus swimming pool on the north-west edge of the town, serves a wider catchment area in East Cleveland. Loftus is further from the main urban area than the other East Cleveland towns and this remoteness is exacerbated by the steep topography of Loftus Bank and the fact that neighbouring Skelton and Brotton have become more accessible (and therefore more attractive to developers) with the construction of the by-pass improving road communications between these two villages (especially Skelton) and the main urban area.

5.3.3 Key issues affecting the development potential of this area include:

- steep topography, poor road communications and the Heritage Coast to the north limit the potential for major expansion of the town;
- achieving the successful redevelopment of the Westfield housing estate is a priority, and
- creating a better mix of housing, particularly to increase the stock of larger properties for owner-occupation.

6 Service Villages

6.1 Lingdale

Characteristics

- 6.1.1 Lingdale is a linear rural settlement on raised ground with views towards the coast and has a population of around 1,600, making it the second largest of the four service villages. The residential area mostly comprises areas of older terraced housing and social housing. In recent years investment has been limited to fairly small residential developments on infill sites.

Services

- 6.1.2 Services in Lingdale include a primary school, licensed premises and a small industrial estate. Although there are bus services to Skelton and Guisborough this village, along with neighbouring Boosbeck, is comparatively remote from the main East Cleveland towns and the main urban area.
- 6.1.3 Key issues affecting the development potential of this area include:
- ensuring there is an adequate provision of housing to meet the needs of the community and sustain local services.

6.2 Boosbeck

Characteristics

- 6.2.1 Boosbeck is a compact rural settlement with a population of around 1,000, making it the smallest of the four service villages. The village contains large areas of older terraced properties and post-war public housing but in recent years this stock has been supplemented by private housing developments on the edge of the village, increasing the mix of housing types and tenures.

Services

- 6.2.2 Services in Boosbeck include a primary school, licensed premises, small shops and a church with a cemetery. Although there are bus services to Skelton and Guisborough this village, along with neighbouring Lingdale, is comparatively remote from the main East Cleveland towns and the conurbation. Following the closure of the slaughterhouse there are no specific employment sites in the village.
- 6.2.3 Key issues affecting the development potential of this area include:
- ensuring there is an adequate provision of housing to meet the needs of the community and sustain local services.

6.3 Carlin How

Characteristics

- 6.3.1 Carlin How is a compact village and self-contained settlement in a semi-industrial and elevated setting adjacent to the Skinningrove steel works. The village straddles the A174 and has a population of around 1,200, making it is one of the smaller service villages, with the main residential area located to the south of the road, opposite the steel works site. Carlin

How mostly comprises high density older terraced housing. There is an area of modern housing (semi-detached properties with gardens) which has recently been extended following the redevelopment of the Widowhood Supplies site for 24 dwellings.

Services

6.3.2 Services in Carlin How include a small primary school, which also serves Skinningrove, licensed premises, a petrol station and a local shopping area. The village is well situated between Brotton and Loftus on a major bus route. As well as the steel works which dominate the landscape in this area, there is also a small foundry on the southern edge of the village providing local employment.

6.3.3 Key issues affecting the development potential of this area include:

- ensuring there is an adequate provision of housing to meet the needs of the community and sustain local services.

6.4 New Marske

Characteristics

6.4.1 New Marske, with a population of around 3,600, is significantly larger than the other three service villages. New Marske is a tightly developed settlement on rising land set against the backdrop of Errington Woods and has views overlooking the A174, Marske and the coast. The village comprises older (former mineworkers) terraced housing and a much larger area of post-war private suburban housing. 41 dwellings were developed on the site of a former primary school, but there appears to be limited scope for further infill development in the foreseeable future.

Services

6.4.2 Services in New Marske include a primary school, which also serves part of Marske, licensed premises, a local shopping area, a local store and a petrol station. There are bus connections to Marske and Redcar. New Marske is in a more sustainable location than the other service villages, being much closer to Marske, Redcar and the rest of the Teesside conurbation.

6.4.3 Key issues affecting the development potential of this area include:

- ensuring there is an adequate provision of housing to meet the needs of the community and sustain local services.

7 Villages

7.1 Skelton Green

Characteristics

- 7.1.1 Skelton Green is a small linear settlement with an estimated population of about 450 and is in a highly elevated and attractive rural location which rises steeply above Skelton. For a small village, there has been significant development in past years, at the Castle Grange development (54 dwellings) and on minor infill sites, which has added to the mix of housing in the village – small older terraced properties, inter-war semi-detached housing and modern family homes are all prominent here.

Services

- 7.1.2 Services within Skelton Green are very limited but the settlement is conveniently located close to Skelton and there is a connecting bus service.
- 7.1.3 Key issues affecting the development potential of this area include:
- Ensure services growth is compatible with any expansion.

7.2 North Skelton

Characteristics

- 7.2.1 North Skelton is a compact settlement straddling the A173 to the east of Skelton and New Skelton. The core of this village is tightly developed and comprises mostly older terraced housing with a small foundry abutting the main residential area to the south of the main road through North Skelton. There has been significant development over past years, providing around 100 detached, semi-detached and terraced properties in the west of the village and thereby diversifying the housing stock.

Services

- 7.2.2 Although local facilities are limited, the village is close to Skelton and is on a major bus route between Skelton and Brotton.
- 7.2.3 Key issues affecting the development potential of this area include:
- Ensuring there is an adequate provision of housing to meet the needs of the community and sustain local services.

7.3 Skinningrove

Characteristics

- 7.3.1 Skinningrove is small coastal community with a population of around 400. The unusual location of the settlement between the A174 and the sea and in a steep beck valley gives this village a distinctive and remote appearance. Skinningrove contains a conservation area based around the oldest part of the village which predates the industrial era. The settlement comprises a high proportion of older terraced properties and modern social housing, with some individual properties developed in piecemeal fashion alongside the approach road from the A174.

Services

- 7.3.2 Service provision is fairly limited in Skinningrove, though the steel site which overlooks the village from the west is a major employment site in East Cleveland. There are bus services connecting the Skinningrove to Loftus, the nearest main town, and other destinations to the west.
- 7.3.3 Key issues affecting the development potential of this area include:
- ensuring there is an adequate provision of housing to meet the needs of the community and sustain local services.

7.4 Liverton Mines

Characteristics

- 7.4.1 Liverton Mines is the largest of the settlements as a village, with an estimated population exceeding 1,000. Although close to Loftus, it is a distinctly separate community and is adjacent to an industrial estate providing limited employment opportunities. The village contains a significant proportion of small, older terraced housing (including the distinctive single storey mineworker's cottages which contribute to the character of the settlement) and 1950's social housing. Two relatively recent housing schemes, represent the most significant developments in the village for several decades.

Services

- 7.4.2 Although services within the village are fairly limited, Loftus town centre is within 1km and there is a connecting bus service.
- 7.4.3 Key issues affecting the development potential of this area include:
- ensuring there is an adequate provision of housing to meet the needs of the community and sustain local services.

7.5 Moorsholm

Characteristics

- 7.5.1 Moorsholm is a small village in an attractive rural setting near the National Park and has an estimated population of less than 400. New development has been limited in recent years due to policy constraints in the Local Plan. A recent review has concluded that the village should continue to be outside development limits and any new housing limited to that needed to meet the needs of agricultural and other rural businesses or through the conversion of existing properties.
- 7.5.2 Moorsholm is a loosely developed settlement and most of the village is inside the Moorsholm Conservation Area.

Services

- 7.5.3 Services in the village are very limited and there is no public transport. Moorsholm is also remote from larger settlements in East Cleveland compared to some of the other smaller villages such as Liverton Mines, North Skelton and Skelton Green.
- 7.5.4 Key issues affecting the development potential of this area include:

- the review of Development Limits is recommending that development should continue to be restricted in Moorsholm;
- the comparatively remote location of the village.

7.6 Margrove Park

Characteristics

- 7.6.1 The former mining village of Margrove Park is a distinctive and very small settlement which largely comprises three adjoining rows of older terraced dwellings to the east of Boosbeck Road overlooking a large village green. There is a haulage depot and a small number of individual properties on the opposite side of Boosbeck Road.

Services

- 7.6.2 Services are very limited in Margrove Park with no schools or shops and, although the village is on a bus route connecting Skelton with Guisborough, it is relatively remote from these places.
- 7.6.3 Key issues affecting the development potential of this area include:
- the comparative remoteness from key trip-generating services; and
 - ensuring there is an adequate provision of housing to meet the needs of the community and sustain local services.

Appendix E Sustainability Appraisal Framework and Objectives

Headline	Objective	Supporting objective
Core Theme: Protecting, conserving and enhancing the borough's built, historic, cultural and natural environments		
1. Biodiversity*	Protect and enhance biodiversity and geodiversity	<ul style="list-style-type: none"> • provide a strong level of protection to sites designated for the national or international importance for nature conservation • allow people to have better access to suitable areas of nature conservation importance to help everyone better understand and value their natural environment • secure opportunities to achieve a net gain in biodiversity through development • ensure new development does not cause the further fragmentation of habitats and protect and enhance network routes for flora and fauna movement • support landscaping that makes use of native species • <i>protect habitats that provide migration routes for species in response to a changing climate</i> • 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 SINCs.
2. Landscapes	Protect and enhance the quality, distinctiveness and setting of the area's seascapes and landscapes	<ul style="list-style-type: none"> • help protect and enhance the rural and coastal landscapes, including Heritage Coast, views from the National Park • protect the setting of towns and villages in the landscape and enhance the transition of urban to rural • help in the positive management of landscapes and historic features within them to protect and enhance their character • <i>ensure that new landscaping planting can adapt to a changing climate, including increased summer temperatures and storm events and fewer frosts.</i> • Protect landscape features that provide character to streets and public spaces
3. Historic and Built Heritage	Protect and enhance all heritage assets of special archaeological, historical and architectural interest	<ul style="list-style-type: none"> • ensure new development takes account of and protects and enhances where necessary the cultural and historic environment • where possible identify historic features at risk and help restore these bringing them back into good use • ensure buried archaeological assets are protected from harmful impacts of development, or other appropriate management where suitable • ensure that the features of historic landscape are respected in new development • ensure that locally important heritage is suitably considered in planning for new development • protected designated features from development that would adversely impact on their integrity,

Headline	Objective	Supporting objective
		<p>including conservation areas, listed buildings and scheduled ancient monuments.</p> <ul style="list-style-type: none"> • <i>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</i>
4. Air quality	Protect and improve local air quality	<ul style="list-style-type: none"> • help reduce reliance on car travel by making sure there are real viable alternatives available for all people • ensure new development in town centre locations does not lead to worsening air quality • help to reduce energy use and thereby help to reduce emissions from coal, oil and gas power generation • control the locations of polluting development to ensure it is not located near residential areas • help reduce waste to landfill, and set standards for management, to avoid methane emissions • <i>help reduce greenhouse gas emissions through reducing car travel, waste management and reduce energy demand from non-renewable resources</i>
5. Water resources	Protect and improve water quality and water resources	<ul style="list-style-type: none"> • ensure new development has sufficient sewerage and waste water treatment to avoid harm to water quality • help protect groundwater sources by improving water efficiency, this is vital to maintain river health and drinking water supply • ensure contaminated land is suitability remediated to avoid water quality impacts • implemented suitable SuDS to avoid run-off of potential polluted water to water courses or aquifers • ensure that new development does not exacerbate diffuse water pollution, eg from contaminated runoff or from surface water runoff relating to roads or railways • help move towards meeting Water Framework Directive objectives of 'good' chemical and biological water quality for the rivers of the borough • <i>ensure new development makes the best use of potable water, incorporating re-use of grey water in new development</i> • <i>ensure development takes into account the impacts of climate change and reduce summer water availability in planning outdoor spaces</i>
6. Energy	Reduce energy consumption and greenhouse gas emissions	<ul style="list-style-type: none"> • <i>promote energy generation from renewable resources, promoting micro-generation as part of the energy requirements of new development</i> • <i>ensure that energy is used more efficiently, including in the design of new development, through promoting local energy generation and reducing car travel</i> • <i>help to implement energy schemes that will help meet North East targets for renewable energy</i>

Headline	Objective	Supporting objective
		<ul style="list-style-type: none"> <i>generation, where suitable</i> <i>promote community or district heat and power schemes</i> <i>ensure the layout and design of new development helps reduce energy demand and therefore greenhouse gas emissions</i>
7. Climate resilience	Reduce the impact of severe weather events and increase the resilience of the borough	<ul style="list-style-type: none"> <i>ensure that new development is located so as to avoid the risks of fluvial and tidal flooding associated with climate change</i> <i>aim for greenfield water run-off rates from new development</i> <i>make use of SUDS to avoid run-off to rivers</i> ensure that new development does not give rise to increased risk, either on site or through development that exacerbates flooding elsewhere take into account climate impacts in urban design, including natural cooling and avoidance of urban heating and micro-climate impacts
8. Waste and minerals	Minimise waste and increase the reuse, recycling and recovery of waste and the efficient use of land.	<ul style="list-style-type: none"> Ensure development is designed to make space for waste sorting, collection and storage. safeguard mineral resources encourage better building practices that reduce construction waste and ensure demolition waste is reused in development help to reduce the use of primary resources by providing appropriate sites for more sustainable waste management, including re-processing, recycling and storage <i>help reduce greenhouse gas emissions through reducing waste to landfill and suitable management of landfill gases</i> ensure the efficient use of land protected agricultural soils.
9. Design	Encourage high quality design and sustainable construction in development	<ul style="list-style-type: none"> ensure new development is designed so as to create places that support people making good quality places for living, working and leisure <i>develop towns that promote walking and cycling and are not focused on car use</i> ensure that the design of new building adds to the character of the area through high quality design and layout promote and protect design led development and buildings of local as well as national architectural importance ensure that development identifies and responds to the character of the area, working with it to protect or enhance it.

Headline	Objective	Supporting objective
Core Theme: Delivering healthy, sustainable, inclusive and cohesive communities		
10. Communities	Empowered and active communities who are proud of where they live	<ul style="list-style-type: none"> • ensure services and facilities that serve to support local communities are maintained and enhanced as part of new and existing development • allow the communities to be involved in the planning decisions that affect them • help support rural communities, including by helping people remain living in their local area • support a demographic and social range in the population of all towns and villages, including children, young people, working age and retired people • 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 • help communities retain and strengthen their unique character through planned growth
11. Housing	Improve the quality, availability and accessibility of housing in the borough	<ul style="list-style-type: none"> • provide more affordable housing to meet the needs in rural and urban locations • provide homes that will secure a social and demographic mix of people within the borough • provide a range of size homes to meet the diverse needs residents, including family homes and smaller flats and retirement units • build good quality housing throughout the borough
12. Safer communities	Create safer communities and protect people from harm	<ul style="list-style-type: none"> • protect people from the negative health impacts of polluted air and water • ensure that new development is designed in such a way as to reduce crime and fear of crime • protect people from the risks of unstable or contaminated land • ensure new development is not in areas at known risk of flood • <i>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.</i> • <i>ensure that appropriate flood risk protection measures are in place to protect residents well-being</i>
13. Health	Improve public health and provide opportunities for physical activity	<ul style="list-style-type: none"> • enhance opportunities for healthy living and help support more healthy lifestyles through access to open space and prioritised cycling and walking routes • ensure equitable access to health services • help create places that help people make healthy lifestyle choices, including encouraging walking and cycling and allowing people access to fresh food.

Headline	Objective	Supporting objective
Core Theme: Improving connectivity		
14. Accessibility	Improve the accessibility and quality of key services and facilities	<ul style="list-style-type: none"> • <i>reduce reliance on car use to help reduce greenhouse gas emissions</i> • reduce disparities in access to services through a combined approach of suitable facility and service provision and public transport links • support the access of rural communities to jobs and services, ideally within villages but also through good public transport networks • support the role of town and village centre, help secure the long-term viability of local shops.
15. Transport	Increase sustainable transport options and usage	<ul style="list-style-type: none"> • support the growth of mixed use area at transport hubs that have good accessibility by a variety of modes of transport • prioritise walking and cycling, then public transport and finally car users in town centres • prioritise development in locations with public transport links, especially in proximity to train stations.
Core Theme: Diversifying and strengthening the local economy		
16. Improve employment	Increase employment and improve the level of education, skills, jobs and training.	<ul style="list-style-type: none"> • retain a motivated, highly skilled and educated workforce • promote diversification in the type of jobs available in the borough • maintain access to skills training and education
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"> • support the diversification of the rural economy and continued support to farming, encouraging food production for the local market • support dispersed employment areas to provide local jobs • provide an infrastructure of transport, communications and land that helps attract new business, including the start-up and growth of indigenous businesses • maintain a coherent and successful range of businesses and build up local supply and distribution chains
18. Leisure and tourism	Increase leisure and tourism opportunities	<ul style="list-style-type: none"> • help in increasing the income to the area through tourism • encourage use of the heritage and historic environment for tourism • promote higher tourism and leisure spend per capita • protect visitor accommodation, including B&B and hotel accommodation in addition to self-catering options.

Appendix F Growth Options Sustainability Appraisal

Key to Table

- 3** Relative to other options it is likely to make the least contribution to meeting this objective
- 2** Relative to the other options likely to make some contribution to meeting this objective
- 1** Relative to other options it is likely to make the most contribution to meeting this objective

Summary of implications	Dwellings per annum	Total dwellings 2015-2032	Would this require land on greenfield sites beyond the development boundaries (to accommodate approx. number of dwellings)	Estimated population increase above predicted population growth (SNPP ¹ estimate a decline of 5 persons per year of the plan period)
Option 1: Objectively Assessed Need	132	2,482	No	25
Option 2: Historical Average Delivery	1865	3,478	Yes: 200+	144
Option 3: Sustainable Population Growth	234	4,369	Yes: 1000+	250
Option 4: Significant Population Growth	290	5,435	Yes: 2000+	375
Option 5: Aspirational Population Growth	340	6,358	Yes: 3000+	500
Option 6: Exceptional population growth	404	7,548	Yes: 4000+	625

	1	2	3	4	5	6	Comments
1 Biodiversity and geodiversity	1	2	2	3	3	3	<p>The increasing levels of growth would require additional land for development. As the levels of land required get higher there may be less opportunity to avoid more biodiverse sites and therefore likelihood of adverse impacts would increase. Furthermore, those options that would create a large population increase in the borough over a relatively short period of time are more likely to have adverse impacts through recreational pressure of the important wildlife sites in an around the borough – including the North Yorkshire Moors and particularly the Teesmouth and Cleveland Coast SPA, as many of the potential greenfield locations sites may be in around Redcar and Marske.</p> <p>Mitigation</p> <ul style="list-style-type: none"> ▪ Selection of site allocations; ▪ Site allocation policy to include specific mitigation and enhancement criteria where necessary; ▪ Preparation and implementation of Local Plan policy to protect, conserve and enhance nature conservation in the plan area; ▪ Further stages of HRA, screening and appropriate assessment as required. <p>Assumptions</p> <ul style="list-style-type: none"> ▪ Additional greenfield land required for development will have the potential for greater impact on biodiversity and nature conservation. <p>Uncertainties</p> <ul style="list-style-type: none"> ▪ Character of site allocations; ▪ Effect of growth on internationally designated nature conservation sites.

¹ Sub-National Population Projections 2012 – Office of National Statistics, this figure is used in the SHMA for the area as the most likely population change.

2 Seascapes and landscapes	1	1	2	2	3	3	<p>The spatial distribution of growth will have one the greatest impacts again this objective. However, greater levels of growth outside the existing urban areas are likely to have the potential for greater impacts on the landscape. Up to a level of development it is likely that new greenfield development can fit within the existing landscape character, through careful choice of sites, fewer development sites or several smaller development parcels. However, to accommodate large levels of growth is likely to require larger urban extensions where there would be less opportunity to avoid landscape effects. This could include the significant extension of more rural settlements.</p> <p>Larger levels of growth are also likely to require release of sites in the Green Wedge, reducing the separation of towns and villages.</p> <p>Mitigation</p> <ul style="list-style-type: none"> Selection of site allocations; Site allocation policy to include specific mitigation and enhancement criteria where necessary to manage landscape impacts; Preparation and implementation of Local Plan policy to protect conserve and enhance landscape and townscape character. <p>Assumptions</p> <ul style="list-style-type: none"> Additional greenfield land required for development will have the potential for greater impact on biodiversity and nature conservation. <p>Uncertainties</p> <ul style="list-style-type: none"> Character of site allocations.
3 Heritage assets	?	?	?	?	?	?	<p>At the strategic level the impact on heritage assets is not possible to assess with any accuracy. It is likely that the more land that is required for the development the greater the potential there could be for developing in areas of archaeological sensitivity. However, this may not necessarily result in a negative effect as it could present the opportunity for further investigation and understanding of the historic environment should archaeological sites be identified during construction or allow for buildings at risk to be bought back into use.</p> <p>However, the impact of the various options for growth against this objective cannot be determined at this strategic level.</p> <p>Mitigation</p> <ul style="list-style-type: none"> Policies in place to ensure an appropriate level of importance is given areas historic environment assets based on its international, national or local importance; Identification of sites for allocations that have the potential to deliver benefits for historic environment assets. <p>Assumptions</p> <ul style="list-style-type: none"> None identified. <p>Uncertainties</p> <ul style="list-style-type: none"> Characteristics of new homes and development sites.
4 Air quality	1	1	2	2	2	3	<p>Effects</p> <p>There are currently no Air Quality Management Areas (AQMA) in the borough, which would be designated in locations where air quality objectives are not being achieved. According to the 2015 Updating and Screening Assessment for air quality in the borough road traffic is likely to remain the largest overall source of ground level emissions, although traffic densities are generally low and free flowing. There is no significant through traffic within the borough, and local road networks are largely segregated from potential receptor groups as a result of past investment to cater for the large industrial base. There are no roads within Redcar & Cleveland that are very heavily congested and all are free from canyon effects further minimising the impact of these road transport on objective standards.</p> <p>The area has several large petrochemical and iron / steel based industrial sites which are significant contributors to air pollutants including those targeted by the UK legislation. Emissions from these large industrial sources can, from time to time, have an impact on ground level concentrations, and it is these emissions that are monitored closely in conjunction with the Environment Agency.</p> <p>Continuous and non-continuous monitoring carried out within the Redcar & Cleveland Council area has shown that there is no exceedance of government objectives from traffic or from industry. Further support is provided by the results from continuous monitoring carried out elsewhere in the Tees Valley area.</p> <p>Therefore, although high housing growth rates could lead to a slight deterioration in air quality this is very unlikely to cause any significant concerns. The ranking of growth options therefore reflects relative contribution to air quality effects, although even those ranked 6 are unlikely to be significant.</p>

							<p>In addition, where the most likely sites for greenfield expansion are located in around the Redcar and Markse area. Cumulative effects of growth in these locations may increase pressure on roads such as the A1085 and A174, as well as Redcar town centre. Increasing the risk of adverse air quality in these areas.</p> <p>Mitigation</p> <ul style="list-style-type: none"> Implementation of the Local Transport Plan 3 to help encourage more sustainable transport. Achieving a modal shift on all sites to reduce car travel, with Travel Plans required for larger development sites for all uses. New development will have to be located to ensure it is suitably located and does not put receptors in locations where air quality objectives could be exceeded. <p>Assumptions</p> <ul style="list-style-type: none"> A proportion trips made from the majority of new housing development would pass through the urban areas of Redcar and Greater Eston where air quality exceeding objectives is the greatest risk. Continuation of car travel for the majority of work commuting. <p>Uncertainties</p> <p>The spatial distribution of development.</p>
5 Water quality and water resources	?	?	?	?	?	?	<p>Redcar and Cleveland Borough is supplied with water by Northumbrian Water Ltd, falling within the Kielder Water Resource Zone (WRZ). The Tees Valley Water Cycle Study states that the Kielder WRZ ‘remains in surplus of supply to the forecast demands over the whole of the planning horizon’ i.e. NWL has calculated that there is sufficient water available in the Kielder WRZ to meet its forecasted population increases and should not be a constraint to development. Nonetheless, the higher growth options will result in more water use, although these households may not additional to what would be provided in any case in the WRZ. Higher rates of growth may mean constraints on local infrastructure that may need to be overcome, which will need to be mitigated by new water infrastructure paid for by the developer.</p> <p>New development will also require new waste water treatment works (WwTW) to ensure that the quality of water is protected at discharge points (to the sea or rivers). According to the Water Cycle Study 2012 there is good available capacity at most WwTW that would serve the borough. This includes Bran Sands WwTW covering Eston and South Tees; Marske WwTW covering Marske, Guisborough (part), new development in Redcar and Skelton and Brotton. Skinningrove WwTW is also likely to have capacity for growth in the plan period, which will cover development to the west of Guisborough and Loftus. However, some WwTW are at or over capacity, such as Moorsholm WwTW and Dunsdale WwTW, so could not serve new development unless upgraded. All new greenfield sites would require sewerage infrastructure.</p> <p>Mitigation</p> <ul style="list-style-type: none"> Ensure new development makes efficient use of water, where possible going beyond building regulations standards. Ensure all new development has appropriate foul drainage design and development should not be permitted where there is known lack of capacity at Waste Water Treatment works serving the site. <p>Assumptions</p> <ul style="list-style-type: none"> Northumbrian Water accurately assessed likely increase in demand and available capacity. <p>Uncertainties</p> <ul style="list-style-type: none"> Site specific water efficiency measures.
6 Energy consumption and greenhouse gases	1	1	2	2	2	3	<p>The likely effects related to sustainability objective 15 ‘transport and communications’ as well as sustainability objective 4 ‘air’ have a strong relationship to this objective, as road transport will be one of the greatest contributors to greenhouse gases in the plan area (alongside industry and domestic heating). Therefore, this section of the appraisal concentrates on other sources, which will primarily be industrial and domestic use of energy (heat and power).</p> <p>The higher growth options will result in more development in the borough and therefore greater use of energy in homes. The general assumptions for this SA are that these will be additional homes, and not displaced from elsewhere, giving a clear relationship with higher growth to higher emissions. New homes will be more energy efficient than existing housing stock and therefore proportionally have a lower impact on climate change emissions than existing properties.</p> <p>Under higher growth scenarios there is the potential for larger sites to be required to meet housing supply requirements. These larger sites may have greater potential than smaller sites to include on-site renewable energy, such as community wind turbines. This may contribute to helping off-set the additional energy demand and therefore climate change impact.</p>

							<p>Mitigation</p> <ul style="list-style-type: none"> Renewable energy technology for local supply on larger development sites. Policies in place to deliver homes with lower carbon dioxide emissions, beyond Building Regulations requirements. <p>Assumptions</p> <ul style="list-style-type: none"> None identified. <p>Uncertainties</p> <ul style="list-style-type: none"> Characteristics of new homes and development sites and potential for integration of renewable energy.
7 Extreme weather events and resilience	?	?	?	?	?	?	<p>Flood maps provided by the Environment Agency showing risks of fluvial and tidal flooding, as well as surface water flooding, show areas throughout the borough including on land that could accommodate new growth. The risk of flood will need to be taken into account of in the allocation of individual sites and as part of any subsequent planning application.</p> <p>The higher levels of growth will require larger quantities of greenfield land for development. The change of this land from current use to hardstanding has the potential to increase the rate at which surface water flows from the site, thereby increasing the risk of flooding (fluvial and surface water flooding) on and off site. However, there through Environment Agency guidance and through appropriate Local Plan policy new development sites will have avoid any increase in run-off rates from site through use to appropriate drainage and water attenuation, including Sustainable drainage systems of various types.</p> <p>The Level 2 Strategic Flood Risk Assessment (2010) shows many locations within the built up area of the borough that are a risk of surface water flooding. These are areas where rainfall may make temporary flood, as well as flooding caused by sewers, e.g. blockages or insufficient capacity. This is especially a problem in the heavily urbanised western side of the borough. Critical Drainage Areas are identified in Eston, Guisborough and Redcar-Dormanstown.</p> <p>Larger housing growth options have the potential to increase the risk of flooding, although with implementation of appropriate policy in place this should not be the case.</p> <p>However, the impact of the various options for growth against this objective cannot be determined at this strategic level.</p> <p>Mitigation</p> <ul style="list-style-type: none"> All new development sites would need to comply with national policy related to runoff rates, including allowance for climate change to avoid increasing flood risk off site, as well as drainage strategies, including use of Sustainable Drainage Systems, to avoid risk of surface water flooding; Any allocations in flood risk zones will need to comply with a sequential test and exception test as necessary. <p>Assumptions</p> <ul style="list-style-type: none"> Full application of relevant flood control policy and legislation. <p>Uncertainties</p> <ul style="list-style-type: none"> Location of allocations and specific flood risks and coastal location.
8 Waste, soil and land	1	1	2	2	3	3	<p>The clear relationship between this objective and the growth options is that the higher the growth required the more likely it will be that greenfield land is required for its delivery. However, it should be noted that all of the growth options will require some greenfield land to deliver. For instance, the SHLAA shows that there are currently sites available to deliver up to about 2,500 new homes. Therefore, higher levels of growth will have an associated need for additional greenfield land. The loss of best and most versatile soil will depend on the choice of sites, as well as the quantity of land required to deliver growth.</p> <p>Housing growth will inevitably result in higher levels of waste during construction and operation. As with other issues it is not clear if some levels of growth would be displacing growth that would happen in any case in nearby local authorities, or if it would be additional. Therefore, the overall waste creation may not be significant even where a large quantum of housing is planned for.</p> <p>Mitigation</p> <ul style="list-style-type: none"> Avoiding sites of the 'best and most versatile' agricultural land classification (Grades 3a, 2 and 1); Continue to prioritise brownfield land; Ensure all development make good use of available land, for instance including minimum density requirements in policy for the delivery of sites (subject to constraints) and increasing densities near town and local centres and at transport hubs; Put in place policies to manage waste during construction and operation of development.

							<p>Assumptions</p> <ul style="list-style-type: none"> All options require greenfield land take, with medium and high growth areas potentially requiring sites in the settlement breaks or green belt. <p>Uncertainties</p> <ul style="list-style-type: none"> Quality of agricultural land.
9 High quality design	?	?	?	?	?	?	<p>Policy would need to be in place to ensure new development is built to a high quality that complements the local character and does not create 'off-the-shelf' solutions to meeting housing need. Where there a greater quantity of the development would be greenfield sites then these must be designed to enhance the urban edge of settlements, improving the rural urban transition. However, the impact of the various options for growth against this objective cannot be determined at this strategic level.</p> <p>Mitigation</p> <ul style="list-style-type: none"> Putting in place to ensure high quality design in all new development, which respects local context and actively contributes to the enhancement of the area. <p>Assumptions</p> <ul style="list-style-type: none"> None. <p>Uncertainties</p> <ul style="list-style-type: none"> Location of development.
10 Empowered and active communities	3	3	2	2	2	2	<p>In relation to communities one of the principle differences of the growth options (should they be successfully implemented) is that demographic change they hope to deliver in the borough. The higher growth options are the only ones that are identified as being able to help tackle issues of an aging population in the borough, encouraging more young people to stay or return to the borough for work and reducing the 'dependency ratio' (the proportion of those aged 65+ to those aged 15-64). This would help ensure a demographically diverse population in borough, helping support community life. By the end of the plan period the highest growth options are predicted to see an increase in the proportion of the population who are 65+ by 20%, for the lowest growth option this proportion would be 30%.</p> <p>It is possible that lower growth options will help maintain the character of some communities as significant growth will not be required and therefore no influx of new people, which may not be the case for higher growth options. However, at this stage it is not possible to determine if this would be beneficial or adverse, as this would depend on the particular character of communities, whether growth could help stem decline of communities and the mitigation that would be in place to manage the impact</p> <p>There may also be other benefits for communities under higher growth options, including through securing New Homes Bonus payments and funding of services through Section 106 money and potentially CIL.</p> <p>Mitigation</p> <ul style="list-style-type: none"> Ensuring the communities have the opportunity comment on the development that will affect them. Locating new development in location where it will help support a vibrant and mixed community. <p>Assumptions</p> <ul style="list-style-type: none"> Higher levels of growth would achieve a more demographically mixed population with a greater proportion of younger adults and children. <p>Uncertainties</p> <ul style="list-style-type: none"> Demographic character of new residents.
11 Housing	3	3	1	1	1	1	<p>The relationship of this sustainability objective with the growth options is clear. The more homes planned for through the Local Plan the greater the likelihood of being able to provide a range of homes to meet the needs of all residents.</p> <p>The growth options relate directly to the provision of housing. The lowest options would only enable sufficient housing to be built to meet the Objectively Assessed Need (OAN), which is below the rate of housing delivery over the last few years. Therefore, this option is likely to be a constraint on delivering the type of housing needed in the plan area. Other growth options are also less likely to be able to deliver the type of family homes that is required in the borough to meet the objective of encouraging more young families to choose to live in the area. The higher growth options are more likely to be able to deliver affordable housing, as providing this type of housing will be more financially viable due to the frequently lower development costs.</p>

							<p>Higher levels of housing growth will also help deliver a new housing stock for the borough that meets current (and future) Building Regulations standards, helping to provide higher quality homes with cheaper running costs (e.g. less expensive to heat).</p> <p>Mitigation</p> <ul style="list-style-type: none"> Affordable housing policies in place Housing delivered to meet dwelling type and tenure identified in the Strategic Housing Market Assessment (SHMA), including meeting the needs of an ageing population. <p>Assumptions</p> <ul style="list-style-type: none"> Delivery of housing of the type and tenure required. <p>Uncertainties</p> <ul style="list-style-type: none"> The market decisions in delivery of homes. The implementation of the 'Starter Homes' scheme by government, possibly reducing the provision of social rented affordable homes.
12 Safer communities	?	?	?	?	?	?	<p>The quantum of development that may be delivered in some of the town and villages may result in a large increase in resident population, with an impact on the existing communities. The effects of this could be both positive or negative depending on how engaged local people feel with the change in the their area and the extent to which development is planned so as not to put undue pressure on local infrastructure, including community services, roads and public transport.</p> <p>Mitigation</p> <ul style="list-style-type: none"> Policies in place to ensure new development is designed to reduce opportunities for crime and fear of crime; Creating new development that includes facilities and services for all members of the community, to help avoid issues such as anti-social behaviour. <p>Assumptions</p> <ul style="list-style-type: none"> None <p>Uncertainties</p> <ul style="list-style-type: none"> The market decisions in delivery of homes.
13 Public Health and opportunities for physical activity	3	2	1	1	2	3	<p>The population will age whatever the growth option chosen. However, with higher growth options there is the potential for a reduce dependency ratio (more working people to support the ageing population) compared to lower growth options. There may be the potential for this to reduce the strain on social care budgets and there may be greater potential for families to live nearby their older parents. However, it is likely the overall number of 65+ is unlikely to change so health impacts and demand for services of an aging population will remain. It is essential that all new development has good access to primary care services near their homes.</p> <p>New housing of a high quality design and urban layout can have benefits for health. There are caveats to this as large new housing development will be on greenfield sites, which may be some distance from jobs and essential services such as schools and shops is unlikely to encourage an essential component of a healthy life, which being more active. In these situations people will rely on their cars to drive to work, school and the shops. In addition, if new housing growth exceeds access job growth and unemployment rises there is the potential for adverse impacts on health as being out of work can have a large effect on health and wellbeing.</p> <p>Obesity in adults is a significant issue in the borough that needs to be addressed, according to the 2015 Health Profile for the borough.</p> <p>Mitigation</p> <ul style="list-style-type: none"> Ensuring new housing is delivered to meet a range of needs in the borough, including homes suitable for an aging population; Designing and locating development to encourage physical activity, including through access to services on foot or by cycle and the design of development make walking a viable and realistic alternative to driving; Providing access to open space and green networks. <p>Assumptions</p> <ul style="list-style-type: none"> None <p>Uncertainties</p>

						<ul style="list-style-type: none"> None. 	
14 Access to key services and facilities	3	2	1	1	2	3	<p>Similar issues may arise related to other services. For instance higher growth will result in more pressure on health services, community space, sports facilities etc. The local authority will need to ensure that new housing provision provides for new community infrastructure, either through financial levy or on larger sites by providing buildings or services (e.g. primary schools or health centres).</p> <p>Under the medium and higher growth options there is likely to be an increase in the overall population by the end of the plan period. This corresponds with an increased labour force and a lower proportion of the population who are over 70, although there would remain an ageing population in line with the rest of the country.</p> <p>The effects of these changes could include:</p> <ul style="list-style-type: none"> Under higher growth options there would be an increase pressure on local services, with the need to create a step change in provision to keep in line with demand; Under the baseline growth option there may be need to close some services in the long-term as demand reduces; Higher growth options are likely to help support more demographically mixed communities, although it is likely based on available housing stock and current character there will remain areas of the borough that remain characterised by an older population and fewer families that may create pockets of deprivation and health disparities; The lower growth options would see a probable reduction or limited increase in children in the borough, is likely to impact on local schools. For instance, enrolment levels in some schools may drop to levels where schools cannot be sustained and have to merge, reducing accessibility to nearby schools. Conversely, high levels of growth may put pressure on existing schools and an expansion plan would be required to cope with demand, with a potential risk to availability of local school places. It is more likely that higher growth options will result in the allocation of larger sites for development, including urban regeneration sites and urban extensions, within these larger sites there is greater potential to deliver new services and facilities paid for by the developer. Higher growth options may be able to offer support for vibrant town and local centres through ensuring a resident population to support them. <p>It is possible that lower growth options will help maintain the character of some communities as significant growth will not be required and therefore no influx of new people, which may not be the case for higher growth options. However, at this stage it is not possible to determine if this would be beneficial or adverse, as this would depend on the particular character of communities, whether growth could help stem decline of communities and the mitigation that would be in place to manage the impact</p> <p>There may also be other benefits for communities under higher growth options, including through securing New Homes Bonus payments and funding of services through Section 106 money and potentially CIL.</p> <p>Mitigation</p> <ul style="list-style-type: none"> Allocations should be in line with a sustainable spatial strategy, with limited or no housing allocations in locations with poor access to services. Policy should identify the new community services that should be provided as part of large urban extensions or urban renewal areas e.g. health centres, schools or local shops. RCBC will need to implement other plans and strategies to help ensure services meet demand. Development of a Community Infrastructure Levy (CIL) for the borough to help secure delivery of services, as this can have greater benefit for the provision of community services than Section 106 payments. <p>Assumptions</p> <ul style="list-style-type: none"> That higher growth options will result in a more demographically diverse population for the borough, including more young people, children and a lower proportion of people over 70 compared to baseline growth. The New Homes Bonus will continue to be distributed to local government from home building throughout the plan period. <p>Uncertainties</p> <ul style="list-style-type: none"> The spatial distribution of growth will have a great deal of influence on this objective. For instance, whether development is directed to sustainable areas with accessible services, existing capacity in local services. The extent to which development will come forward on many smaller sites (e.g. 50 or fewer) or focused on larger development areas where there is greater potential for higher section 106 payments and direct delivery of new services.
15 Sustainable transport	2	1	2	2	3	3	<p>Those options that allow a greater proportion of new development within the existing urban area are likely to be better at supporting non-car trips and sustainable travel. However, the higher growth options will require development beyond settlement boundaries and parts of the borough where the public transport services is poor and there is less potential to be able to walk to local services and facilities. However, the higher the growth option the better it may be perform against this objective as higher growth may be able to support new and improved public transport services, such as extended bus routes.</p>

							<p>Furthermore, larger urban extensions are more likely to be able to provide new community services as part of the development, such as shops, schools or health centres, which new residents can walk or cycle to.</p> <p>Medium growth options are also likely to help more people live in the borough who work in the borough, increasing the opportunities for local sustainable commuting rather than longer distance commuting by car.</p> <p>Any higher or medium growth options are likely to have an impact on the number of cars on the roads, with likely implications relating to congestion particularly at existing pinch points for instance in centre Redcar or at Marske. According to DfT traffic counts the miles travelled by car in the borough has remained relatively constant over the last few years, showing some decline from 2009 with a rise again in 2014. However, there remains the need for a change in travel mode away from private car use and particularly to increase cycling and bus use that have both been declining since 2011 (bus use rapidly so).</p> <p>However, there are also wider transport implications to consider as the borough is likely to continue to see a low job density, with many people travelling outside the borough for work. These commuting patterns need not have adverse sustainable transport impacts and many trips will be to neighbouring Middlesbrough. However, the potential for adverse effects ingresses the more development is put beyond easy access by public transport (and walking and cycling) – for instance growth of rural settlements including Guisborough.</p> <p>Under low growth options there is the potential that the population of the borough could age more rapidly, reducing the resident workforce and possibly encouraging greater levels of in commuting. These lower growth options also put the existing town, district and local centres at greater risk as there would not be the resident population to support their continued viability. If these shops and services have to close as a result there may be an increase in the distance people need to travel, potentially increasing car use.</p> <p>It is not possible to determine the impact of proposed levels of growth on sustainable travel options or availability as this will be determined by the spatial distribution of development and the delivery of development on specific sites. However, where larger sites are allocated for housing there may be greater potential for associated improvements to non-car travel access, e.g. through supporting new bus routes or route extensions.</p> <p>Mitigation</p> <ul style="list-style-type: none"> ▪ The allocation of sites to ensure there is good access to non-car travel modes to access essential services and work; ▪ The implementation of other plans and strategy relevant to the Local Transport Plan 3. <p>Assumptions</p> <ul style="list-style-type: none"> ▪ That higher growth options are more likely to result in greater self-containment in terms of homes to jobs ratio and therefore not increase in-commuting. ▪ Trends in car use are likely to continue to increase. <p>Uncertainties</p> <ul style="list-style-type: none"> ▪ The spatial layout of development and the resulting accessibility to jobs and services by modes other than car travel. ▪ The job growth quantity and location in the borough over the plan period and how this relates to travel patterns.
16 Employment, education, skills, jobs and training	3	3	1	1	2	2	<p>There is the potential for the growth options to have an impact on access to schools. The lowest growth option over the full plan period could see the most limited population increase in the plan area. Demographic projections indicate that this could result in a drop in the working age population and this is likely to have an associated decrease in children. The impact in the long-term may be the need for additional school closures (beyond any that which has taken place in recent years) meaning some communities have no local school, with the potential for adverse effects against this objective. At the opposite end, higher growth targets may result in rapidly increasing pressure on schools from the population increase, and may require RCBC to build additional schools. Overcrowding could have a significant adverse impact on educational attainment.</p> <p>Higher levels of growth have the potential to improve access to employment locally; as many construction firms will have apprenticeship schemes that can be particularly beneficial to young people who experience higher rates of unemployment.</p> <p>The high and medium growth levels may be beneficial in providing the type of housing and supporting local jobs that will help to attract new people to the plan area, as well as retaining more students finishing higher education. This may have a beneficial impact on the overall skill level of the resident population, with associated benefits for the economy.</p> <p>One of the principle reasons for the seeking higher growth options is to retain a skilled resident workforce in the borough. Currently many local people leave the area for university and do not return, whereas other young people and families work in the borough but live elsewhere due to lack of suitable housing. Therefore, the higher growth options are more likely to have a positive relationship with this objective. However, it should be recognises that the borough may not be able to provide sufficient jobs within the borough to meet the needs of the highest population increase predictions and growth options.</p>

							<p>Mitigation</p> <ul style="list-style-type: none"> Housing allocations should be assessed for access to schools. Where significant areas of growth are identified policy could require the construction of new schools. <p>Assumptions</p> <ul style="list-style-type: none"> Declining working age population will result in fewer children and additional school closure <p>Uncertainties</p> <ul style="list-style-type: none"> Accessibility of new homes to schools and capacity in existing schools.
17 Sustainable economic growth, enterprise and industrial excellence	3	3	2	2	1	1	<p>The impact against this objective is similar as for objective 16. Most of the growth options would show a positive relationship against supporting the local economy, with the expectation of the lower two where there may be insufficient population growth to support a local workforce. This could impact on some areas further from the main sources of employment where homes are needed to support local businesses.</p> <p>The construction of high growth objectives will also have a positive impact on the economy through creating new construction employment and supporting local construction businesses and related supply chains.</p> <p>Higher growth options are ranked as more likely to deliver this sustainability objective than lower growth options overall. However, there may be some caveats to this resulting from competition for land with employment development under high growth. This could have an adverse impact on existing employment sites and result in their change of use with a loss of jobs, or could result in land be allocated for residential rather than employment uses.</p> <p>Mitigation</p> <ul style="list-style-type: none"> Allocating or safeguarding employment land near planned areas of housing growth. <p>Assumptions</p> <ul style="list-style-type: none"> Realistic economic growth projections for the plan area. <p>Uncertainties</p> <ul style="list-style-type: none"> Employment market and economic growth Higher growth will support a more varied workforce compatible with the needs of industry.
18 Leisure and tourism	3	3	2	2	1	1	<p>There may be some relationship with needing to provide a workforce to support the leisure industry, where many jobs often rely on younger people. Therefore, there is the potential for this sector to be harmed where there is a no replacement of the younger people under lower growth options.</p> <p>Medium, and particularly high growth option, are likely to better support the continued viability of Redcar and the other main town centres and the shops and services they provide. A reduction in the working labour force under the baseline growth option may have an adverse effect both in terms of employment, but also in the amount of money that residents have available to spend in the town and local centres to support shops and services</p> <p>Mitigation</p> <ul style="list-style-type: none"> Identify suitable site to support the leisure and tourism industry, including attracting higher spend visitors. <p>Assumptions</p> <ul style="list-style-type: none"> The implementation of other plans and strategies of RCBC and regional bodies to help deliver improvement to the public realm and cultural attractions to help attract visitors to the borough. <p>Uncertainties</p> <ul style="list-style-type: none"> That higher growth will secure a more varied workforce.

**Appendix G Sustainability Appraisal Local Plan
Policies – Draft Local Plan May 2016**

Appendix G

Sustainability Appraisal of the proposed policies of the Publication Redcar & Cleveland Local Plan

November 2016

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These matrices show an appraisal of the policies submission version against the full set of sustainability objectives developed for the SA process, as shown in the SA Report, Section 5.

Key to appraisal symbols

Likely to contribute to the achievement of greater sustainability according to the identified objective	●
Likely to detract from the achievement of greater sustainability according to the identified objective	x
Likely effect but too unpredictable to specify, or multiple impacts potentially both positive and negative	?
No identifiable relationship between the topic covered in the policy and the sustainability concern	—

	Headline	Objective
Core Theme: Protecting, conserving and enhancing the borough's built, historic, cultural and natural environments		
BI	Biodiversity	Protect and enhance biodiversity and geodiversity
LS	Landscapes	Protect and enhance the quality, distinctiveness and setting of the area's seascapes and landscapes.
HH	Historic and Built Heritage	Protect and enhance all heritage assets of special archaeological, historical and architectural interest
AQ	Air quality	Protect and improve local air quality
WR	Water resources	Protect and improve water quality and water resources.
EN	Energy	Reduce energy consumption and greenhouse gas emissions
CR	Climate resilience	Reduce the impact of severe weather events and increase the resilience of the borough
WM	Waste, minerals and land	Minimise waste and increase the reuse, recycling and recovery of waste and use land efficiently,
DS	Design	Encourage high quality design and sustainability in development
Core Theme: Delivering healthy, sustainable, inclusive and cohesive communities		
CO	Communities	Empowered and active communities who are proud of where they live
HS	Housing	Improve the quality, availability and accessibility of housing in the borough
SC	Safer communities	Create safer communities and protect people from harm
HT	Health	Improve public health and provide opportunities for physical activity
Core Theme: Improving connectivity		
AC	Accessibility	Improve the accessibility and quality of key services and facilities
TR	Transport	Increase sustainable transport options and usage
Core Theme: Diversifying and strengthening the local economy		
EM	Improve employment	Increase employment and improve the level of education, skills, jobs and training.
EG	Economic growth and industrial excellence	Encourage sustainable economic growth, diversify and strengthen the local economy and encourage enterprise and encourage industrial excellence.
LT	Leisure and tourism	Increase leisure and tourism opportunities

1 Sustainability and Design

Policy SD1																	
Sustainable Development																	
This policy sets out the presumption in favour of sustainable development and that development will be decided in accordance with the policies of the plan and where relevant national policy from the NPPF.																	
BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sustainability summary and significant impacts																	
This policy has no direct sustainability impacts. However, it is beneficial to the plan by ensuring applicants and other users of the plan understanding what policy will be applied in making decisions on their development. This should lead to development be delivered in accordance with policy and the presumption in favour of sustainable development.																	
Recommendations including mitigation:																	
<ul style="list-style-type: none"> ▪ None 																	
Audit Trail Draft 2013 to Draft 2016 versions																	
No change to policy wording.																	
Audit Trail Draft 2016 to Publication 2016 Version																	
No change to policy wording																	
Options																	
None given																	

Policy SD2

Locational Policy

This policy indicates the hierarchy of towns and villages in the borough. Criteria also show a sequential test that will be applied to new development proposals to ensure the good use of land and prioritise land within defined development boundaries. Other criteria show a general approach to achieving the majority of development in the urban/coastal.

BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
?	?	-	?	?	-	-	-	-	?	●	-	-	?	?	-	●	-

Sustainability summary and significant impacts

Focusing development in the urban area and on previously developed land as advocated by this policy can have a range of sustainability benefits. Particular benefits of an urban focus could include ensuring new development has accessible services, jobs and public transport. This option may also help encourage regeneration of areas of the urban/coastal, helping protect and encourage sustainable cohesive communities. However, some areas identified in the policy may not have a full range of shops and local services necessary to support sustainable communities and others will have fewer local services, such as Kirkleatham. However, all have reasonable access to public transport services.

Using previously developed land will also help protect greenfield land from development, which can be beneficial in retaining biodiversity and landscape assets, although previously developed land can also be of biodiversity or other environmental benefit.

The Local Plan strategy could set out a clearer role and function for individual settlements (or smaller settlement groups). This would help identify what sustainability issues there are in each settlement that could be addressed, at least in part, through the Local Plan. For instance, through allocating housing growth to match available employment land or to help boost local or district centres and will help provide the justification for the hierarchy presented in this policy.

The policy identifies 'Villages'. These include some that have defined development limits (therefore could be the location of new development), and some without where the sequential test to housing would apply. However, even those villages with defined development limits do not appear to offer the same opportunities to support sustainable development. For instance, Margrove Park has few or no local services and is very different in character that a settlement such as Carlin How has a relatively good provision of local services. The Local Plan has a role to play in focusing new development in place where there is the potential to support a sustainable pattern of development. Therefore, a recommendation is to only apply development boundaries to those settlements that have a minimum defined level of services, including public transport, school, local shops etc. and identify these as 'serviced villages' (Boosbeck, Carlin How etc.).

All other villages should have no boundary and development meet sequential test requirements. This is because new housing development in villages without a basic range of services is unlikely to support a sustainable spatial strategy and can lead to adverse sustainability impacts from making residents of these homes reliant on car travel. This could lead to adverse impacts on environment sustainability objectives as well as social impacts, including increasing risk of social isolation for those who do not have access to a car.

The policy aims to protect previously developed land in South Tees Employment Area for employment or habitat creation uses. This could have positive sustainability impacts, although any tree planting must be compatible nature conservation on the nearby Special Protection Area (and expansion). The policy aims to protect Natura 2000 sites by ensuring that all developments which could have an adverse impact on a site are required to submit an Appropriate Assessment with the planning application. The could have a positive sustainability impact, by ensuring Natura 2000 sites are protected by development in any location within the borough, in isolation or in combination with other plans.

Recommendations including mitigation:

- Only define development limits to villages with a minimum level of services and include these as ‘serviced villages’. All remaining villages should not have defined development limits.

Audit Trail Draft 2013 to Draft 2016 Local Plan versions

The Draft 2016 Local Plan version of this policy added the requirement for an Appropriate Assessment for all development that, either alone, or in combination with other plans or developments, is likely to have an adverse effect on a Natura 2000 site. This was to ensure the plan is in keeping with the Habitats Regulations 2010. This was identified as having potential positive sustainability impact although the policy requirement is also elsewhere in the plan.

The terminology of the policy was also amended, formerly the focus of growth was on the ‘conurbation’. This is now split to ‘urban/coastal’ and ‘rural’ areas – although the same policy approach applies to both. Saltburn was now included as an ‘urban and coastal’ settlement rather than a ‘rural’ settlement. This does reflect the location of the village. However, it is some distance from the main built-up part of the borough and has a different character than these areas. Despite this, the focus of growth in Skelton should remain compatible with achieving sustainable development as new homes in this area could help support the continued vitality of the town centre.

Audit Trail Draft 2016 to Publication 2016 Version

The terminology of the policy has been amended with reference to priority being given to the development of previously developed land and the reuse of existing buildings, and limiting development in the countryside. Priority will now be given ‘wherever possible’ (previously stated simply that priority would be given) as part of the sustainable development locational policy. This adds some limited flexibility within the policy, however the sequential approach to selecting site allocations and in considering development proposals, set out by Policy SD2, will still apply.

Options

Considered at Draft Local Plan Sept 2013

Option 1 – Retain existing strategy of 70% conurbation, 30% rural. This has not been deliverable, and from viability perspective is unlikely to be achievable given the current state of the housing markets in those areas.

This option would be preferential for sustainable development by seeking to put more development in locations with good access to local services and jobs. This option would be the ‘business as usual’ approach as it is what is required in the Core Strategy. However, the main constraint on this option is the ability to achieve this split and it if would be realistic target. Given past completion rates, even with the Core Strategy in place this goal was not achieved.

Option 2 – A lower proportion in the urban area (55%), higher (45%) in rural. There are sufficient development opportunities to achieve this.

The impacts of this option would be to have adverse impact on accessibility as few of the rural settlements offer the range of service and jobs as the conurbation.

Option 3 – no locational strategy

It is the role of the Local Plan to guide development to locations that are compatible with sustainable development. It will not be possible to deliver the desired Outcomes of the Local Plan without having a strategy in place. However, it should be noted that a strategy is more than just the split of development around the borough. It should also consider how the development will address specific demands in separate parts of the ‘conurbation’ or ‘rural’ area.

Policy SD3																	
Development Limits																	
This policy permits development within the development limits of towns and villages where these are identified. Development outside the limits is restricted, only permitted where it meets the specified criteria.																	
BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
?	?	-	?	-	-	-	-	-	?	?	-	-	?	?	-	?	?
Sustainability summary and significant impacts																	
<p>As with policy SD2 this policy prioritises development in urban areas, this has potential benefits related to reducing the need to travel by helping put development in areas that are more likely have good access to a range of services. It also means that a lesser quantity of greenfield land will be required for development, making good use of available land resources. Avoiding urban spread and helping to support local communities by supporting growth of existing settlements.</p> <p>The policy also contains criteria listing circumstances where development in countryside areas will be permitted. The majority of these criteria are compatible with sustainable development and plan objectives of urban concentration and ensuring new development (especially residential) has good access to a range of services and reducing the need to travel, while allowing some essential development in other locations. However, there is a risk that criteria (k) allow development in unsuitable locations with poor accessibility by non-car modes.</p> <p>Allowing new development in the countryside, simply because the land is previously used, could lead to new housing in these areas creating an unsustainable pattern of development in the borough. This would increase the need for car travel and increase the risk of rural isolation for future residents if they are unable to drive or from changing mobility over people's lifetimes. Risks may be further exacerbated as there is no control on the size of these developments set out in the policy.</p> <p>Requiring development of single isolated dwelling to include sustainability as part of the built quality is supported in securing sustainable development. This is to compensate for less sustainable location away from local services, and where residents are very likely to rely on car travel to meet all of their day to day travel needs.</p>																	
Recommendations including mitigation:																	
<ul style="list-style-type: none"> ■ Criteria (k) must be applied according to supporting text that clarifies that site was in established use prior to the plan period. ■ As for SD2 consideration should be given to where the development limits are defined in relation to rural settlements and if all 'villages' should have the same status. 																	
Audit Trail Draft 2013 to Draft 2016 Local Plan versions																	
<p>The Draft 2016 Local Plan version of the policy made amendments to criteria (k) and (i). Criteria (k) inserted text relating to restricting development where the site is of high environmental value. Criteria (i) deleted text relating to other policies in the Local Plan, and inserted text relating requiring the development required for the conservation and preservation of historical assets. These additional criteria repeated policies relating to the natural and historic environment.</p> <p>Additional supporting text was also added to make clear the site must have been in good use prior to the plan period in order to be developed outside development boundaries.</p>																	
Audit Trail Draft 2016 to Publication 2016 Version																	
No change to policy wording.																	
Options																	
No reasonable alternatives.																	

Policy SD4

General Development Principles

This policy sets out the general principles against which all proposed development will be judged.

BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
●	●	●	?	?	?	●	?	●	?	-	●	●	?	?	●	-	-

Sustainability summary and significant impacts

Much of what the policy contains contributes directly to creating a more sustainable development. The policy covers many similar aspects of sustainability as the sustainability objectives developed for the SA. The policy covers matters from environmental protection to safeguard the natural environment and residential amenity through to sustainable design and construction. The policy is the main source of generic criteria for managing quality of development delivered in the borough and protecting residents from harm.

Good quality design and place making is essential to the long term sustainability of the borough as a place to live in, visit and invest in. Therefore, including design in the policy is welcomed in achieving more sustainable development. However, to ensure that new development is of a quality and contributes to an attractive, unique, safe built environment that supports healthy communities the policy could be more specific on what design should achieve in the policy. For instance, joined up legible places to encourage walking and landmark features to foster community identity and sense of places, or creating places and streets that help remove opportunities for crime and reduce people's fear of crime. This is in addition to the design matters covered in the SPD.

The inclusion of the requirement for a Health Impact Assessment could be beneficial in ensuring health and wellbeing is integrated into place making. Many parts of the borough are in the most 20% health deprived in England, including Grangetown, South Bank, Eston, Coatham, Loftus and parts of Redcar. The policy and supporting text place suitable emphasis on the need for creating healthy and active environments and the role that sustainable design and development has to play in this.

The policy also identifies the importance in securing social and economic benefits for the good of the workforce of the borough in the way new development is procured and constructed including through a requirement for Local Employment Agreements for all significant and strategic development schemes.

In addition, some elements of this policy may be better covered in standalone policies, such as on good design, energy / sustainable construction and pollution and hazard.

Recommendations including mitigation:

- Elements of the policy are covered in more detail by other policies and by national policy. Therefore, consideration could be given to removing overlap with other policies to create a more concise plan and ensuring where issues are raised they are covered in detail.
- Continue to work with the Public Health Team in the authority to identify what the specific priorities should be for health in development in the borough to help inform all new development and form the basis of Health Impact Assessment. This is especially in those areas with acknowledged health deprivation issue and on large development sites that will support new communities.

Audit Trail Draft 2013 to Draft 2016 Local Plan versions

The Draft 2016 Local Plan version of this policy contained a number of amendments to the Draft Local Plan version of SD4, including simplification of the policy so issues associated with resource use were covered more simply. As well as criteria for Health Impact Assessment and to encourage Local Employment Agreements for certain projects. Water and flood issues were also removed from the policy and separated into a standalone policy to provide more robust coverage of these issues, as

recommended in the SA.

The Draft 2016 Local Plan version of the policy deleted criteria (j) and removed the target for major developments to reduce energy requirements by a minimum of 10%. Removing the requirement reduced the ability of the Local Plan to have an effect on climate change and use of energy resources. However, this revision was made to be in keeping with national policy, which seeks to rationalise housing standards through the Building Regulations. Also, without viability testing this blanket requirement could have had an effect on site deliverability with adverse impacts on other sustainability objectives.

Audit Trail Draft 2016 to Publication 2016 Version

Policy SD4 has been updated to include a number of amendments. Two new criterion have been added to reintroduce matters of water and flood risk. This is in order to ensure development is only permitted where it will not increase flood risk on site or downstream from the development, and that comprehensive FRAs and sustainable drainage schemes will be required for development which may impact flood risk. These amendments accord with NPPF requirements and improve the policy's contribution to climate change resilience objectives. The standalone policy which deals with water and flood risk matters (Policy SD7) is still required to cover these issues in sufficient detail and therefore these additions duplicate the requirements of Policy SD7.

Criterion (j), (k) and (l) have been updated to incorporate further requirements for development design standards, including promotion of energy efficiency, of creating healthy and 'active' environments, and reducing light pollution. These further support the positive relationship with objectives promoting high quality and sustainable design and construction, and delivering healthy and sustainable communities.

Criteria (p) has been added to ensure general development principles consider water conservation and recycling, this is likely to have positive benefits for protecting water resources however, as the policy does not set further requirements in support of this (whereas, for example, the criteria to not increase flood risk is supported by the requirement to provide an FRA) it is uncertain as to how far this policy will be applied.

Criteria (x) has been added to require a Land Stability Risk Assessment for development in areas where there is potential for ground instability; this further aligns the policy with NPPF requirements however does not impact the SA of this policy.

Other minor amendments have been made which do not material change the policy or alter the SA of the policy. The terminology of criterion (h) has been amended to ensure no adverse effects on integrity (rather than adverse impacts) to align with the nomenclature of the HRA.

Options

No reasonable alternatives considered.

Policy SD5

Developer contributions

This policy sets out the type of developer contributions that might be sought from development.

BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
?	?	?	-	?	?	?	-	-	?	-	-	?	?	?	?	-	-

Sustainability summary and significant impacts

Securing benefits from development by using developer contributions can have sustainability benefits. Almost all contributions have a positive relationship with delivery of sustainable development, from covering environmental, social and economic elements of sustainable development.

It may be necessary to show how some contributions will be prioritised as financial viability may be an issue on development sites in the borough, meaning that not all desirable contributions could be achieved.

For specific sites identifying what contributions are to be sought from the outset will help secure their delivery, as they can be factored into costs early on. Furthermore, where viability assessment has been completed on sites it will be already demonstrated that contributions are affordable ensuring they are delivered.

The SPD provides further guidance and detail on securing developer contributions, such as how they will be prioritised and was adopted in 2014. The SPD will be updated as required to support implementation.

Recommendations including mitigation:

- As a Community Infrastructure Levy has been shown not be financially viable it will be essential for developer contribution to be secured wherever possible through other mechanisms. Delivery of development without associated improvement to social and other infrastructure could be detrimental to sustainable development. The potential for CIL should be kept under review, as set out in supporting text.

Audit Trail Draft 2013 to Draft 2016 Local Plan versions

The Draft 2016 Local Plan version of this policy had some minor amendments policy criteria to improve coverage of topics.

Audit Trail Draft 2016 to Publication 2016 Version

The current version of this policy contains further amendments to the Draft Local Plan 2016 version of Policy SD5. Criteria (f) has been amended to include 'rail' improvements as well as highway improvements as part of the example matters which may be relevant to seek developer contributions for. The amendment removes reference to 'road and highway' and just retains 'highway'. The inclusion of rail improves the positive relationship of accessibility and transport with the delivery of sustainable development as developer contributions may assist in safeguarding existing infrastructure.

The policy also amends criteria (i) to include developer contribution to the 'management' of biodiversity as well as habitat creation. This improves the positive relationship with the delivery of sustainable development by ensuring ongoing support to biodiversity objectives.

Options

No reasonable alternatives.

Policy SD6

Renewable and Low Carbon Energy

The policy identifies areas that are suitable for wind and solar energy by the identification, including on the South Tees and Wilton industrial area. The policy also gives criteria by which renewable energy schemes will be determined.

BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
●	●	●	?	-	●/ ?	-	-	-	-	-	?	-	-	-	-	?	-

Sustainability summary and significant impacts

The policy should help prevent adverse impacts from renewable energy development. The identification of areas that have the potential to accommodate wind and solar schemes, it will give greater certainty to developers of the suitability of any proposed schemes. Furthermore, subject to ecological considerations, the South Tees and Wilton industrial areas present a good opportunity for larger scale schemes.

The policy does not preclude sites outside those identified receiving permission for solar and wind schemes, although there will be a greater onus on the applicant to prove that there are no adverse impacts and may deter applicants.

Policy SD4 covers carbon reduction.

Recommendations including mitigation:

- None

Audit Trail Draft 2013 to Draft 2016 Local Plan versions

The Draft 2016 Local Plan identified areas in the policy and proposals map that the RCBC have identified as locations where they would support wind and solar energy schemes. This followed an assessment of potential for these types of uses across the borough, including consideration of landscape sensitivity.

The Draft 2016 Local Plan version of the policy provided additional criteria to protect designated ecological sites and priority species, which is covered by national policy and other local planning policies. The policy also provided additional criteria to protect airport radar following comments from Durham Tees Valley Airport, which would improve health and safety. This has resulted in an improvement against the biodiversity objective.

As recommended by the SA of the Draft Local Plan 2013, additional supporting text was added to encourage community based renewable energy schemes and waste heat from industrial process to deliver cheap electricity and/or heat through a local supply network, although not included as policy as suggested.

Audit Trail Draft 2016 to Publication 2016 Version

The policy now includes a specific criterion to ensure impacts on North York Moors National Park and its setting are considered through the determination of applications for renewable and low carbon energy schemes and their associated infrastructure. It also includes further detail in relation to impact on bird species linked to the North York Moors SPA and the Teesmouth and Cleveland SPA. In general, with reference to SPAs, the policy accords with the requirements of the HRA. The policy duplicates some requirements of Policy N4: Biodiversity and Geological Conservation, however the reference to bird species is specific to the type of development this policy supports and therefore reiteration of requirements to address these issues may be considered helpful.

Options

Considered at Draft Version 2016

Option SD6a

This option would only have allowed sites to be identified as suitable for wind and solar power where they were of 'low' sensitivity. This would have limited the area where proposals for this type of development would have come forward, with potential deleterious effects on achieving an increase proportion of new energy from renewable resources is in keeping with sustainable development.

Option SD6b

This option would only have identified all areas of high/moderate sensitivity or lower as suitable for wind and solar power. This would mean that a large amount of land was identified as suitable, but as some of this would have been high/moderate sensitivity it still would have been necessary to test these sites against criteria, therefore with no real benefit to applicants that a site in these areas would be supported by RCBC and get planning permission.

Option SD6c

This option would be to allocate specific sites for these types of use. This is unlikely to be a workable option as sites could come forward throughout the borough, over areas of agricultural land. Identifying sites that have suitability as well as the potential for deliverability would be a considerable task for plan makers. It is not clear if this option would have been any more effective than the preferred approach in delivering this type of use.

Considered at Draft Local Plan Sept 2013

A blanket minimum separation distance between residential properties and turbines.

This option may have been too rigid to be able to respond to the likely changing and improving technologies in wind turbines over the plan period, as well as the different impacts of wind turbines of different scales. Therefore, it may have been overly restrictive on this type of development. Making decisions on a case by case basis based on likely flicker, noise and vibration impacts may be more suitable and this will be managed by the proposed policy and SD4.

Policy that identified specific locations for renewable energy, in particular on-shore wind turbines.

This type of policy may have helped better secure the delivery of these types of development by showing developers where this type of development would be looked on favourably, encouraging them to seek permission and invest in the area. However, there may have been counter impacts of developers not wishing to seek development outside these areas restricting their potential.

Policy SD7

Flood and Water Management

The policy sets criteria for taking into account flood risk in any development proposal requiring planning permission.

BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
●	-	-	-	●	-	●	-	?	-	-	?	?	-	-	-	-	-

Sustainability summary and significant impacts

The policy should help prevent adverse impacts from flooding and help mitigate and adapt to climate change taking into account flood risk. It also includes criteria relating to surface water runoff and drainage. The policy includes a requirement for a flood risk assessment for large proposals or in areas greater than Flood Zone 1. It also requires a drainage plan for major developments, and provides links to the Redcar and Cleveland Strategic Flood Risk Assessment. Although much of the policy sets out national policy relating to water management and flooding, the policy does provide criteria to reduce flood risk within the borough and has a positive impact on sustainability issues. The policy also positively sets out mitigation and adaptation measures relating to climate change, relating to flood risk.

Recommendations including mitigation:

- None.

Audit Trail Draft 2013 to Draft 2016 Local Plan versions

This policy was a new inclusion in the Draft Local Plan 2016. The policy took into account comments received to the Draft Local Plan and expanded on elements of policy that were previously incorporated into policy SD 4. Therefore, this policy contained more comprehensive coverage of the issues and measures to avoid adverse impacts.

Audit Trail Draft 2016 to Publication 2016 Version

The policy has been updated in the Publication Local Plan 2016 make clear that the peak flow control standards and volume control standards do not apply where the drainage system discharges to a surface water body that can accommodate uncontrolled surface water discharges without any impact on flood risk from that surface water body. This addition means the policy is more flexible on control of discharge rates. However, the terminology is specific enough that the flexibility provided does not undermine the level to which the policy helps to prevent adverse impacts from flooding, and the policy still complies with national policy.

Options

Not including a policy specifically on these issues was the original approach. Inclusion of this policy adds detail to the plan and should help ensure that all applicants are clear on the expectations for incorporating flood protection and reduction measures in their development.

2 Local Spatial Strategies

Policy LS1

Urban Area Spatial Strategy

This policy sets out the objectives for development in the part of the borough defined as the 'urban' area, which includes Eston, Grangetown, Lazenby, Normanby, Nunthorpe, Ormesby, South Bank and Teesville. It provides an overview of elements development that will be delivered through other policies, in particular housing allocations.

BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
-	?	?	?	-	-	-	-	?	?	●	-	?	?	?	?	●	-

Sustainability summary and significant impacts

The policy sets the principles of development in the 'urban area' that will help deliver sustainable development. This includes helping improve the housing offer and combat low demand and market failure in the area. However, to realise the sustainability potential of the policy more detail on delivery is necessary in the Local Plan. Without this additional detail the majority of sustainability implications of the policy can only be identified as 'uncertain'.

The policy includes ensuring a mix of uses, a mix of housing types and tenures, providing new local services, encouraging economic growth and access to jobs, improving public transport access and bringing environmental improvements.

Many elements of the policy are reinforced by allocations and other policies of the Local Plan. However, other policy criteria are quite aspirational and it is not so evident how they will be achieved. Therefore, this policy needs to be linked to an implementation and delivery plan to demonstrate how and by who it will be financed delivered by, this is essential in creating a proactive strategy for the area that will actually be realised.

Matters where additional information needs to be provided includes:

- maintaining and enhancing sports and community facilities;
- improving skills and raising aspirations;
- improving pedestrian and cyclist access and other public transport improvements such as upgrading the railway station and improved bus stops;
- enhancing green routes and improving the general environment.

In regenerating the area, the continued viability of local centres is important. These traditional centres often serve more than simply a shopping location and can be the hub for local communities, supporting a range of services and be part of providing the distinct character and sense of place for communities. Expansion of new district centres must be carefully managed to ensure that it is not at the expense of these existing centres. One of the main aims is to ensure all local centres, whether new or existing, should be easily accessible on foot to reduce reliance on cars and make walking an attractive and viable alternative that becomes people's first choice of travel.

The consolidation of allotments should ensure that provision remains at levels to meet needs, taking into account possible longer term fluctuations in demand due to changing demographic make-up of the area.

The sustainability appraisal would recommend ensuing allotment allocation remains in keeping with demand, as specified through policy, but also ensures that all such land is not lost due to any current low demand issues. In addition, before any land is lost consideration should be given to other ways of using allotments sites by the community, such as community allotments, city farms, smaller plots or

shared ownership, to match the changing way people may be able to make use of these spaces.

The policy supports 'strong peripheral landscaping around new housing areas'. This may have the benefit of screening these new housing areas, although every scheme should be decided on its own merits. If new design is of a high quality architectural design, responding to its setting, it can contribute to the street scene with other benefits such as natural surveillance and new homes providing a sense of place. Where new development is 'hidden away' along roads it can have adverse impacts relating to crime and fear of crime and create breaks in the urban form. This can have adverse implications for fostering community identity but cutting off areas from one another, visual breaks may also alter people's perception of their proximity to services and stop people choosing to walk instead of drive.

Recommendations including mitigation:

- The Monitoring and Implementation Framework and Regeneration Masterplan must be kept up to date to help ensure this scheme is delivered.
- Consider if allotments could be better used before any are lost, including changes to their tenures (e.g. reduced sized, shared or community plots).

Audit Trail Draft 2013 to Draft 2016 Local Plan versions

Only very minor changes were made to the original policy in the Draft 2016 Local Plan version, which did not require changes to the Sustainability Appraisal.

Audit Trail Draft 2016 to Publication 2016 Version

The terminology of criteria (w) of Policy LS1 has been updated to refer specifically to safeguard and enhance the *significance* of buildings, sites, settings and areas of heritage and cultural importance.

Options

No reasonable alternatives.

Policy LS2

Coastal Area Spatial Strategy

This policy sets out the strategy for development in the Redcar area, including Redcar, Marske, Kirkleatham, Saltburn and Dormanstown. Aspects of the policy will be delivered through other policies in the plan, especially in relation to housing allocations.

BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
●	-	?	?	●	-	?	-	●	?	●	-	?	?	?	?	●	●

Sustainability summary and significant impacts

The policy sets the principles of development in the coastal area including Redcar that will help deliver sustainable development. This includes helping improve delivery of new housing to meet the needs and strengthening the role of the Redcar as the civic and principal shopping area for the borough. However, to realise the sustainability potential of the policy more detail on delivery is necessary in the Local Plan. Without this additional detail the majority of sustainability implications of the policy can only be identified as 'uncertain'.

The policy includes ensuring a mix of uses, more sustainable communities and identifies the areas that will be the focus of housing and economic growth. It also covers matters such as improving community and leisure/tourism facilities, improving public transport and protecting and enhancing the built and natural environment, including the Teesmouth and Cleveland Coast SPA/Ramsar site.

Many elements of the policy are reinforced by allocations and other policies of the Local Plan. However, other policy criteria are quite aspirational and it is not so evident how they will be achieved. Therefore, this policy needs to be linked to an implementation and delivery plan to demonstrate how and by who it will be financed, this is essential in creating a proactive strategy for the area that will actually be realised. Matters where additional information needs to be provided includes:

- Environmental improvements to the town centre;
- Creation of art and culture improvements along the seafront;
- Provision of workspace to support newly qualified students;
- A new transport link between the east and west of the town; and
- Improving parks and green spaces.

Background evidence identifies a need for more affordable housing in this area and this could be identified in the policy as well as the need to deliver a mix of housing types, as is the case for the Greater Eston area.

The policy includes support to a new pier in Redcar. Any such development, if it were to come forward, would need to ensure that it would not cause direct or indirect harm to the Teesmouth and Cleveland Coast Special Protection Area and Ramsar site.

Recommendations including mitigation:

- The Monitoring and Implementation Framework and Regeneration Masterplan must be kept up to date to help ensure this scheme is delivered.
- Support of investigation into the feasibility of developing a new visitor centre could be included in place of the complete removal of the development of a renewable energy centre criteria

Audit Trail Draft 2013 to Draft 2016 Local Plan versions

Only very minor changes were made in the Draft 2016 Local Plan version of this policy, including the support of the new pier, as noted above. Also, Saltburn was included in this area in the Draft 2016 version Local Plan. This reflects the location of Saltburn as a coastal settlement. The town is the most

easterly of the 'coastal' area and has a different character than more urban parts that are grouped under the same 'urban and coastal' spatial area, such as Greater Eston.

Audit Trail Draft 2016 to Publication 2016 Version

The policy has been updated to add criteria (ah) 'protect bathing water quality' the addition improves the positive relationship with the delivery of sustainable development for water environment objectives. It is the only policy within the Publication Local Plan 2016 which provides for the protection of *bathing* water quality.

The terminology of criteria (ac) has been updated to refer specifically to safeguard and enhance the *significance* of buildings, sites, settings and areas of heritage and cultural importance. This amendment improves the positive relationship with sustainability objectives for heritage assets as it links the safeguarding and enhancement of heritage assets directly to the significance of the asset itself.

Criteria (p) 'develop a renewable energy visitor centre' has been removed from this policy due to uncertainty over project delivery. Whilst the other economic criteria set out in the policy support improvements to the visitor appeal of the coastline it is considered that a visitor centre would be a positive inclusion to the policy and suggested that further investigation into the feasibility of a visitor centre could be retained.

Options

No reasonable alternatives.

Policy LS3

Rural Communities Spatial Strategy

This policy covers the needs of 22 rural communities. These communities range in type from relatively thriving self-contained service centres of Guisborough, to smaller towns and villages such as Brotton or Loftus that have fewer facilities and are some distance from settlements with a range of services.

BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
●/ ?	?	?	?	-	-	-	-	?	?	●	-	●/ ?	?	?	?	?	●

Sustainability summary and significant impacts

This policy covers the needs of 21 rural communities. These communities range in type from relatively thriving self-contained service centre, of Guisborough, to villages that serve a smaller rural hinterland such as Loftus, Boosbeck or New Marske, right down to small villages with few or no local services, such as Margrove Park or Yearby. The needs of the larger communities may be quite different than that of the smaller ones and therefore, could perhaps be given more detail in a specific policy.

The policy does contain elements that will be very supportive of more sustainable growth, this includes improving housing offer, supporting community services and facilities and retaining district centres, supporting local economy including the tourism economy and protecting the built and natural environment.

The importance of access to local services through retaining what is there and promoting the development of new services is essential in rural locations. The policy does acknowledge this importance in some towns or villages. However, this is not necessarily drawn out as a factor of principal importance. Town and villages centres often serve more than simply a shopping location and can be the hub for local communities, supporting a range of services and be part of providing the distinct character and sense of place for communities. New development should seek to retain and enhance these facilities, which are essential in protecting against rural isolation and reducing the need to rely on car travel.

This policy and SD2 are not very clear on the type and scale of housing that can be delivered in rural settlements, only stating that it must be of an ‘appropriate scale’. To achieve more sustainable development, it is essential that the Local Plan helps to guide development in a way that creates a pattern of development where everyone will have good access to services and no one will be disadvantaged simply because of where they choose to live. Permitting housing development in rural settlements with few local services will encourage car use now and in the future and not be in keeping with a sustainable spatial strategy. All new residents of these homes will have to rely on their cars, with the resulting impacts being from deterioration in environmental quality through impacts on air quality. Also, there is the risk of rural isolation as people who do not drive suffer inequitable impacts. This often affects certain groups more than others, such as the elderly, those who suffer mobility impairment, young people, income deprived and those looking after young children.

Previous policy in the borough has been similarly permissive of development leading to expansion of small villages with few services in a way that is likely to be incompatible with a sustainable spatial pattern of development. For example, Skelton Green and North Skelton have seen rapid expansion of broadly similar types of housing in recent years, without the services to necessarily support this growth.

The policy also permits development of ‘executive housing’ of ‘exceptional quality’ in the countryside. This policy is not very compatible with achieving sustainable development, although it is one where precedent is set in NPPF. This type of home may do little to add delivery development to meet sustainable needs in the borough. Unlike the allocations for executive homes, which are part of strategy to allow the diversification of housing to stimulate demographic mix in the borough, this type of housing serves no strategic need. Homes of this type are very likely to have residents that are reliant

on car and may not be part of the local community. Part of the test of exceptional high quality should be consideration of how these homes achieve high sustainable design standards, for instance in energy and water use, in order to offset any adverse impacts related to their location.

Many elements of the policy are reinforced by allocations and other policies of the Local Plan. However as with other 'LS' policies, criteria are quite aspirational and it is not so evident how they will be achieved. Therefore, this policy needs to be linked to an implementation and delivery plan to demonstrate how and by who it will be financed, this is essential in creating a proactive strategy for the area that will actually be realised. Matters where additional information needs to be provided includes:

- Improve older and less popular housing areas;
- Improvements to community and sports facilities;
- Provide a range of commercial facilities and rural hubs for start-up and grow-on businesses;
- Art and cultural improvements; and
- Public and sustainable transport improvements.

Recommendations including mitigation:

- The villages identified as suitable for growth should be those with some minimum level of services or public transport connections. Development in villages with no services will encourage car use and could lead to rural isolation.
- Clarification could be added to the policy to separate it into policy sections that reflect the very differing roles of towns and local service centres from small villages with limited services, where development should be more restricted due to difficulties in accessing services, from those areas that actually are a focus for growth. For instance, the great contrast in suitability for development between Margrove Park from Guisborough.

Audit Trail Draft 2013 to Draft 2016 Local Plan versions

Only very minor changes to the Draft 2016 Local Plan version of this policy were made, which resulted in minor beneficial effects in the Sustainability Appraisal. The Sustainability Appraisal did welcome additional text to name specific geodiversity and green infrastructure routes, providing a local context and protecting these assets which promote positive sustainability.

Audit Trail Draft 2016 to Publication 2016 Version

The terminology of criteria (o) has been updated to refer specifically to safeguard and enhance the *significance* of buildings, sites, settings and areas of heritage and cultural importance.

Options

No reasonable alternatives.

Policy LS4

South Tees Spatial Strategy

This policy is for the industrial area of South Tees, it sets out the strategy for the area until 2029. The policy takes into account the loss of the Tata/SSI steel works.

BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
?	?	?	?	?	●	-	?	?	-	-	?	-	?	?	●	●	-

Sustainability summary and significant impacts

The policy supports new economic growth in the industrial and employment areas of South Tees. The policy performs well in terms of seeking the sustainable development of these areas with the aim of securing a long-term future of the area. Several of the proposed industries directly link to the more sustainable use of resources, including encouraging delivery of new recycling centres, renewable and efficient heat and energy the York Potash project.

All uses of this land must be compatible with the location near protected nature conservation sites. Development may be required to undergo Habitats Regulations Assessment to ensure there is no significant harm to designated sites.

Ensuring that there is good non-car access to the whole area is also essential in ensuring sustainable travel choices for the workforce and freight movement. Therefore, new halts and maintenance of railway access is essential (for passengers and freight), as well as maintaining bus links. The policy could set out the need to secure improvements to walking and cycling routes where necessary to encourage this form of travel, as cycling should be a real alternative to car travel for many workers at the site from Redcar and Middlesbrough.

The policy supports the growth of industries, including power generation, which will be large emitters of carbon dioxide. These types of industry are unlikely to be compatible with sustainable development and long-term environmental security. However, these industries are dominated by global markets with the Council having little input into the decisions made on production. Therefore, although the Council and Local Plan should push for cleaner and more efficient technologies as part of new planning applications, some decisions may be beyond their direct control.

Elements of the policy are reinforced by allocations and other policies of the Local Plan. However as with other 'LS' policies, criteria are quite aspirational and it is not so evident how they will be achieved. Therefore, this policy needs to be linked to an implementation and delivery plan to demonstrate how and by who it will be financed delivered by, this is essential in creating a proactive strategy for the area that will actually be realised. Matters where additional information needs to be provided includes:

- Delivering public transport improvements including new rail facilities;
- Providing new types of commercial premises;
- Improving the identity; and
- Securing decontamination of land.

The sustainability appraisal supports the protection of the historic environment, including 'Dorman Long' tower as part of the industrial heritage of the area, the tower acts as a landmark gateway to the borough to those travelling to the area by train, providing a real sense of place.

Recommendations including mitigation:

- None

Audit Trail Draft 2013 to Draft 2016 Local Plan versions

The Draft 2016 Local Plan version of the policy added requirements for development to safeguard and enhance historic assets. This protection was identified as positive in sustainability terms, although it did duplicate policy criteria within the Heritage policies in the Local Plan.

Additional text was added to the Economy section to create a new energy hub to support offshore wind and other engineering projects.

Additional text was added to the Environment section to add support development of a local heating system and carbon capture and storage. This included changes to (k) to encourage clean and more efficient industry partly in response to a comment in the SA of the Draft Local Plan.

Text has been updated to reflect the closure of the steel industries in this area.

Audit Trail Draft 2016 to Publication 2016 Version

The terminology of criteria (z) has been updated to refer specifically to safeguard and enhance the *significance* of buildings, sites, settings and areas of heritage and cultural importance.

Options

No reasonable alternatives.

3 Regeneration

Policy REG1

Coatham

This policy covers land at Coatham that is identified as the site of a mixed use development for leisure, tourism, visitor and retail uses.

BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
?	?	-	-	-	-	●	-	-	-	-	-	?	●	-	●	?	●

Sustainability summary and significant impacts

The development of this site for leisure, tourism, visitor and retail uses could bring substantial economic benefits to the borough by supporting and revitalising the tourist industry. Whilst the supporting text (paragraph 4.2) sets out Coatham is allocated for a mixed use scheme 'focusing on leisure, tourism and visitor uses' the wording within the policy itself introduces flexibility to include retail within the allocation. Sustainable economic benefits would be greater if the policy, rather than supporting text, were to put greater emphasis on the focus being leisure, tourism and visitor uses.

The delivery of the site was to be covered by a masterplan which is no longer being prepared and is being replaced by this short policy. This plan led approach is important to ensure that the site is developed in a coordinated and cohesive way to create a destination with a clear identity.

The policy could contain additional detail on the measures that will ensure that this is a sustainable development, including what level of services and community infrastructure is required in this location. This should include details of pedestrian and cycling connectivity, a design strategy and the suitable mix of uses.

Development proposals in this location should be accompanied by an appropriate assessment under the Habitats Regulations as set out in policy.

Recommendations including mitigation:

- Ensure that a masterplan is prepared for the site, ideally RCBC led, but should this not be possible with strong input from officer at RCBC and other relevant stakeholders. This should indicate the type and form of development suitable in this location, given its sensitive location.
- Reiterate the focus of the allocation is for leisure, tourism and visitor uses (rather than retail) within the policy wording, rather than supporting text.

Audit Trail Draft 2013 to Draft 2016 Local Plan versions

The Draft 2016 Local Plan version of the policy provided further mitigation criteria for any mixed use proposal, including requiring ground investigations, contributions to infrastructure, flood risk assessment and Appropriate Assessment due to the close proximity to the SPA and Ramsar site. Changes were also made to the policy as a result of the sustainability appraisal relating to improved access by non-car transport modes.

Audit Trail Draft 2016 to Publication 2016 Version

The Policy has been updated to include retail uses as a potential use of the Coatham site for regeneration; whilst this supports the positive relationship of the policy with the objectives to improve employment opportunities, it introduces more uncertainty over the benefits for objectives relating to leisure and tourism, and to accessibility to key services and facilities.

Further minor amendments have been made to the wording of the policy, and the reference to the need for Appropriate Assessment has been updated to refer to 'effects on' rather than 'impacts upon', this is in accordance with correct HRA terminology. The minor amendments do not alter the sustainability appraisal of the policy.

Criteria (e) has also been updated to ensure that where development is proposed in flood zones 2 and 3, the Flood Risk Assessment required will be used to inform site layout and design. This improves the benefits for climate change resilience objectives by ensuring measures to mitigate flood risk are implemented, and also assists in promoting high quality sustainable design.

Options

No reasonable alternatives.

Policy REG2																	
Kirkleatham																	
The policy sets out the principles by which the Kirkleatham Estate will be restored and re-used through a conservation-led approach that it is appropriate for the heritage value of the buildings and parkland setting.																	
BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
●	●	●	-	?	-	-	-	?	-	-	-	-	-	-	?	●	●
Sustainability summary and significant impacts																	
<p>This policy sets the general principles that cover the regeneration of this important heritage asset in the borough to secure multiple benefits for sustainable development. This includes protection of the conservation area, which directly supports the sustainability objective related to historic heritage, as well as the benefits that can be achieved by retaining this as an asset to the borough as a whole, including economic benefits. The protection and enhancement of the parkland also has the opportunity to secure nature conservation benefits and landscape enhancements.</p> <p>The policy identifies the potential for a strategic masterplan to be developed by RCBC for the whole estate. This supporting document will be important as part of securing a long-term sustainable, coherent and cohesive approach to development in this area to ensure all proposals are set in the context of a clear aspiration for the estate in terms of built environment, archaeology, managed natural environment and economic benefits.</p> <p>The policy and supporting text should help ensure the protection and, where possible, enhanced understanding of the historic environment at the site as a result of development, this includes archaeological and built heritage assets.</p>																	
Recommendations including mitigation:																	
<ul style="list-style-type: none"> ▪ Reference could be made to the leisure and tourism reuse of the site as promoted by ED9. ▪ RCBC to continue in the preparation of a cohesive masterplan for the area drawing on the Conservation Plan (and addenda) already prepared. 																	
Audit Trail Draft 2013 to Draft 2016 Local Plan versions																	
<p>The Draft 2016 version of the Local Plan simplified the policy to clarify the intention and purpose of the approach at the Kirkeatham Estate. This policy recognised that other policies of the Local Plan can be used to inform decision making on detailed matters relating to managing development impacts. This simplification identified as important in the Sustainability Appraisal of the Draft Local Plan 2013 and should help provide greater certainty to users of the policy in determining what would be expected from development in the area.</p> <p>Updates reflected comments received from English Heritage (Historic England) and other historic environment specialists on the Draft Local Plan. There were also updates made to make clear how the development could lead to wider regeneration benefits. Partly in response to the Sustainability Appraisal of the Draft Local Plan, supporting text was added on the regeneration and cultural role of the regeneration.</p>																	
Audit Trail Draft 2016 to Publication 2016 Version																	
No change to policy wording.																	
Options																	
No reasonable alternatives.																	

Policy REG3																	
Skelton																	
The policy sets out the principles for delivering a large new mixed use site in Skelton. This is 52ha of land that is identified as having potential for residential, commercial and other employment uses.																	
BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
?	?	?	?	?	-	?	-	-	X/?	●	-	?	?	-	●	●	-
Sustainability summary and significant impacts																	
<p>Skelton is identified as the focus of quite a large amount of development. This site could accommodate up to 400 new dwellings in total (200 in the plan period), which in addition to other allocations in the Local Plan would see the settlement grow quite considerably.</p> <p>The employment area is also large and if developed with new employment and commercial uses and housing. This growth, coupled with the other allocated sites in the town, could have a significant impact on the character of Skelton. This growth could have sustainability benefits for the area, supporting existing services etc. However, Skelton is in a rural area and can never provide the range of services that the urban area can and may have adverse impacts on the rural character of the town and objectives of reducing the need to travel by car. Therefore, this level of growth in this 'East Cleveland Town (SD2)' should be justified in the Local Plan by clearly setting out in the Local Plan the strategy and objectives for growth of the town based on its role and function.</p> <p>New commercial uses will be permitted alongside the new Asda superstore. However, these must not harm the existing town centre uses as identified in the policy. Skelton's centre is more than a shopping location, it is the hub of the community. The centre supports a range of services and is part of providing the distinct character, a meeting place and sense of place for communities. Expansion of new retail uses in this out of centre location may harm the centre, not only in terms of retail by the service it provides to the settlement. However, new shops on the eastern side of Skelton may help provide some walkable facilities for residents in the area and for future growth areas.</p> <p>Accessibility of the site to the wider Skelton communities is restricted by the route of the railway line. Current crossing points closet the area is via a road under the tunnel. Some improvements to access are likely to be necessary to create a new cohesive community of Skelton.</p> <p>More detail is included on the site appraisal in the appendix of the SA Report on housing (H3) sites.</p>																	
Recommendations including mitigation:																	
<ul style="list-style-type: none"> ■ The housing allocation aspects of the policy may be better suited to include in H3, as there is nothing that indicates that this site is significantly different than others and this may help create a clearer Local Plan. ■ The policy refers to improved pedestrian linkages, although this could be specific on improvements related to the railway line, an existing barrier to walking and cycling. 																	
Audit Trail Draft 2013 to Draft 2016 Local Plan versions																	
Some minor amendments to policy wording with no implications for sustainable development.																	
Audit Trail Draft 2016 to Publication 2016 Version																	
The policy in the Publication Local Plan 2016 now includes criteria (k) to ensure proposals are subject to a screening exercise to determine the need for an Appropriate Assessment, this updates reflects the requirements of HRA. The inclusion introduces a relationship between the policy and sustainable development biodiversity objectives however there remains uncertainty as to how biodiversity may be affected by development proposals at the site.																	
Options																	
No reasonable alternatives considered.																	

Policy REG4																	
Loftus																	
The policy sets out principles for the regeneration of Loftus town with a focus on ensuring a vibrant district centre promotes a range of facilities to support the local community and visitors, as well as encouraging new development within the town.																	
BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
-	-	●	-	-	-	-	-	?	?	?/●	-	-	●	?	?	?	-
Sustainability summary and significant impacts																	
The policy sets out general aims for the regeneration of Loftus as well as the promotion of new development within the town.																	
Aims to refocus town centre activity and improvements to the High Street may encourage local people to use Loftus for key services rather than shopping elsewhere. This will encourage economic regeneration and may introduce a small increase in local employment opportunities.																	
The policy promotes reuse of urban brownfield sites such as the Empire Theatre and former bus station sites (these are not allocated in the plan). This aligns with the general sustainable development principles set out in Policy SD1 and encourages regeneration supplemented by new development in the future, rather than promoting new development without the necessary regeneration of the district centre.																	
The preparation of a Conservation Area Management Plan will ensure the protection and enhancement of the historic core of Loftus and prevent instances of inappropriate development which will deteriorate the quality of the historic environment.																	
Additional car parking to serve Loftus District Centre will help with issues of accessibility to key services and facilities, however the policy does not address or promote other, more sustainable, methods of access to the district centre. The policy could go further to address the viability issues related to bus services, or could promote the provision or enhancement of walking and cycling routes for local residents.																	
Policy H3 has allocated a site within Loftus for new housing development and includes specific policy requirements for that site. Also, there has been an increase in the land allocated at the former Rosecroft School, to double the anticipated yield.																	
Recommendations including mitigation:																	
<ul style="list-style-type: none"> ▪ Ensure developer contributions are captured from new development to help support local services and avoid putting pressure on access to services for existing residents. 																	
Audit Trail Draft 2013 to Draft 2016 Local Plan versions																	
No policy.																	
Audit Trail Draft 2016 to Publication 2016 Version																	
The policy is new to the Publication Local Plan 2016 and has been included following consultation on the Draft Local Plan 2016.																	
Options																	
No reasonable alternatives considered.																	

4 Economic Development

Policy ED1

Protecting and enhancing the Borough's centres

The policy sets out the principles for protecting the town/district/local centres of the borough.

BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
-	-	●	●	-	-	-	-	?	●	-	?	●	●	?	?	?	?

Sustainability summary and significant impacts

Protection of town, district and local centres is essential for creating and supporting a sustainable pattern of development in the borough. These centres can have a range of benefits for sustainable development. This includes:

- A hub for local communities to access a range of services and an informal and formal meeting place;
- One of the main components of the character of the town or village and a thriving and well maintained centre can have positive implications for the identity of the settlement as a whole, especially as it is likely to be one of the most visited areas for residents and visitors;
- Some centres are the historic core of towns or villages and maintenance of their role will help protect the historic built heritage;
- Supporting sustainable travel choices as the centres are likely to already be well served by buses and walkable from many people's homes with potential health benefits; and
- Often providing access for people to fresh food, although in some centres this could be improved.

This policy should help support this future of these centres, managing the type of development that is permitted in these areas and their growth.

Protecting the Primary Shopping Area of Redcar is essential to ensure that despite recent downturn this area is preserved for shopping in the long-term. Similarly, protecting Guisborough Primary Shopping Area will be important to ensure the attractive character of this area is maintained as an active community on the borders of the North York Moors.

Application of the sequential test is important to achieve sustainable growth, as several of the centres are suffering from high levels of vacancy and it is essential that new out of centre and out of town locations are not exacerbating this. The thresholds for impact assessment set up for retail development (a, b and c) should help meet sustainability objectives related protection of centres, as they are sufficiently low to ensure assessment is needed for the majority of new development. The policy states that the sequential test will not apply to allocated sites for main town centre uses, and it is assumed that this means town centre uses outside of town centre areas. In terms of sustainable location, it would be preferable for all town centre uses to undergo a sequential test – even where they are allocated or small. For instance, retail development at sites such as REG 3 Skelton, although requiring a retail impact assessment should help identify if sites would undermine existing centres and should be refused permission.

Low Grange Farm centre is different than the other centres. The superstore in this location does provide many of the services a traditional range of high street shops would. However, it may not provide some of the other benefits of a traditional centre, such as meeting space and that contributes the quality and character of the area. Low Grange centre must be well connected to new and existing development. This should include safe and direct walking, cycling and public transport access.

The policy could consider other matters in the continued success of centres, including residential development in these accessible locations and the role of offices especially in Redcar. More detail on how the night time/afternoon economy will be encouraged in centres could be included in policies, including how this will be managed in a safe way to be of benefit to residents as well as visitors.

To improve the character of town and local centres where there is a high level of vacancy Local Plan policy could include criteria allowing temporary alternative use of shop units, where tenancy permits. This could include the temporary 'pop-up' shops or use of spaces for art or community spaces.

Recommendations including mitigation:

- Improving the vibrancy of town centres, through encouraging flats over shops and built environment enhancement, can have benefits for sustainable development.

Audit Trail Draft 2013 to Draft 2016 Local Plan versions

The Draft 2016 Local Plan version of the policy was been amended to state that the sequential assessment does not apply to site allocations for main town centre uses or small-scale proposals for main town centre uses (less than 200m²), except where the site is safeguarded/allocated for another form of development. This change was assessed as having some potential impacts on local centres, particularly if retail development on allocated sites can proceed without question (on sites up to 500m² or 1000m² near Redcar Town Centre).

Audit Trail Draft 2016 to Publication 2016 Version

The policy has been updated in the Publication Local Plan 2016 to remove several criteria and to reduce the minimum thresholds of gross floor space for impact assessment of some of the land uses outside of an existing centre.

Criteria (c) has been refined which overall has removed the inclusion of theatres, concert halls and ice rinks, and reduced the gross floor space threshold for leisure developments requiring an impact assessment when they are proposed outside of an existing centre. This does not change the SA.

Reference to achieving Purple Flag status has been removed from the policy as the Council no longer intend to pursue an application.

Further minor amendments have been made to the policy to better reflect the NPPF, these do not require any update to the Sustainability Appraisal.

Based on a recommendation in the earlier version of the SA RCBC have made a commitment to monitoring permission for smaller retail units that are not required to follow the sequential to ascertain how many are coming forward. This should help enable review to be put in place should this type of development be undermining the main retail areas.

Options

Considered at Draft Local Plan Sept 2013

Option ED 1a: *Loftus District Centre – due to high vacancy and the layout of the centre it is proposed to review the existing District Centre boundary, two options are considered on larger than the other.*

To secure Loftus' role as an East Cleveland Town it must retain a viable centre and local shops. Consideration needs to be given to the long-term potential of Loftus to support a District Centre. There is the potential for improved economic situation in the area as well as longer term implications of rising fuel prices and increased cost of car travel, potentially making people more reliant on local services. As noted Loftus provides an important function for the east of the borough and is one of the few service centres for quite a large catchment. Once the retail units are lost from the centre it is unlikely they will ever return so maintaining a viable core is essential. Therefore, retaining as much of the centre as possible would be preferable in terms of sustainability, but a more concentrated area would be useful to allow multi-purpose trips.

Consideration should also be given to those independent retailers who would now fall outside the

defined District Centre. Depending on the ownership or leasing arrangements these businesses could lose their premises to higher value uses. Therefore, it may be necessary to provide some assistance to these users so they can relocate to a new compact centre for the town to ensure this policy does not result in further closure of shops and other District Centre uses.

Preferred Approach in reported in unpublished publication Local Plan 2014

The preferred approach in the publication Local Plan (2014) was to reduce the size of Loftus District Centre. The SA was supportive of an approach that retained the full extent of the District Centre as this may have helped support the long-term viability of the retail use and prevents existing retail uses being lost to alternatives. However, the Council's view is reducing the size is more appropriate and based on their understanding of how the District Centre functions is a more practical approach to follow.

Option ED 1b: *This would allow planning applications for the development of main town centre uses in the conurbation (in addition to rural areas that are already covered by policy) of a threshold size to not follow the sequential test.*

In terms of sustainability new retail and town centre uses should be concentrated in one place wherever possible. Given the difficulties some of the shopping centres may be facing in terms of vacancy and under occupation it would be preferable not to allow other uses outside centres in the Village locations. However, very small retail units that provide local services (such as food retail or newsagents) could be allowed in Redcar and East Cleveland Towns without the need to follow a sequential test. However, the threshold for this should be low, perhaps 150m². However, it may be that these uses would pass a sequential test in any case as they are providing for a local need and therefore are suitable in predominantly residential areas.

Preferred Approach in Draft 2016 Local Plan

Option ED1b has been selected, with a 200m² thresholds given. The SA in this matrix identifies potential impacts of this approach in allowing some uses more suitable for central locations in out of centre locations, without question (and without the need for impact assessment). However, due to the scale of these stores it is unlikely to have a significant effect but should be monitored.

Policy ED2																	
Cleveland Retail Park																	
The policy covers the out-of-centre retail park, limiting development to bulky retail only, unless it passes the sequential test.																	
BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
-	-	-	?	-	-	-	-	-	?	-	-	-	?	-	-	-	-
Sustainability summary and significant impacts																	
As addressed in the sustainability appraisal of other policies maintaining and enhancing town, district and local centres will have multiple benefits for sustainable development. Therefore, this policy of restricting use in the Retail Park to bulky goods only, with other uses subject to the Sequential Test, is supported in achieving more sustainable development.																	
The impacts will mainly be indirect from protecting the town centres by supporting the majority of retail growth in these locations rather than on the Retail Park.																	
Recommendations including mitigation:																	
<ul style="list-style-type: none"> ▪ None 																	
Audit Trail Draft 2013 to Draft 2016 Local Plan versions																	
No change.																	
Audit Trail Draft 2016 to Publication 2016 Version																	
No change to policy wording.																	
Options																	
No reasonable alternatives considered.																	

Policy ED3																	
Hot food takeaways																	
This is a very specific policy on hot food takeaways to restrict their development.																	
BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
-	-	?	-	-	-	-	-	-	?	-	-	●	-	-	-	-	?
Sustainability summary and significant impacts																	
<p>This policy is very specific and seeks to ensure that there is not a proliferation of these uses in any area. The spread of these uses can cause cumulative harm on the character of the area, such as on the street scene and diversity of shops and can also have residential amenity impacts from smell, litter and groups of customers.</p> <p>Hot food takeaways can often serve food with poor nutritional quality and therefore proliferation of these uses can have adverse impacts on helping people make healthy lifestyle choices, with impacts on public health. This policy, although not specifically worded to achieve this benefit, may help in seeking to improve the health of residents where health alternatives are available.</p> <p>The policy may need to clarify if hot food takeaways would be permitted in any other locations than defined centres. As with other town centre uses the sequential test will be applied.</p>																	
Recommendations including mitigation:																	
<ul style="list-style-type: none"> ▪ None 																	
Audit Trail Draft 2013 to Draft 2016 Local Plan versions																	
No change to policy and therefore no implications for sustainable development.																	
Audit Trail Draft 2016 to Publication 2016 Version																	
No change to policy wording.																	
Options																	
No reasonable alternatives.																	

Policy ED4

Retail development on Industrial Estates and Business Parks

This policy sets out the restrictions on retail development on these employment sites.

BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
-	-	-	?	-	-	-	-	-	-	-	-	-	?	-	?	?	-

Sustainability summary and significant impacts

Not all Industrial Estates or Business Parks will be suitable for the sale of bulky goods. These uses should be directed to those locations that have good public transport access and where the use would be compatible with industrial uses. Allowing these on all employment sites (subject to other policy constraints) could lead to dispersal of bulky goods offer around the borough, incompatible with a sustainable spatial strategy. In order to achieve more sustainable development, it is suggested that the policy is more restrictive on the suitable locations for this use to ensure these uses are grouped to allow comparison shopping and single trips. Location of some of these uses may prevent other employment types becoming established as uses may be incompatible for safety, amenity etc., e.g. heavy industry and bulky goods retail.

Allowing retail ancillary to be the main use may be appropriate, for instance factory shops or showrooms. However, this use should be limited to ensure the scale of the retail area is clearly ancillary to the main use; this could be expressed as a proportion (or total) floor area.

Small scale retail and food to provide a local service is permitted on these sites. Allowing this type of development, where there is an existing deficiency, is compatible with sustainable development by promoting more sustainable travel patterns and ensuring people do not need to leave the site during the working day. The limitations on when a bulky good retail is permitted should help to both protect town centres uses and to protect these employment areas from inappropriate retail development, which could undermine their primary purpose.

Recommendations including mitigation:

- Monitoring the policy, with review if necessary, will be important to ensure it is not to undermining the primary function of certain employment sites now or in the future. For instance, by either a proliferation of retail uses or where retail uses are resulting adverse impacts on the full operation of industrial uses.

Audit Trail Draft 2013 to Draft 2016 Local Plan versions

No change to policy and therefore no implications for sustainable development.

Audit Trail Draft 2016 to Publication 2016 Version

Amendments have been made to the policy in the publication 2016 Local Plan to better reflect the NPPF, also to limit development of small scale retail and food uses (land uses A1, A3 and A5) to an industrial area where there is a deficiency in that service.

Options

None given.

Policy ED5																	
Advertisements																	
This policy sets the controls on advertisements in the borough.																	
BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
-	-	●	-	-	-	-	-	●	-	-	-	-	-	-	-	-	-
Sustainability summary and significant impacts																	
Advertisements and signage can have adverse impacts on the character of the environment, detracting from built character or the natural environment. This policy should help manage this where planning permission is required. However, it may be possible to manage the impact through appropriate policies on design and protection of the natural and built environment, together with the NPPF requirements, to provide the same level of protection.																	
Recommendations including mitigation:																	
<ul style="list-style-type: none"> ▪ To simplify the plan, the requirements of this policy could be met through other policies on design, heritage, pollutions etc. However, as RCBC note this policy has been helpful in the past to control this use and one that development management officers are familiar with using. 																	
Audit Trail Draft 2013 to Draft 2016 Local Plan versions																	
No change to policy and therefore no implications for sustainable development.																	
Audit Trail Draft 2016 to Publication 2016 Version																	
No change to policy wording.																	
Options																	
No reasonable alternatives																	

Policy ED6

Protecting Employment Areas

This policy sets the protection policies for existing employment sites.

BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
●	?	?	X/ ?	-	?	-	?	●	-	-	?	-	?	-	●	●	-

Sustainability summary and significant impacts

In general, this policy should help protect employment land from loss to other uses and support economic growth in the borough and access to employment.

The policy needs to be clear on what tests will be used to determine if land is no longer needed for industrial development and can be developed for other uses. This is important to retain a good mix of housing and employment that can support local jobs and help maintain more self-contained communities. This consideration may be especially important in smaller villages and settlements where land for this use may be limited and availability of additional land may be constrained. This means that even if a site is not viable at the current time it will be important to take a longer term view on potential once the market recovers.

The policy also seeks to protect employment sites outside the defined areas and this approach is supported in securing sustainable development. These small sites can be an essential part of a functioning local economy, as well as providing services to the local area.

Existing and possible future large industrial sites in the borough, including as part of energy generation relying on fossil fuels, are high emitters of carbon dioxide. Industrial growth of this type will increase the carbon emissions of the borough. It is not feasible for the borough to reject applications for new industry on the basis of carbon emissions, as these matters are regulated and growth decisions made well beyond the boundaries of the area. However, the Council should seek to ensure that new development of this type is making use of efficient technologies and the use is appropriate to the setting. Wherever possible energy generation should be from low carbon sources, as is being promoted at Wilton International.

The policy could include the Redcar town centre area as a location where employment land should be protected. A significant proportion office development within the borough is occurring in this location which should be protected from alternative uses.

Employment strategy

The spatial strategy for the borough primarily relates to the location of housing. Employment development is anticipated to take place on sites already identified for employment through previous planning documents, including the old Local Plan. This means there is a large oversupply of employment land relative to housing growth (Employment Land Review, 2016), with the Council aiming to provide a range of sites to meet the diverse needs of businesses that could locate in the borough. Large areas of land are essential to support the large industries and distribution in the South Tees and port areas, making up 257.3ha of existing protected employment land.

In addition, further land is safeguarded for employment uses, this land is distributed around the borough. The Local Plan includes a site allocated for employment Cleveland Gate, Guisborough (policy ED7) and retains a safeguarded site for employment at Skelton (Policy REG3). However, there are no additional employment allocations that reflects the Employment Land Review findings that there is an oversupply of employment land in the borough.

Matching employment and housing growth can also help the Local Plan prevent the creation of commuter towns/villages (where there are many more homes than jobs with commuting prevalent). This type of settlement can be characterised by lack of community identify, urban sprawl and high levels of traffic with associated impacts.

From a simple review of the location of employment sites and the quantity of housing growth directed to the different parts of the borough it would appear that levels are matched in most areas, for instance Skelton is the focus of employment and housing growth.

Recommendations including mitigation:

- None

Audit Trail Draft 2013 to Draft 2016 Local Plan versions

The policy was amended in the Draft 2016 Local Plan version from the 2013 version to reflect that there had been a change in the strategy as a result of the closure of the steel industry.

Part of Kirkleatham Business Park was now allocated for residential use. In employment terms this will reduce the available area for employment development in Kirkleatham. However, as the Employment Land Review 2016 has identified there is an oversupply of employment land so this change is unlikely to have any adverse impact on achieving economic growth objectives in the area.

Audit Trail Draft 2016 to Publication 2016 Version

The policy wording has been updated to refer to ‘*effects on integrity*’ rather than ‘*impacts on integrity*’, this is in accordance with correct HRA terminology. It has also been updated to include a requirement for a buffer of undeveloped land for proposals which are adjacent to Coatham Marsh to avoid direct effects on the land within and adjacent to the proposed extension to the Teesmouth and Cleveland Coast SPA. This is following recommendations from the Habitats Regulations Assessment, and supports a likely positive relationship with sustainable biodiversity objectives. The Sustainability Appraisal has been updated accordingly.

Options

Other employment sites have been considered during the process of plan making for economic growth. However, the Cleveland Gate allocation (Policy ED7) was the only reasonable option taking into account the findings of the Employment Land Review and the need for new sites in the borough being limited.

Policy ED7																	
Cleveland Gate Mixed Commercial Development																	
This policy sets out that land at Cleveland Gate, Guisborough will be allocated for industry and business.																	
BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
?	?	-	●	-	-	-	-	?	-	-	-	-	●	●	●	?	-
Sustainability summary and significant impacts																	
<p>The Redcar & Cleveland Employment Land Review 2016 has identified that there is currently an oversupply of employment land in the Guisborough and East Cleveland area. However, the additional site can support units, suitable for new or other small businesses, therefore supporting local employment and economic growth objectives. The site is associated with a retail element (with existing planning permission) and is located in central Guisborough, therefore has comparatively good accessibility.</p> <p>This site also provides the opportunity to bring about the regeneration of this vacant site in central Guisborough, with potential benefits to the built environment and good use of land.</p> <p>It is important that mitigation measures to mitigate landscape impacts, as well as helping to improve non car access, especially to the town centre.</p>																	
Recommendations including mitigation:																	
<ul style="list-style-type: none"> ▪ None 																	
Audit Trail Draft 2013 to Draft 2016 Local Plan versions																	
<p>The Draft 2016 Local Plan version of this policy has changed since the Draft Local Plan policy (Sept 2013). The original policy set out that Skippers Lane Industrial Estate would be allocated (7ha) for industrial and business development. This land is no longer allocated but supply of employment land should mean this would not have any implications for sustainable development.</p>																	
Audit Trail Draft 2016 to Publication 2016 Version																	
<p>The policy has been updated to remove ancillary café/restaurant use from the Cleveland Gate commercial development, this is to reflect a resubmitted planning application for the development. The Sustainability Appraisal does not need updating.</p>																	
Options																	
<p>As set out above, other sites have been considered as possible alternatives for employment land allocation in the borough. However, due to the limited requirement for employment land identified in the Employment Land Review only Cleveland Gate has been allocated. Previously, Skippers Lane Industrial Estate was allocated. However, it has been identified that this site is no longer deliverable. Other options considered was land at Mannion Park, but it was identified that this site, in a Strategic Gap, was not longer required for development and therefore this land should be retained as open land.</p>																	

Policy ED8																	
Rural Economy																	
This policy supports the growth of the rural economy and agricultural diversification.																	
BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
?	?	-	?	-	-	-	-	-	●	-	-	-	?	X	●	●	●
Sustainability summary and significant impacts																	
<p>This policy should help in sustaining and supporting business in the rural area. Despite the heavily urbanised and industrial character of the west of the borough a large proportion of the land area, especially in the southern, central and eastern parts is very rural in character. There this policy is essential in supporting a viable rural economy and local jobs in this rural area.</p> <p>The policy is very supportive of economic development in rural areas, with the exception of where it would harm the best and most versatile land, although this is not necessarily a requirement for other development (SD4). Protecting this land is important as it is relatively scarce in the area and should be protected from sterilisation through development. The policy is not similarly clear on the other control measures on development in these areas, although other policies will apply on protection of and biodiversity.</p> <p>It may be useful to caveat criteria (a) in the policy, in order to ensure that rural businesses remain of a suitable scale to their setting, as set out in the supporting text. Where businesses, not directly linked to their location, want to grow a maximum size may be suitable to ensure sustainable commuting patterns and the sustainable location of businesses.</p>																	
Recommendations including mitigation:																	
<ul style="list-style-type: none"> ▪ The policy implementation should be monitored and reviewed if necessary to ensure that rural development being permitted under this policy is of a suitable type and size for a rural location. Plan makers indicated that to date all development permitted under this policy is suitable for its setting, but if it is identified that some development coming forward is not suitable for its setting the policy wording could be made more specific. 																	
Audit Trail Draft 2013 to Draft 2016 Local Plan versions																	
No change to policy and therefore no implications for sustainable development.																	
Audit Trail Draft 2016 to Publication 2016 Version																	
No change to policy wording.																	
Options																	
No reasonable alternatives considered.																	

Policy ED9

Leisure and Tourism Development

This policy includes criteria to support the leisure and tourism economy.

BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
?	-	●	-	-	-	-	-	?	?	-	-	-	-	-	?	●	●

Sustainability summary and significant impacts

Tourism and leisure in the borough is an important component of the local economy. Therefore, ensuring these uses are supported and protected will be essential as part of the sustainable growth and change in the borough.

The policy criteria appear, for the most part, as aspirational objectives and therefore will not necessarily help delivery of new leisure and tourism development, although they will support it. Consideration could be given to guiding new development and identifying schemes and initiatives that will help deliver benefits for the area.

Several of the criteria relate to ‘enhancing visitor facilities’ or ‘improving the offer’ in the borough. These statements are compatible with achieving sustainable development. However, to actually realise these, the Local Plan will need to be clear on how they will be delivered and financed, including who the delivery partners would be. This needs to be part of a delivery and implementation strategy in the Local Plan. This means the sustainability summary can only identify uncertain impacts as it not evident how the policy will be implemented.

It will be important to protect existing tourist accommodation in the borough from change of use, especially in areas more popular with tourists including Redcar, Saltburn and Guisborough. Ensuring there is overnight accommodation to meet the needs of visitor is essential as it helps secure higher tourism spend per head and reduced transport impacts. Therefore, the plan could consider identified accommodation protection zones where change of use will be restricted. Alternatively, financial viability testing could be used to demonstrate accommodation is not viable before it is lost to alternative uses. The policy allows accommodation to be lost where it would secure ‘wider regeneration benefits’. This may have some positive impacts, such as bringing disused or underused buildings back into use. However, this policy’s criteria should be applied sparingly where regeneration benefits are for the community, for instance not where it would bring a visual benefit only (e.g. conversion to a dwelling).

The Coatham leisure and retail development is identified as a principal component of the leisure and tourism strategy for Redcar. It may be possible to incorporate REG1 within this policy.

Following the Sequential Approach should help ensure that these developments are in locations with good access. However, new visitor attractions that would generate a high number of trips should not be permitted where they are not accessible by public transport.

Any improved access to the North York Moors needs to take into account impacts on European designated sites. Management plans need to be in place to help reduce any impact of visitor pressure having an adverse effect on nature conservation assets.

Recommendations including mitigation:

- Leisure and Tourism policy could include more proactive measures to encourage and support this type of development. The policy or Local Plan as a whole should set out how the improvement measures are anticipated to be secured.
- Monitor the supply of overnight visitor accommodation in the borough, especially the opening or closing or larger hotels and holiday accommodation, to ensure supply is meeting demand.

Audit Trail Draft 2013 to Draft 2016 Local Plan versions

The Draft 2016 Local Plan version of the policy had minor amendments to criteria within the policy. The Sustainability Appraisal notes the potential implications related to the loss of visitor accommodation for 'regeneration'.

Audit Trail Draft 2016 to Publication 2016 Version

The policy in the Publication 2016 Local Plan version has had several amendments to provide clarity on leisure and tourism development, this includes clarification that leisure development for main town centres will be expected to follow the sequential assessment approach set in policy ED1.

The policy has also been updated to include the requirement for any proposals within 6 km (rather than 16 km) of a Natura 2000 site to carry out a screening exercise to determine the need for an Appropriate Assessment. This aligns with national policy and HRA but does not alter the Sustainability Appraisal of the policy.

Options

No reasonable alternatives considered.

Policy ED10 South Tees Motorsports Park																	
This policy safeguards an area of land for the relocation of the South Tees Motorcross Park (to be renamed as a Motorsports Park).																	
BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
-	-	-	?	?	-	-	-	-	-	-	-	-	?	?	?	?	●
Sustainability summary and significant impacts																	
<p>The safeguarded site is in close proximity to the existing site and adjacent to an existing karting track. This type of use can generate noise and traffic, as well as possible air pollution effects. However, the relocation of an existing use from the nearby site to the north of the A66 should mean only minor change in any emissions and the track is some distance from nearest residential or other noise/air quality sensitive receptors. Some noise screening would also be provided by the existing warehouse sheds on the adjacent site (which in itself is a noise generating use). Development at the site will need to ensure no deterioration in water quality in the adjacent Normanby Beck, with enhancement if possible.</p> <p>Should the motorsport centre moved to the site may displace existing economic uses with a local economic effect.</p> <p>Any overall expansion of the use (for instance if the existing site is retained) will need to be subject to a full assessment of effects to ensure capacity of the local road network and potential for cumulative noise impacts.</p>																	
Recommendations including mitigation:																	
<ul style="list-style-type: none"> ▪ None. 																	
Audit Trail Draft 2013 to Draft 2016 Local Plan versions																	
No change to policy and therefore no implications for sustainable development.																	
Audit Trail Draft 2016 to Publication 2016 Version																	
No change to policy wording. However, based on an SA recommendation the importance of protecting Normanby Beck has been included in supporting text.																	
Options																	
No reasonable alternatives considered.																	

Policy ED11																	
Caravan Sites and Tourist Accommodation																	
This policy includes criteria to manage static caravan and chalet accommodation.																	
BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
●	?	-	-	?	-	?	-	-	?	-	-	-	?	-	-	●	●
Sustainability summary and significant impacts																	
<p>Providing overnight accommodation in the borough should help support the local tourism economy.</p> <p>This policy should help limit the impact on designated ecology sites and the landscape from this type of development; by ensuring it is well screened. Where development is to be sited in mature woodland, as identified in supporting text, there should be measures in place to protect woodland from visitor pressure, litter and fire.</p> <p>To ensure this type of development is in sustainable locations and reduce the impact on the environment, the policy could also require the development to be in or near the main towns or villages of the borough. This will ensure that these sites have accessible services and also will reduce their impact on the environment. Consideration should also be given to the cumulative impact of this type of development as it can detract from the quality of the area, which is the very thing that attracts many tourists to the borough.</p> <p>The policy requires that new sites have satisfactory access to the road network. It should be ensured that this is also safe and should provide access to public transport and safe walking routes to nearby services.</p> <p>Measures could be incorporated into policy on the management of these sites, to include occupation for part of the year only and appropriate restoration of the landscape should the site close.</p>																	
Recommendations including mitigation:																	
<ul style="list-style-type: none"> ■ The policy could include material from the supporting text on protecting mature woodland, to make it a policy requirement and therefore protect it from harm if new sites are to be located within them. 																	
Audit Trail Draft 2013 to Draft 2016 Local Plan versions																	
The Draft 2016 Local Plan version of the policy was amended to include protect areas of designated biodiversity or geological interest and to direct development to areas at least risk of flooding. The new criteria repeat National Policy and local policies within the Local Plan. There is no change to the Sustainability Appraisal of this policy.																	
Audit Trail Draft 2016 to Publication 2016 Version																	
<p>Following the recommendations made in the SA of the Draft 2016 Local Plan the policy has been amended to include criterion to avoid cumulative harm from concentration of this type of development, and to provide safe pedestrian access points. This improves the sustainability of these types of development through the requirement for good accessibility.</p> <p>The policy has also been updated to include the requirement for any proposals within 6 km (rather than 16 km) of a Natura 2000 site to carry out a screening exercise to determine the need for an Appropriate Assessment. This aligns with national policy and HRA but does not alter the Sustainability Appraisal of the policy.</p>																	
Options																	
No reasonable alternatives considered.																	

Policy ED12

New Hotel and Guest House Accommodation

This policy set the criteria by which new developments for hotels or other guest accommodation will be determined.

BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
?	?	-	-	-	-	-	-	-	?	-	-	-	-	-	-	?	?

Sustainability summary and significant impacts

The policy sets out criteria on new hotels and guest accommodation. Tourism is important to the economy of the borough. Encouraging more people to make overnight stays and increasing the range of hotels and guest accommodation can have benefits for creating a sustainable economy by increasing visitor spend.

The policy is worded more to protect the current character of the receiving environment, rather than support the delivery of these assets. Following the sequential approach should help ensure that these hotels are in sustainable locations. However, consideration should be given to the suitability of some types of guest accommodation in more rural locations, as part of rural diversification.

Recommendations including mitigation:

- None

Audit Trail Draft 2013 to Draft 2016 Local Plan versions

No change to policy and therefore no implications for sustainable development.

Audit Trail Draft 2016 to Publication 2016 Version

The policy in the Publication 2016 Local Plan has been updated to include the requirement for any proposals within 6 km of a Natura 2000 site to carry out a screening exercise to determine the need for an Appropriate Assessment. This aligns with national policy and HRA but does not alter the SA of the policy; the relationship with biodiversity objectives remains uncertain.

Options

Site specific policy on areas where this type of use is an issue – This option may help protect areas from the cumulative impacts of this type of policy. However, the potential inflexibility of such an approach could have an adverse impact on avoiding a spread of harm outside these areas.

Preferred Option in the Draft 2016 Local Plan

No specific policy areas are designated and the decision was made to proceed with the preferred option from the Draft Local Plan. This approach was supported in seeking sustainable development.

Policy ED13																	
Equestrian Development																	
The policy sets out control criteria for equestrian related development.																	
BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
?	?	-	-	●	-	-	-	-	?	-	-	?	-	-	-	?	?
Sustainability summary and significant impacts																	
<p>This type of development can have adverse impacts on the countryside and rural areas from the type of buildings, structures and facilities required to accommodate, manage and ride horses. The policy requires the appropriate manure storage and dirty water handling facilities in proposals for equestrian development. This will help to minimise the impact on water courses and the natural environment. This policy should help manage the impacts of this type of development, especially on the natural environment and in order to improve the safety of riders and other road users.</p> <p>Consideration should be given to the biodiversity impacts of this type of development. Land use changes and increased pressure on local areas used for riding have the potential to adversely affect wildlife, such as the Teesmouth and Cleveland SPA/Ramsar site. This may be particularly important near designated nature conservation sites near the proposed development.</p> <p>The proliferation of this type of use in any one area should also be a consideration, as this could have cumulative harm on the receiving environment and road safety.</p>																	
Recommendations including mitigation:																	
<ul style="list-style-type: none"> ■ Consideration could be included to ensure there is not cumulative harm from a concentration of this type of development in any one area. 																	
Audit Trail Draft 2013 to Draft 2016 Local Plan versions																	
The Draft 2016 Local Plan version of the policy added additional criteria to require appropriate manure storage and dirty water handling facilities, with benefits relating to water resources.																	
Audit Trail Draft 2016 to Publication 2016 Version																	
No change to policy wording.																	
Options																	
No reasonable alternatives considered.																	

5 Housing

Policy H1

Housing Requirements

This policy sets out the net minimum housing requirement for the plan period (2016/16-2031/32) of 234 homes per year (3,744 homes in total), although stating that the plan is actually allows for development up to 281 per year to allow a 20% buffer supply.

BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
?	?	?	?	?	-	-	-	-	?	●	-	?	-	-	-	?	-

Sustainability summary and significant impacts

Growth

The sustainability of the level of growth identified for housing is addressed in the main SA report, compared to alternative. This level is based on evidence of what is required in the borough to meet local needs as well as help provide some additional homes to encourage people to stay in the borough and ensure a better demographic mix. Therefore, this should help meet objectives relating to housing and communities.

The housing growth targets are above previous years' net completion rates (although in many years matching gross completions), this could mean that there is an over-allocation of sites. However, it is difficult to determine at this stage the full sustainability implications of this growth as these are very dependent on the sites chosen for growth, how sites are delivered and how they are phased - hence the uncertainties in the appraisal summary.

The SA of housing growth does identify the importance of ensuring the correct quantity of housing is identified to ensure sufficient sites are allocated to meet these needs. Also, growth needs to be set at a level where a five-year land supply can be maintained to help ensure RCBC have full control over the delivery of housing sites, and can reject applications coming forward that are outside the agreed spatial strategy for the Local Plan.

Recommendations including mitigation:

- None

Audit Trail Draft 2013 to Draft 2016 Local Plan versions

The Draft 2016 Local Plan version of this policy changed the housing requirement to 234 homes per annum (3,774 over the plan period). This reflected RCBC wish to see an increase in the population over the plan period to help achieve an improved demographic population mix than might be expected from lower growth. In addition, a 20% buffer has been allowed for in the number of sites allocated and committed to allow flexibility in sites that will be delivered and to avoid the risk of sites not coming forward as expected.

The plan period was also amended to take into account changed timescales to adoption, this is now 2015/16 – 2031/32. It is unlikely that this will have a significant effect, although the Council will need to make sure that it will still allow the delivery of affordable housing to meet needs.

Audit Trail Draft 2016 to Publication 2016 Version

No change to policy wording.

Options

Options are put forward for this policy to consider if higher or lower minimum housing targets should be set by the policy.

Lower levels of housing growth

If a lower growth target is set, then fewer sites will be allocated for housing. The Council must be satisfied their evidence base has identified an appropriate housing growth figure that will meet the objectives of the Local Plan and enable sufficient land to be allocated to meet housing needs.

Lower levels of growth risk the ability of the borough to meet its economic growth objectives as well as support a demographically diverse population. There is the likelihood that low growth would lead to a local population characterise by a high proportion of residents over the age of 65 that is unlikely to be sustainable in the long-term and undesirable in supporting local services, such as schools and shops. Lower growth would have some benefit in using less land for housing with related sustainability benefits related to reducing development of green field land, such as for biodiversity or landscape character. Fewer homes would also reduce resource use and travel demand. However, population decline is likely to see a deterioration in the built environment and community as services close due to lack of population to support them.

Higher levels of housing growth

The implications for sustainable development of being too ambitious in the housing growth target is that it may be difficult for the Council to maintain a 5-year housing land supply. In these circumstances even large scale housing sites may be given permission (normally at appeal) contrary to the chosen spatial strategy of the Local Plan. For instance, recent cases have shown that local policy can be overturned in decision making on application sites where there is not a 5-year housing land supply – this can be contrary to sustainable development such as allowing growth outside development limited and in protected green sites.

A full assessment of growth options is included in the main SA Report.

Policy H2																	
Type and Mix of Housing																	
This policy sets out general criteria for housing type and density.																	
BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
-	-	-	-	-	-	-	●	?	●	●	-	?	-	-	-	-	-
Sustainability summary and significant impacts																	
<p>Provide a mix of housing types and tenures is supported as part of achieving social objectives of sustainable development. This will help provide homes to meet the needs of all parts of the community and on a range of incomes.</p> <p>Delivering more 'executive' housing may help people who work in the district stay in the district by improving the housing offer. This may have benefits for reducing out-commuting and shortening commuting trips, with benefits from reducing car use. However, there are risks of this type of development in achieving social equity, measures should be taken to ensure that the delivery of these sites ensures they are well integrated with communities, avoiding the use of gated communities and providing physical links, such as footpaths between homes and shops, schools and other services.</p> <p>More affordable housing is also an essential component of achieving social sustainability by allowing those with the fewest options in society have access to a good quality place to live.</p> <p>Provision of bungalows should help meet demand for this type of housing that can help meet the needs of an aging population and others with mobility issues. Self-build and custom house building could help improve the diversity of house types in the borough. However, consideration must be given to the context of new homes so that they respect their setting and do contribute to a cohesive urban environment. For instance, through the use of the same materials, colours, heights, fenestration etc.</p> <p>Ensuring housing density is suitable for each site is essential to ensure the best use of land. However, to ensure the best use of land a target of at least 30dph should be achieved, with higher densities in locations that have good access to services and public transport. Low density development, as well as making poor use of land resources, can have other adverse impacts from spacing out development; making walking to services a less attractive option and leading to fewer opportunities for informal community interaction.</p> <p>The policy may need to contain more detail to ensure that housing is delivered of the size needed in the borough, in keeping with the latest versions of the SHMAA.</p>																	
Recommendations including mitigation:																	
<ul style="list-style-type: none"> ■ Monitoring of housing provision, including size mix, tenure, and 'executive home' delivery should take place with provisions in policy for review if numbers are not coming forward in the proportions desired as part of the AMR. ■ New executive homes should be of a high design quality and make an appropriate contribution to new infrastructure delivery. These new homes should also be well integrated into existing communities, in line with the Design SPD. ■ New self-build or custom houses must ensure they help create a cohesive urban character through choice of material, colours, setting on plots etc., as in policy SD4 and the Design SPD. 																	
Audit Trail Draft 2013 to Draft 2016 Local Plan versions																	
No change to policy and therefore no implications for sustainable development.																	
Audit Trail Draft 2016 to Publication 2016 Version																	
No change to policy wording.																	
Options																	
No reasonable alternatives considered.																	

Policy H3

Housing Allocations

This policy sets the context for delivery of housing sites in the borough, setting out deliverable sites totalling 2,874 new homes over the plan period.

BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?

Sustainability summary and significant impacts

In total there are new housing sites allocated to accommodate 2,810 new homes in the borough within the plan period, this includes over 1,124 (40%) already with outline or detailed planning permission, although in some instances this may have lapsed. NB This includes housing at the Skelton mixed use site covered through policy REG3. Consented schemes are mainly greenfield extensions, although over a fifth are on previously developed sites.

The majority of new allocations are on greenfield extension sites, approximately 71% of the new allocations. With only 14% on previously developed sites.

There are a further 1,798 homes on sites where development has commenced and these should all be completed in the plan period. This gives a total of 4,882 homes that could be delivered within the plan period, not taking the quantity that could come forward from other sources including small site windfall and large site windfall after the first five-year period.

This policy sets out the distribution of housing growth in the borough. This growth is the principle source of development that the Local Plan will have a control over and the way that this growth is distributed will have long terms implications delivering sustainable development in the borough. For instance, the location of growth will have an effect on creating a sustainable spatial strategy, as referred to in section 7 of the main SA report. Characteristics of a sustainable spatial strategy may be:

- reducing the need to travel by setting a pattern of development that reduces the number and length of trips people have to make to meet their day-to-day needs, such as getting to work, school and essential services like the doctor or to go food shopping, which in turn reduces the need to travel by car with benefits removing some inequalities of access in society and the environmental benefits from lower emissions to air and congestion;
- supporting sustainable communities by providing homes to support local existing and new local services and providing homes to support a mix of people in all communities; and
- providing attractive places to live that do not suffer inequitably from poor environmental quality, impacts of industry and help everyone have a healthy life.

The distribution in the Local Plan is to put the majority of new development in the 'urban and coastal' areas and this makes up around over 71% of the homes to be allocated through the plan period. When committed sites are excluded this reduces to around 40% distribution of development in the plan period in the urban and coastal area with around 20% of the uncommitted sites (including Rosecroft School, Loftus) in the rural area. In general terms, this urban focus is beneficial for seeking to improve access to jobs and services as many parts of the urban area are relatively well served by public transport providing links to services and main town centres in and around the borough. Although it should be noted that not all urban or coastal locations have good access to local services (e.g. Mickle Dales). However, the urban area is in the western part of the borough that is the focus for the majority of existing jobs in the borough and with good access employment areas around the Tees estuary.

The 'urban and coastal' area is treated as a single unit in the plan but it is actually made up of areas with very different characteristics and quite distinct parts, including areas of more rapid population decline and deprivation, such as Grangetown and South Bank, which are dominated by the industrial landscape. To other areas with a more village like areas such as parts of Nunthorpe and small towns

such as Saltburn. The allocations for new housing development in these areas are dominated by the strategic site for long-term growth at Low Grange Farm, which is allocated for 1,250 although only 200 in the plan period. Large sites in the plan period are Kirkleatham Business Park (550) and Longbank Farm (320) both in the 'urban and coastal area' and also Kilton Lane that is in the rural area (270).

Part of Low Grange Farm has recently been developed as a local centre, with shops and a medical centre providing local services in the Greater Eston area that was previously underserved for these local facilities.

Saltburn is a town in the borough with relatively good self-containment and a range of local shops and services in a vibrant centre. Therefore, new growth allocated in the town should help deliver sustainable communities – and could be the location of further growth subject to consideration of environmental constraints.

Around 20% of the new allocations are directed towards the rural area. About 16% of allocations are in the three 'East Cleveland Towns' the 'Rural Service Centre' of Guisborough. This is quite a significant growth for the area and is to be delivered on several large sites (100 homes or more), these are at Guisborough (135), Brotton (270) and Loftus (100) – in addition to the REG3 site in Skelton (200). There are further 7 sites in these towns of 10 to 50 new homes.

This follows the Local Plan Outcome of Skelton increasing its roles as a service centre as part of the East Cleveland towns and villages. Similarly, Guisborough has land allocated to accommodate 9% of allocations and almost 20% of growth (taking into account commitments, under construction: Galley Hill and West Pines), this is approximately 900 new homes. The town is possibly the most remote main settlement of the borough and this level of development would represent quite significant growth.

There is the risk that this level of growth may lead to high levels of out commuting from these smaller towns, due to the limited employment opportunities within them. Therefore, new development must be designed in a way to foster communities and community identity and ensure that it does not harm the character of the town through careful design and integration of services. Public transport links to areas of employment should also be improved, making bus travel a real alternative for all people.

In all these settlements it will be essential to ensure that community facilities are in place (with development making a suitable contribution) so that new residents can meet their needs without existing communities being adversely affected. For instance, areas of Guisborough, Skelton, Brotton, Loftus and the northern part of the 'urban' area all experience high levels of health deprivation and it is essential that access to health services is not adversely affected by growth.

Having a Local Plan in place may help in refusing additional growth in the town as so much land is already committed.

Loftus and Brotton both have commitments and allocations to deliver under a total of 395 new homes in these settlements combined. This could help maintain levels of services in the declining town centre of Loftus. Both towns, but especially Brotton, have poor public transport with the exception of the centres. Improving links to the towns could improve accessibility and help avoid rural isolation.

The only other allocations in the borough are in Carlin How and Boosbeck. The Carlin How site will help provide homes relating to Skinningrove steel works site and has planning permission. There is also the site allocated in Boosbeck, which is a serviced village with some local shops, a school and a regular bus service. There are no allocations in other villages. In terms of delivering sustainable development, the Local Plan policies should help reduce the housing that comes forward on sites such as this one in areas of relatively poor access to services.

The plan has also allocated sites totalling 100 new homes to accommodate older people, including assisted living accommodation and a further 12 specialist homes for people with learning difficulties. The proportion of the population of retirement age in Redcar and Cleveland is highest in the Tees Valley, and well above the national average. It is expected that this trend will continue, and become more pronounced. Therefore, these sites will help meet the demand by providing suitable accommodation to

this growing part of the community, although housing for older people (such as bungalows and flats) should be provided throughout the plan area.

Some sites are allocated for 'executive homes' to help provide a range of homes in the borough to retain a young working age population. These sites are all in the 'urban' area where this type of provision is lower. However, it is anticipated that larger family homes will come forward throughout the borough, based on the recent planning permissions.

More detailed impacts of individual sites are covered by the appraisal of individual sites in Appendix H.

Recommendations including mitigation:

- This policy could contain more detail on the delivery of sites to meet settlement objectives, related to their existing or future role or function and as a whole.
- The Council need to ensure they can justify the choice of allocated sites amongst reasonable alternatives in the borough, taking into account the need to deliver sustainable development. This will need to be part of the wider 'sustainability assessment' of the plan. Clear cross reference must be made to the Housing Background Paper on the Local Plan website.

Audit Trail Draft 2013 to Draft 2016 Local Plan versions

The housing numbers were revised to take into account changes since the Draft Local Plan 2013 was prepared. This included removing sites where development had commenced, changing yields and delivery phasing of sites that had received planning permission, and also to take into account the responses from landowners and developers at consultation. New sites had also been added, all of which were to cater for the needs of older people, which has benefit in terms of identifying housing for all.

One of the greatest changes was the number of new homes anticipated in Guisborough. This represented a large proportion of all allocations and almost all of these sites had planning permission. Therefore, the Sustainability Appraisal identified that having the Local Plan in place may help in preventing further permissions in Guisborough on non-allocated sites to support the regeneration of the rest of the borough.

Audit Trail Draft 2016 to Publication 2016 Version

The policy has been updated in the Publication Local Plan 2016 to reduce the distance from a Natura 2000 site which proposals for housing development can be located before triggering the requirement for a screening exercise to determine the need for an Appropriate Assessment. The update has been made following consultation responses from Natural England and in recognition that a 6km buffer has been used within the accompanying Statement to inform Appropriate Assessment.

Other consequential amendments have been made to the table of housing site allocations contained within the policy as a result of other changes elsewhere in the Plan.

Options

No options are given for this policy. However, the allocated sites have been through successive stage of assessment to identify those most suitable to allocate. A review of the sustainability implications of this process is included in the SA Report. Appraisal of options is included as an Appendix to the SA Report.

Policy H4

Affordable Housing

This policy sets out the affordable housing requirements for new housing development in the borough.

BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
-	-	-	-	-	-	-	-	-	●	●	-	●	-	-	?	-	-

Sustainability summary and significant impacts

Provision of a home for all is an essential part of creating sustainable development. Access to housing is essential in securing a sustainable community, protecting people’s health and allowing them to participate in society. Therefore, the affordable housing policy is supported by the SA, although every attempt should be made to maximise provision.

The policy requires that on all sites delivering 15 or more homes 15% at least should be affordable, on sites with fewer than 15 homes a financial contribution can be made.

Where the affordable housing requirement is less than 10 units, all of the affordable housing should be provided as social rented or affordable rented housing, except from in exceptional circumstances where a small amount of market housing is required in order to viably deliver the affordable housing. Where the affordable housing requirement is 10 units or more, a minimum of 70% of the affordable housing requirement shall be provided on-site as social rented or affordable rented housing. There is a high demand for this type of home and social rented affordable delivery is often the type of provision with the best sustainability outcomes. For example, these homes often have to be designed to certain size and sustainability standards, making them healthy places to live that can support a good quality of life and where risks of fuel poverty are reduced. These homes are also most likely to remain affordable in the long-term as they will not be released on the open market when tenants move on.

On-site rather than off-site provision of affordable homes is likely to secure best outcomes for sustainable development in the short-term. On-site housing can be more easily phased to come forward in line with market provision and will therefore be delivered at the same time as market housing. However, there may be a delay in securing affordable housing from contributions, especially where these are for the cost of few homes only. These will need a management scheme in place to ensure that money is effectively pooled, sites identified and schemes delivered, in an efficient way.

The 15% target may help deliver up to 560 new affordable homes in the borough if the 3,744 housing target is met. However, in practice this may be lower as some sites may not be able to delivery affordable homes due to financial viability, others may have permission with no affordable home required and ‘executive home’ sites are not required to make affordable provision. Even 560 homes are unlikely to be sufficient to meet the full affordable housing demand in the borough over the life-time of the plan. However, this delivery of new homes is only one aspect of the programme to deliver homes to meet needs and further homes will be provided from other sources, including bringing empty homes back into affordable use.

Viability testing has been completed for the allocated sites. Therefore, there should be strong burden of proof on the developer that delivery of these homes is not financially viable.

Allowing small scale extension to Serviced Villages and Villages of 100% affordable housing may help delivery of homes to meet needs in these areas. However, it is not clear how effective a policy such as this will be.

The policy makes clear the Council will have regard to the Strategic Housing Market Assessment in making decisions on housing mix and tenure to be delivered. Guidance and detail on how affordable housing will be delivered is set out in the SPD.

Recommendations including mitigation:

- The SPD must be kept up to date to reflect needs and the best practice in delivering affordable homes.

Audit Trail Draft 2013 to Draft 2016 Local Plan versions

The Draft 2016 Local Plan version of the policy set out a new provision that the type and size of affordable housing will have to have regard to the Tees Valley Strategic Housing Market Assessment (or other documents which supersede the SHMA). No change was proposed to the Sustainability Appraisal, although reference to evidence base is supported in achieve a suitable housing mix to meet needs.

Audit Trail Draft 2016 to Publication 2016 Version

A number of amendments have been made to the policy to reflect changes to affordable housing regulations. This includes refinement of the terms of financial contribution expected, to be applicable to developments of between 11 and 14 gross dwellings (inclusive). This excludes a small number of housing allocations for which up to 10 dwellings are allowed from contributing to affordable housing needs although it is noted that this is minimal and therefore unlikely to undermine sustainable development.

The policy also now allows for a small proportion of market housing to be provided within small scale affordable housing schemes (10 dwellings or less) outside of development limits of service villages or villages, where it is demonstrated through detailed viability assessment that the market housing is required in order to deliver affordable housing.

Options

None given. It should be noted that this policy was based on up-to-date evidence provided in the SHMA that identifies the level of need. The Whole Plan Viability study also calculated the target standards based on financial viability of housing. Therefore, there were no reasonable alternatives to the preferred approach without their impacting on viability and therefore delivery or underproviding to meet needs.

Policy H5

Sub-division and conversion of buildings to residential uses

This policy is on the sub-division or conversion of all types of building for residential use. The policy seeks to ensure the development is of a good quality and does not harm the urban character and impact on highway safety.

BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
-	-	?	-	-	-	-	●	?	?	?	?	?	-	-	-	-	-

Sustainability summary and significant impacts

Conversion of buildings for residential use, should their original use be no longer required, can make good use of resources. The policy should help manage the delivery of these types of homes to ensure that it respects the character of the area and is of a quality that will create a good place to live.

Under current permitted development rights not all conversions of use will need to secure planning permission. For instance, from office to residential use. Consideration should be given to whether any areas should be exempt of this permitted development right in order to protect the supply of employment land.

Making sure that this type of development does not lead to an oversupply of any one type of dwelling in an area may help support diverse location communities. In the rural areas the policy should ensure that conversion helps protect the rural character of buildings and will not require significant extension or rebuilding.

Reuse of long redundant buildings will need to consider the impacts on wildlife and in particular bats and nesting birds.

Recommendations including mitigation:

- Consideration could be given to having one policy for all types of sub-division of buildings for residential use, covering common topics such as standards of accommodation, impact on housing supply, waste and parking. Specific criteria for certain types of conversion could be given. However, the plan-makers in response to comments on the SA of the Draft Local Plan 2016 specify that they prefer separation of policies due to the different issues involved.
- Impacts will be mitigated through application of the Sub-Division and Conversion Supplementary Planning Document.

Audit Trail Draft 2013 to Draft 2016 Local Plan versions

The Draft 2016 Local Plan version of the policy provided additional criteria on ensuring highway safety by reason of additional traffic generation. However, this was not identified as having any implications for sustainable development.

Audit Trail Draft 2016 to Publication 2016 Version

No change to policy wording.

Options

No reasonable alternatives considered.

Policy H6

Houses in Multiple Occupation (HMO)

The policy is to manage the creation of HMO and contains similar criteria to ED11.

BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
-	-	●	-	-	-	-	?	●	?	?	-	-	-	-	-	-	-

Sustainability summary and significant impacts

Houses in Multiple Occupation (HMOs) can play an important role in providing often low cost housing and often relatively easy to access to those most in need. These developments also make very efficient use of urban land. Therefore, allowing this use where reasonable should be encouraged.

However, there is the potential for these uses to have adverse impacts on the amenity of some areas of built environment. For instance, through the density of residents leading to high levels of refuse, lack of maintenance of outdoor spaces and congested car parking. These types of uses can also lead to the loss of family homes through conversion or the loss of former holiday accommodation. These types of homes must also meet certain liveability and safety standards although these are not covered by planning.

As identified in the policy it is often the cumulative impact from this type of use in a concentrated area that can create the greatest potential for adverse impacts on the surrounding environment and residential amenity. Therefore, as identified in the policy consideration should be given to the concentration of these uses in any one location. Cumulative effects on amenity and the loss of family sized homes should be considered.

Conversion of a family home to an HMO with up to six residents is permitted development. Therefore, there will be little opportunity for the Local Plan to influence this type of development. Consideration could be given to identifying areas where permitted development rights should be removed through an Article 4 declaration, in order to retain the supply of housing or prevent the further deterioration of areas.

Development will also need to be delivered in a way that protects people's wellbeing. All development will be subject to appropriate Building Regulations.

Recommendations including mitigation:

- Consideration could be given to identifying areas where no further Houses in Multiple Occupation are allowed and permitted development rights removed.

Audit Trail Draft 2013 to Draft 2016 Local Plan versions

No change to policy and therefore no implications for sustainable development.

Audit Trail Draft 2016 to Publication 2016 Version

No change to the policy wording.

Options (Considered at Draft Local Plan Sept 2013)

H1 Including a policy specifically on the problem areas

Including a policy specifically for Westbourne Grove and other identified problem areas for this type of development may have had sustainability benefits as it could have allowed this area to have permitted development rights removed. Therefore, reducing the proliferation of smaller HMOs in this area. However, it would also have meant the policy could result in proliferation of these uses in other areas.

H2 HMO and Visitor Accommodation

This option would combine the HMO policy with one on visitor accommodation. The type of impact on these two uses is similar therefore combining them both in one policy is unlikely to have any very different sustainability impacts than separating them out into two.

The Preferred Option in the Draft Local Plan 2016

The Draft 2016 Local Plan version Local Plan takes the preferred option of the Draft Local Plan forward. The sustainability appraisal did not find that either of these alternatives would necessarily have a beneficial impact on sustainable development.

Policy H7

Gypsy, Traveller and Travelling Showpeople Accommodation

The policy identifies that expansion of the existing Gypsy and Traveller site and allocated land west of The Haven will be the focus for provision of new pitches to meet the needs of additional 9 pitches. The policy also includes criteria for determining the suitability of other Gypsy and Traveller sites that may come forward during the plan period.

BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
-	-	-	-	-	-	-	-	?	?	X	●	●	?	-	-	-	-

Sustainability summary and significant impacts

Gypsy and Travelling groups are part of the varied communities of the Tees Valley and the borough. These groups have very specific housing need relating to their traditional way of life and culture. Where sites are not available where Gypsies and Traveller feel secure, without the threat of eviction, it can have significant adverse impacts on quality of life, including impacts on health and access to an uninterrupted education.

The policy sets out that the Gypsy and Traveller pitch requirement in the borough over the plan period will be for 9 pitches, in addition to the current 18 pitches at The Haven. The policy is not clear that this provision is to meet the needs to Irish Travellers and Romany Gypsies and their needs could be different.

Additional sites should be permitted in the borough to allow a choice of site and the option of private sites. It is important the Local Plan does not create a barrier to getting planning permission on a site that would be reasonable for other residential use.

The criteria of the policy on determining the suitability of new sites for the travelling community should help protect these groups from harm as well as protecting the receiving environment, with positive implications for sustainable development. However, requiring that new Gypsy and Traveller sites are close to existing services, including schools and healthcare is positive in terms of reducing the need to travel. However, for equitable development it should not preclude sites being determined as suitable where it would not be the case for other types of residential development.

Recommendations including mitigation:

- Recognise not all travelling people in the borough may want to live at The Haven and people should be able to have a choice in where they live, even if it is likely that this will be the main residential choice for most members of these communities.

Audit Trail Draft 2013 to Draft Local Plan 2016

No change to policy and therefore no implications for sustainable development.

Audit Trail Draft 2016 to Publication 2016 Version

No change to policy wording.

Options

A consideration of reasonable sites on Council owned land was undertaken; this is included as an appendix to the SA. The Haven was selected due to the relative good access to local services and no overriding effects, such as loss of public open space.

6 Natural Environment

Policy N1																	
Landscape																	
This policy covers landscape protection in the borough.																	
BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
●	●	●	-	-	-	-	-	-	?	-	-	?	-	-	-	-	●
Sustainability summary and significant impacts																	
<p>Much of the landscape of the borough is of high scenic quality with either views of the seascape or the remote rural area. This quality is part of the character of the area, important as part of the identity of the place and people's connection with it. The high quality landscapes of the North York Moors and Heritage Coast are also a vital asset to the tourism economy of the area.</p> <p>Landscape should also be protected for its own sake and the components of it will have a multi-functional sustainability value. For instance, hedgerows and trees will be part of the biodiversity assets of the borough and landscapes can hold links to the historic land use in the area. Therefore, this policy that seeks to protect quality is important in achieving sustainable development.</p> <p>However, the policy wording could be improved to give more detail of the features and aspects in the landscape that must be protected from harm and the type of mitigation necessary. It may be possible to use a standard set of protection criteria, for example 'careful design', 'retain important elements in the landscape' and then tie these to the relative importance of each area. A briefer policy highlighting key aspects of protection help users of the plan understand what is expected of them and how landscape impact mitigation must be applied.</p> <p>Protecting the landscapes of the North York Moors National Park from harm is essential. The policy should be clear on what type of development would harm the character of this landscape and if the policy is preliminary concerned with views from the National Park.</p> <p>The policy refers to Restoration Landscape Areas these will need to be indicated on Local Plan maps. To secure their restoration as required the policy could be more strongly worded to ensure new development in these areas makes a contribution to enhancement.</p>																	
Recommendations including mitigation:																	
<ul style="list-style-type: none"> ■ Implementation of the SPD on Landscape Character should help ensure that the policy is fully implemented. 																	
Audit Trail Draft 2013 to Draft 2016 Local Plan versions																	
The Draft 2016 Local Plan version of the policy has minor changes for clarity with no implications for sustainable development.																	
Audit Trail Draft 2016 to Publication 2016 Version																	
The policy has been updated to include that development proposals will be considered in the context of Historic Landscape Characterisation, this supports the already positive relationship between sustainable development and the preservation of landscape and historic character.																	
Options (Considered at Draft Local Plan Sept 2013)																	
<i>N1a Policy restricting all development in sensitive landscape area</i>																	
Such an approach may be overly restrictive and may prevent development being correctly located to meet local needs. However, a stronger protection policy or identification of specific features may have																	

had advantages in protecting these areas.

N1b Policy protecting on the Heritage Coast

Covering all landscape issues, based on the different levels of protection, in one policy is preferable in securing sustainable development as provides a single location in the Local Plan for all issues relating to landscape.

The Preferred Option in the Draft 2016 Local Plan

Both options were rejected for the Draft 2016 Local Plan version as the Council did not believe they were necessary, the sustainability appraisal did not find the alternatives would be preferable.

Policy N2

Green Infrastructure

This policy covers green infrastructure provision and preservation in the borough.

BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
●	●	●	?	●	-	?	-	-	●	-	-	●	?	-	-	-	?

Sustainability summary and significant impacts

Green infrastructure can have multiple roles in achieving more sustainable development in the borough, depending on how it is defined. This can include health benefits from access and views of open space; biodiversity benefits from providing and linking habitats and allowing the natural movement of plants and animals.

The policy sets out several other types of green infrastructure relating to protection of openness, which may have fewer sustainability benefits as this is not necessarily a quality designation. This is particularly the case where this is private and/or agricultural land.

The policy could have firmer proposals for the protection on all types of green infrastructure through the plan. This could include back gardens, sidings and verges, as well as footpath links.

The importance of the water environment as part of ‘green infrastructure’ is identified in the policy. Other consideration as part of green infrastructure should be footpaths, cycleways and allotments. Part (d) of the policy could recognise that open spaces in urban areas can have other benefits besides to local communities. The Tees Valley Green Infrastructure Strategy is clear that it refers to green spaces that have open space use, biodiversity use and perform a multi-functional role and this should be reflected here.

Policy wording has elements that are not clear and may be over ambitious, users of the plan need to be clear on what is expected on them – for example how loss of existing green infrastructure through development should be translated into a net gain through design and delivery.

Recommendations including mitigation:

- Definitions of green infrastructure include the landscape, open space and biodiversity. Therefore, other plan policies on these topics need to ensure that they are compatible with this policy and there are no overlaps or differing policy requirements, each policy should be suitably distinct while ensuring all elements of green infrastructure are covered.

Audit Trail Draft 2013 to Draft 2016 Local Plan versions

The Draft 2016 Local Plan version of the policy provided additional policy criteria to seek opportunities to improve the water environment.

Additional criteria were also added on the need to protect Public Rights of Way and other walking and cycling routes and the definition of what Green Infrastructure includes was added to supporting text, this is in part in response to comments made in the Sustainability Appraisal of the Draft Local Plan 2013.

These amendments have some benefits in relation to achieving the ‘water resources’ sustainability objective.

Audit Trail Draft 2016 to Publication 2016 Version

A couple of minor amendments to the wording of this policy have been made in the Publication Local Plan 2016 version, which are not material changes and do not change the Sustainability Appraisal.

More notable amendments have also been made to include heritage assets and green infrastructure which contributes to their setting, it also draws links to proposals affecting open space provision being assessed against Policy HE2 for heritage assets. These amendments improve the delivery of sustainable development which carefully considers the relationship between green infrastructure and heritage assets, and is likely to give overall added assurances that the setting of heritage assets will be safeguarded.

Options

N2a Remove protection of green wedges and strategic gaps

These types of green gaps can have benefits of retaining community identity through preventing their coalescence into a single urban area. However, their use should be managed to ensure that they do not result in the displacement of development to other areas of higher environmental quality (i.e. for landscape or biodiversity quality).

Periodic review of the green wedges and strategic gaps, as has been this case for preparing the Draft Local Plan 2016. Allows areas for limited development to be identified where it would not harm the overall purpose of the open space. However, it may be possible, with possible benefits for sustainable development to remove these designations and rely on well worded natural environmental protection policies of the plan to ensure that what is best in the countryside of the borough is retained.

Rely only on open space policy

As noted in the SA of this policy, it overlaps with aspects of several other policies including open space. Ensuring that this policy is suitability differentiated from the other is important to create a clear and deliverable plan. Therefore, it may be suitable to combine elements of this policy with others to show a clear approach. However, solely relying on the open space policy is unlikely to be suitable, given the multi-functional role of this space.

The Preferred Option in the Draft Local Plan 2016

The preferred option of the Draft Local Plan has been taken forward into the publication Local Plan. The sustainability appraisal supports this approach, finding neither of the two alternative options to have preferable sustainability effects.

Options (considered at the for the Draft Local Plan 2016)

A review of Green Wedge and strategic gaps in the borough has been completed as part of the background evidence for the Local Plan. This was part of identifying sites that may be suitable for allocation in these areas and where it will be necessary to maintain open space. This concludes with the identification and retention of strategic gaps and Green Wedges as shown in the policy. The study is available on the Local Plan evidence website.

Justification for their retention is given as:

“The review concluded that strategic gaps and green wedges continue to perform an important role and that they should remain protected. The extent of the designations was also considered with strategic gaps defined and some minor amendments to green wedge boundaries. To help maintain their separate identities, and ensure that they do not coalesce, strategic gaps between Marske and New Marske; and Marske and Saltburn will be protected. Green wedges are open areas within the urban and coastal area which provide buffers between different uses and delineate distinct communities. These areas are valuable for local amenity, recreation and wildlife and will continue to be protected.”

Policy N3

Provision of Open Space and Recreation Facilities

This policy sets out the principles for delivering new open space and leisure facilities in the borough, standards are given in the Developer Contributions SPD.

BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
?	?	?	-	-	-	-	-	-	●	-	-	●	●	-	-	-	●

Sustainability summary and significant impacts

Providing informal and formal space for recreation and leisure is essential in creating sustainable development. This will have multiple sustainability benefits, the principal of which will be in securing in health and wellbeing in local communities.

The inclusion of the maintenance of open spaces and that development can contribute to improvement of existing spaces is welcomed in seeking sustainable development. These provisions should help make sure that open space remains cared for and therefore is well-used. Poorly maintained open space can be a determinant to the local environment and possible fear of crime could stop people using it so it has few benefits for local communities. Therefore, policy provisions that allow for improvements to off-site provision in lieu of on-site provision can bring about benefits for the wider community.

Standards cover all types of open space provision, including formal and informal recreational space, children's play space, allotments, space for older children and teenagers etc. and this is addressed in the Developer Contributions SPD. Viability testing has also been used to ensure that provision of any open space standards set through SPD can be achieved.

Recommendations including mitigation:

- The Developer Contributions SPD will help in securing the delivery of open space to meet the needs of new (and existing) residents.

Audit Trail Draft 2013 to Draft 2016 Local Plan versions

The Draft 2016 Local Plan version of the policy provided only minor amendments to the policy criteria with no implications for sustainable development.

Audit Trail Draft 2016 to Publication 2016 Version

No change to policy wording.

Options (Considered at Draft Local Plan Sept 2013)

N3a Include standards in policy

Setting the standards for key elements of open space and leisure provision in policy could help secure their delivery. However, this would require periodic review to ensure that they remain applicable. Sustainability implications are likely to be the same if the policy simply states that the current standards must be applied in all new development.

The Preferred Option in the current Draft Local Plan 2016

The sustainability appraisal supports this approach, as the alternative is unlikely to have any sustainability benefits compared to the other option.

Policy N4

Biodiversity and Geological Conservation

This policy sets out the principles for delivering new open space and leisure facilities in the borough, standards are given in the supporting text.

BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
●	●	●/ ?	-	-	-	?	-	-	?	-	-	?	-	-	-	-	●

Sustainability summary and significant impacts

This policy supports the conservation of the biodiversity assets of the borough. This includes the aim to provide 'net gains' in biodiversity assets wherever possible, which is an important inclusion in trying to achieve biodiversity sustainability objectives for the plan area. The protection of trees and veteran trees is particularly welcomed for their diverse sustainability benefits, including biodiversity and landscape value, contribution to the built environment and cultural heritage.

In addition, the policy covers the general protection of designated biodiversity sites in the borough.

Recommendations including mitigation:

- None
- Refer to the HRA Report for specific policy screening

Audit Trail Draft 2013 to Draft 2016 Local Plan versions

The Draft 2016 Local Plan version of the policy made various amendments to the policy criteria from 2013, providing clarity for the majority of the tests.

Within the second paragraph of the policy the reference to developers providing compensation, where a proposal would result in adverse effects on the site, was deleted. New supporting text set out that developers can provide compensation as a last resort, which is in line with national policy and to the benefit of biodiversity conservation.

The policy changes represented a strengthening of what was already proposed with no implications for sustainable development.

Audit Trail Draft 2016 to Publication 2016 Version

The terminology in the policy has been updated to ensure that any development which is likely to have a *significant* effect on any internationally designated site will be subject to an Appropriate Assessment. This amendment accords with HRA terminology and does not effect to the Sustainability Appraisal of the policy.

A further update has been made to criteria (c) to include reference to broader impacts on the network of SSSIs. This widens the scope of impacts to be balanced against any benefits a proposed development might have thereby improving the positive relationship with the delivery of biodiversity sustainability objectives.

Options

No reasonable alternatives considered.

7 Historic Environment

Policy HE1

Conservation Areas

The policy covers the protection of conservation areas, covering their character, open space within them and controls over demolition.

BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
-	?	●	-	-	-	-	-	●	?	-	-	-	-	-	-	-	-

Sustainability summary and significant impacts

Historic heritage assets are a finite asset. They can provide a sense of identity and provide parts of the borough with a unique character and links to the past. These areas can also be an important feature in the borough that helps improve its quality and attractiveness of the borough for those who choose to live, visit or invest in it. The policy should help to ensure new development respects the character of these areas in both the built character and the open setting.

The policy controls the type of planning application in a conservation area, restricting outline permission. This may help ensure that at initial stages it is clear the design of development, including its massing, is appropriate for its location.

Protection of open space and landscape features in the conservation areas may have benefits for biodiversity, as many of these features may be longstanding with potential for high biodiversity value e.g. veteran trees and ponds.

'Article 4 Direction' areas have been identified in the borough for protection of conservation areas, in these areas. Even minor alterations, which help protect non designated historic assets, could require planning permission. However, these Directions should be used reasonably to ensure that it does not overly hamper development or put the historic environment at further risk by making restoration financially unviable.

Recommendations including mitigation:

- None

Audit Trail Draft 2013 to Draft 2016 Local Plan versions

The Draft 2016 Local Plan version of the policy provided a minor amend to criteria (d) and (e), which did not impact on sustainable development.

A new criteria was added to require that where 'Article 4 Directions' areas have been introduced even minor alterations could require planning permission, this strengthens policy but with no overall change for sustainable development.

Audit Trail Draft 2016 to Publication 2016 Version

The policy has been updated in the Publication Local Plan 2016 to include greater detail on planning applications within conservation areas. The addition stipulates that Development proposals that require planning permission within conservation areas should normally be subject to a full planning application; and includes two new conditions for outline applications in these areas. These conditions are set out in new criteria (g) and (h) and allow outline applications only where there will not be demolition or alteration of existing buildings and where sufficient detail is included to allow proper assessment of effects of heritage assets. The addition strengthens the positive influence of the policy on sustainable development within conservation areas and ensures appropriate consideration is given to proposals in these areas at the planning stage.

Options

No reasonable alternative given.

Policy HE2																	
Heritage Assets																	
The policy covers development that has the potential to have an impact on a heritage asset.																	
BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
-	?	●	-	-	-	-	-	●	?	-	-	-	-	-	-	-	?
Sustainability summary and significant impacts																	
<p>Historic heritage assets are a finite asset. They can provide a sense of identity and provide parts of the borough with a unique character and links to the past. These areas can also be an important feature in the borough that helps improve its quality and attractiveness of the borough for those who choose to live, visit or invest in it.</p> <p>Heritage assets covered by this policy are also covered in the protection policies of the NPPF. This policy adds an additional layer of detail to the NPPF. It sets out exactly what considerations should go into determining suitability of a proposed development on a heritage asset. The policy should help ensure that heritage assets are not lost unless there is strong evidence that there is no option.</p> <p>Non-designated heritage assets of archaeological interest that could be considered of equivalent significance to scheduled monuments, will be considered subject to the policies for designated heritage assets. Providing protection for non-designated heritage assets which have heritage value is positive in sustainability terms.</p>																	
Recommendations including mitigation:																	
<ul style="list-style-type: none"> How these assets differ from those covered by HE1 and HE3 should be clear, for instance heritage asset covers conservation areas that are already covered by HE1. 																	
Audit Trail Draft 2013 to Draft 2016 Local Plan versions																	
<p>The Draft 2016 Local Plan version of the policy provided a few minor changes to the 2013 version, which did not change the emphasis of the policy.</p> <p>The <i>'alteration, extension or change of use'</i> section of this policy was updated to only relate to designated heritage assets, which was an omission by the Council within the 2013 version of the policy.</p> <p>The policy added criteria relating to <i>'other harm to a designated Heritage Asset'</i> and non-designated heritage assets, which is in line with National Policy.</p>																	
Audit Trail Draft 2016 to Publication 2016 Version																	
No change to policy wording.																	
Options																	
No reasonable alternative given.																	

Policy HE3																	
Archaeological Sites and Monuments																	
The policy covers development that has the potential to have an impact on a heritage asset.																	
BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
-	?	●	-	-	-	-	-	-	?	-	-	-	-	-	-	-	?
Sustainability summary and significant impacts																	
Development in sites of known archaeological potential can help in discovering more about the history of the area, so long as development is properly managed and archaeological recording completed in the necessary detail. Therefore, this policy should help ensure that where archaeological remains are possible there is proper evaluation and preservation or recording as appropriate.																	
Protecting these finite assets is essential for the sustainable development and where finds are located can contribute to the character of the area and people's pride in it.																	
Recommendations including mitigation:																	
<ul style="list-style-type: none"> ▪ The policy identifies the need for archaeological evaluation that will allow the most appropriate course of remedial action to be identified. This could vary site by site depending on the value and sensitivity of remains. 																	
Audit Trail Draft 2013 to Draft 2016 Local Plan versions																	
The Draft 2016 Local Plan version of the policy provided significant text changes to the second criteria to provide clarity and meant it now only related to designated heritage assets. These amendments did not change the overall findings of the Sustainability Appraisal.																	
In response to Sustainability Appraisal recommendations the policy was updated to identify that archaeological evaluation will be used to identify the most appropriate course of action where remains are likely.																	
Audit Trail Draft 2016 to Publication 2016 Version																	
No change to policy wording.																	
Options																	
No reasonable alternatives considered.																	

8 Transport and Accessibility

Policy TA1																	
Demand Management Measures																	
This policy covers transport and accesses in the borough. The aim is to improve accessibility.																	
BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
-	-	-	●	-	●	-	-	-	?	-	-	●	●	●	-	?	?
Sustainability summary and significant impacts																	
<p>Helping improve transport and access is one of the principal ways the plan can help contribute to sustainable development in the borough. The benefits will be from helping reduce the distance and number of trips people need to make to meet their day-to-day needs. This should reduce car use and the environmental, social and economic impacts this can have. There are also health benefits from helping more people to be able to walk and cycle to their destination. One of the main ways the Local Plan can achieve this is through defining a sustainable spatial strategy for the borough, locating new development in accessible locations and providing a mix of uses.</p> <p>In addition, the plan needs to ensure sustainable transport is integrated into all new development. This policy should help support the delivery of more sustainable travel choices, although it is not clear how and who will prepare and implement these plans and strategies listed.</p> <p>The policy also refers to possible future reduction in trips that is the overall goal of good planning and the integration of other strategies. However, it should be noted that increased trips are more likely in the short to medium term given the current trends of increased car ownership and dispersed nature of development.</p>																	
Recommendations including mitigation:																	
<ul style="list-style-type: none"> ▪ None 																	
Audit Trail Draft 2013 to Draft 2016 Local Plan versions																	
No change to policy and therefore no implications for sustainable development.																	
Audit Trail Draft 2016 to Publication 2016 Version																	
No change to policy wording.																	
Options																	
No reasonable alternatives considered.																	

Policy TA2																	
Travel Plans																	
This policy covers transport and accesses in the borough. The aim is to improve accessibility.																	
BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
-	-	-	-	-	?	-	-	-	?	-	?	●	●	●	-	-	?
Sustainability summary and significant impacts																	
As identified in the appraisal of policy TA1 one of the main ways the plan can reduce travel and support sustainable travel choices is by creating a pattern of development the reduces the need to travel and the distance of trips. This policy helps support these locational considerations by requiring development to support more sustainable travel and choice of travel. All development that makes a significant amount of the traffic should have a Transport Assessment, Transport Statement and Travel Plans. Thresholds for these could be defined in policy, e.g. size or number of homes.																	
Recommendations including mitigation:																	
<ul style="list-style-type: none"> ▪ Define what strategic or significant development would mean in terms of scale of development or predicted trip numbers. ▪ Personalised travel planning should be considered in large new housing sites to work with individual householders to identify how they could choose an alternative to driving. 																	
Audit Trail Draft 2013 to Draft 2016 Local Plan versions																	
No change to policy and therefore no implications for sustainable development.																	
Audit Trail Draft 2016 to Publication 2016 Version																	
No change to policy wording.																	
Options																	
None given																	

Policy TA3

Improving Accessibly within and beyond the Borough

This policy identifies all the schemes for improving accessibility in the borough, highlighting the need for joint working.

BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT
-	-	-	●	-	?	-	-	?	-	-	-	●	●	●	-	●	?

Sustainability summary and significant impacts

Many of these measures should help secure more sustainable transport options for the borough if implemented. Particular benefits will come from improving public transport including rural buses and passenger rail and access to stations by bike. The proposed strategy is realistic in its aims of providing better integrated transport options, allowing people to begin and end their journeys via different modes of travel. Bus improvements focused on services to a hub should also help improve reliability and frequency of services, although this needs to be matched with affordable pricing through the Council working with operators to ensure a simple fare mechanism.

The policy also includes some road improvements that are required in the borough. Increasing capacity of the roads is likely to lead to increased demand and should be used cautiously. Such measures will be of greatest benefit for sustainable development where they linked to specific improvements on these routes (where suitable) for public transport and cyclists – including provision of safe cycle ways. As well as trips that directly help support economic growth objectives.

The Infrastructure Delivery Plan contains details on how these schemes will be funded and where developer contributions will be required.

Recommendations including mitigation:

- Working with service providers to improve use of public transport. This will need to include active promotion of new services so everyone is aware of them.

Audit Trail Draft 2013 to Draft 2016 Local Plan versions

The Draft 2016 Local Plan version update of the policy identified an additional highway infrastructure project (Greystones roundabout) on the list of infrastructure projects in criteria (d). There were no changes to the Sustainability Appraisal. Clarification was also made that the bus rail interchanges rather than simply a new bus station in Redcar. This was identified in the Sustainability Appraisal as important to supporting longer distance public transport trips, so everyone can choose not to drive or can access services if they cannot drive.

Audit Trail Draft 2016 to Publication 2016 Version

The policy has been updated to include Tees Valley Combined Authority as one of the stakeholders that shall work together to improve accessibility within and beyond the borough. The addition does not alter the Sustainability Appraisal of the policy. There is no change to the Sustainability Appraisal.

Options

No reasonable alternatives considered.

Policy TA4

Sustainable Transport Networks

The policy identifies the need to safeguard and routes for walking, cycling and horse riding.

BI	LS	HH	AQ	WR	EN	CR	WM	DS	CO	HS	SC	HT	AC	TR	EM	EG	LT	
-	-	-	●	-	?	-	-	-	?	-	-	●	●	●	-	-	-	/?

Sustainability summary and significant impacts

Walking and cycling (although perhaps not horse riding) are the most sustainable modes of travel for everyday trips. It should be possible to replace the majority of car trips of up to 1km with walking and up to 5km for cycling if there routes available that are of a good quality and safe – for instance signposted and designed cycle routes. Take up of these modes of transport will depend on the terrain and the purpose of the trips, but these objectives are not unreasonable for the majority of residents. However, in all circumstances new development should be created that allows for people to walk or cycle to their nearest services – rather than making driving the only viable option. Therefore, these policies, in addition to other policies of this section on improving these routes can have sustainability benefits from reducing car travel.

Routes named in part (a) are beneficial in protecting and improving accessibility to leisure and tourism assets in the borough, although may not be used for everyday trips.

All parts of the policy have the potential to secure health benefits.

Recommendations including mitigation:

- None,

Audit Trail Draft 2013 to Draft 2016 Local Plan versions

Public Rights of Way were added to the policy in the Draft 2016 Local Plan version, as was a reference to the need to consider Local Green Spaces (should any be designated).

Audit Trail Draft 2016 to Publication 2016 Version

The policy has been amended to remove reference to the link between sustainable transport networks and the benefits to enhancing the borough’s tourism, culture and leisure offer through improved accessibility. The amendments place the focus of the policy more primarily on the sustainable transport networks for everyday trips, so the positive relationship with transport and accessibility objectives and subsequently health and air quality objectives are still supported by this policy. This also removes any overlap with other policies thereby providing clarity over the purpose of this policy.

The policy still supports improvement to leisure routes and open spaces from residential areas and therefore there is still a link to sustainability objectives for leisure, although the impact of this policy on leisure and tourism will be limited and therefore the relationship with this objective is uncertain.

Options

No reasonable alternatives considered.

**Appendix H Sustainability Appraisal of Policy H3
Housing Allocations – Draft Local
Plan May 2016)**

Appendix H

**Sustainability Appraisal of the Site Allocations Policy H3 of the
Publication Redcar & Cleveland Local Plan**

November 2016

Introduction

This is the Sustainability Appraisal (SA) of the housing site allocation policies of the Publication Local Plan 2016.

The appraisal presented here sets out the main sustainability opportunities and constraints of each of the proposed site allocations. It is not the same as the process of assessment that led to the Council selecting the sites for allocation, as this has also included an assessment of their sustainability. Instead the process for the SA provides an independent review of sites in a mostly qualitative way that provides a check of the sustainability considerations that should be part of delivering the sites.

Those sites where the yield is shown in **blue** are those that have either outline or full planning permission.

The SA Colour Summary

Each site is compared to the sustainability objectives developed as part of the framework for the SA. A simple colour indication is used to give an impression of where positive or negative impacts may occur or where there is no particular relationship. These are not intended to provide 'scores' on the site suitability, but simply to flag potentially positive, negative or mitigation potential.

Those sites marked as **orange** are where the SA has identified a matter that will need to be addressed through appropriate mitigation when the site is designed and delivered, this includes landscaping or integrating development with the wider community. It also denotes where there may be issues of potential concern, such as lack of access to facilities or poor public transport links. These may need to be considerations of long term planning for the borough. Proposed mitigation that any proposed new development would have to meet is set out in each appraisal matrix in order to secure more sustainable development. In many instances this covers the same issues as mitigation that is inherent in the policy. Where a site already has permission this mitigation would apply to any new application on the site, as there is a possibility that existing permissions will lapse or new applications will be submitted on any of these sites.

Those sites marked as **green** are where there is no impact or where the site has a clear opportunity to address a sustainability objective, such as delivering affordable housing or supporting local communities.

Some sites are marked **grey**. These sites are those where it is not clear what the relationship is. For some issues almost all sites have these sites given a grey score. For instance, the relationship between economic growth and housing sites is not a direct one.

The basis of the assessment

For the SA information has been drawn from a variety of readily available sources to help get an understanding of each site. This has included:

- The government natural environment online mapping system magic.gov.uk;
- The Tees Valley Water Cycle Study 2012;
- The Indices of Multiple Deprivation 2015;
- Online mapping;
- Proposed text of the Draft Local Plan;
- Bus timetable and bus route information.

Table A.1 shows how the sustainability objectives were assessed for the purpose of the SA. Not all matters can be assessed definitively and in some instances conclusions have to be drawn from the characteristics of the site and the proposed development and the receiving environment. These judgements are based on informed opinion from work with delivering housing sites.

Headline	Objective	Basis of SA
Core Theme: Protecting, conserving and enhancing the borough's built, historic, cultural and natural environments		
Biodiversity	Protect and enhance biodiversity and geodiversity	<ul style="list-style-type: none"> • In or near a biodiversity designation. • Characteristics of the site, e.g. the site's former use may indicate a biodiversity potential; • Surrounding habitat types e.g. BAP habitats.
Landscapes	Protect and enhance the quality, distinctiveness and setting of the area's seascapes and landscapes.	<ul style="list-style-type: none"> • In or near a landscape designation; • In a prominent position; • In the landscape setting of an historic asset; • On a main route into the settlement; and • Views from the site.
Historic and Built Heritage	Protect and enhance all heritage assets of special archaeological, historical and architectural interest	<ul style="list-style-type: none"> • In or near a heritage asset; • Unique built environment features.
Air quality	Protect and improve local air quality	<ul style="list-style-type: none"> • Potential for air quality impacts impact on the future residents of the site from existing roads; • Potential for the site to give rise to large increases in car movements with creating possible air quality impacts.
Water resources	Protect and improve water quality and water resources.	<ul style="list-style-type: none"> • Based on the findings of the Water Cycle Study; • Informed by policy supporting text; • Acronyms: WwTW – Waste Water Treatment Works, CSOs Combined Sewer Overflow; SuDS Sustainable Drainage Systems.
Energy	Reduce energy consumption and greenhouse gas emissions	<ul style="list-style-type: none"> • Working on the assumption that larger sites may have greater potential for low carbon generation.
Climate resilience	Reduce the impact of severe weather events and increase the resilience of the borough	<ul style="list-style-type: none"> • Based on the findings of the Water Cycle Study; • Informed by policy supporting text.
Waste and minerals and land use	Minimise waste and increase the reuse, recycling and recovery of waste and encourage the best use of land	<ul style="list-style-type: none"> • Efficient use of land • Waste and minerals issues are not considered applicable to choice of sites, impacts will be through design and delivery guided by Local Plan policy.
Design	Encourage high quality design and sustainability in development	<ul style="list-style-type: none"> • No considered applicable to choice of sites, impacts will be through design and delivery guided by Local Plan policy.

Headline	Objective	Basis of SA
Core Theme: Delivering healthy, sustainable, inclusive and cohesive communities		
Communities	Empowered and active communities who are proud of where they live	<ul style="list-style-type: none"> • Size of the development; • Location of the development; • Accessibility to local services, especially space for community interaction; • Likelihood of chance community interaction if the site is likely to encourage walking for many day-to-day trips; • Deprivation scores.
Housing	Improve the quality, availability and accessibility of housing in the borough	<ul style="list-style-type: none"> • Type of allocation, e.g. assisted living, executive homes; • Proportion of development that that could be delivered for affordable housing according to proposed policy H4; • If affordable housing would be provided on or off-site.
Safer communities	Create safer communities and protect people from harm	<ul style="list-style-type: none"> • Potential for impacts on amenity e.g. air or noise pollution; • The need for appropriate testing of contamination and remediation if the site is previously developed; • Specific circumstance related to the site e.g. safe walking routes.
Health	Improve public health and provide opportunities for physical activity to promote healthier and longer lives for all	<ul style="list-style-type: none"> • Indices of Deprivation health rank 2010; • Access to open space; • Potential to encourage an active lifestyle with higher levels of walking.
Core Theme: Improving connectivity		
Accessibility	Improve the accessibility and quality of key services and facilities	<ul style="list-style-type: none"> • Distance to the town centre or local shops; • Distance to primary schools and other services.
Transport	Increase sustainable transport options and usage	<ul style="list-style-type: none"> • Distance to a bus stop with a good service; • Distance to a train station.
Core Theme: Diversifying and strengthening the local economy		
Improve employment	Increase employment and improve the level of education, skills, jobs and training.	<ul style="list-style-type: none"> • Distance to main centres of employment; • Indices of Deprivation income rank 2010.
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"> • Not considered relevant in the majority for the majority of allocations as the direct relationship is hard to establish.
Leisure and tourism	Increase leisure and tourism opportunities	<ul style="list-style-type: none"> • Not considered relevant as these are housing allocations only.

Policy H3.1: Low Grange Farm Strategic Site, South Bank		
Homes 1,250 (200 in plan period). Mixed use development. Urban greenfield Consented		
Headline		Comment
Biodiversity		No designated nature conservation areas on the site and survey reveal little ecological value on the site, although there is the potential for enhancement.
Landscapes		The site is not in an important landscape area. However, a landscape buffer could be included to reduce the impact on the open countryside.
Historic and Built Heritage		This site does not contain and is not adjacent to any conservation areas or listed buildings. Initial investigation identifies the need some further archaeological survey on site.
Air quality		The site borders onto the dual carriage way A66 to the north.
Water resources		The area has a heavily used sewer network with a number of sewer floods in locations to the west of Normanby Road and several in other parts of the area. Therefore, sewer upgrade is likely to be necessary. Flow from development will go to the Bran Sands WwTW, which has available capacity. Northumbrian Water has confirmed that waste water drainage infrastructure is not a constraint on growth and will be, or can be, upgraded when required.
Energy		There is potential for low carbon energy generation on a site of this size.
Climate resilience		The site is in Flood Zone 1. Use of infiltration SuDS is limited by low permeability of geology. Environment Agency maps show that part of the site is likely to be at medium to high risk of surface water flooding, particularly along the boundaries. Measures will need to be put in place to mitigate this risk, including the position of development and drainage design. It is anticipated SuDS will be provided on-site.
Waste/mins		This site is an urban greenfield site. The land could be protected for a community use and could provide accessible public open space.
Design		NR
Communities		The scheme will need to deliver development in a way that supports the existing communities of the area and helps create a new sustainable community in this location. Development will contain a mix of uses and this needs to be planned to be delivered to meet the needs of new and existing residents.
Housing		The current outline planning permission makes no provision for affordable housing. Therefore, this site will not contribute towards this need.
Safer communities		Considerations should be given to the potential noise and air quality impacts of the A66. Previous land uses and made ground mean the site may be contaminated, survey and remediation where necessary will be required on site.

Health		<p>The site is one of the parts of the borough with the highest levels of health deprivation. Therefore, it is important the residents have good access to new health services and opportunities for sport and outdoor recreation on nearby sites.</p> <p>New development must have good walking links to shops and services and high quality, well maintained recreation spaces.</p> <p>Links to open space are essential with good quality, safe and direct walking and cycling routes from the site to recreational space. Any open space provided on site must be of a good and usable quality, not simply areas of closely mown grass verge that add little the character of the area and are unlikely to encourage children's play, places to relax of recreational walking.</p> <p>The northern part of the site is the HSE outer zone. Therefore, development in this area would have to be compatible with its location, which could include housing.</p>
Accessibility		<p>There is a supermarket adjacent to the site to provide nearby shopping facilities. The site has good access to the South Tees employment area.</p>
Transport		<p>Currently the site is well served by bus routes, linking into Redcar and Middlesbrough. The site is also within walking and cycling distance of the South Bank train station.</p> <p>Development here could help improve the public transport provision, with the possible diversion of a route into the site.</p> <p>Development here could help improve the public transport provision, with the possible diversion of a route through the site. The requirement for a transport assessment and travel plan should help encourage sustainable modes of transport to be integrated into a proposal.</p>
Improve employment		<p>The site has good access to the South Tees employment area.</p>
Econ growth		NR
Leisure and tourism		NR

Mitigation

Consent has been granted on the site, with conditions set for some issues. The application of these should help in mitigating some effects, with other considered at reserved matters. However, should the application lapse then consideration would need to be given to the following mitigation measures in any future permission.

New sewerage infrastructure is likely to be necessary.

Development should aim to address health inequalities in the area through being designed to ensure an urban layout that encourages walking, allowing residents to access services and open spaces that are being developed around the site.

Potential for contamination and the appropriate remediation should be carried out as necessary.

The potential for road noise and for air pollution to have adverse impacts on local residents should be considered along the A66. For noise mitigation this is likely to comprise suitable glazing, trickle vents, as well as the use of fencing and building orientation to limit noise impacts.

The risk of surface water flooding will need to be managed on the site through appropriate drainage design and the position of development on the plot.

Biodiversity enhancement could be incorporated into the site, through landscaping and introduction of other features.

Infrastructure should be phased with development to ensure facilities are in place for early occupiers of the development within the plan period. Key social and environmental infrastructure should not be left until the end to be delivered, as last phases are likely to be over 15 years from the start of development.

Sustainability Appraisal

The site should help deliver regeneration to this part of the borough. The development of the site could have benefits for the wider communities of these areas, revitalising them and stemming the decline in population in the area. New development should be designed to take into account the needs of existing communities, including making sure the site is permeable and that all residents can access the mixed use development around the site, including new open space and the nearby new district centre.

The policy could clarify who should prepare the site masterplan. It would be useful for this to be led by Council to ensure that sustainability aspirations for the site are fully incorporated.

A masterplan should demonstrate how infrastructure will be phased into the development to ensure it is in place as people occupy the site.

Higher densities on the site to deliver the anticipated housing yield in addition to a mix of other uses including open space, may help ensure a more sustainable community and provide benefits for surrounding communities. A more compact urban form can also help encourage community cohesion and walking.

Audit Trail Draft 2013 to Draft 2016 versions

No major changes proposed to the Sustainability Appraisal.

Audit Trail Draft 2016 to Publication 2016 versions

No changes proposed to the Sustainability Appraisal.

Policy H3.2: Swan's Corner, Nunthorpe		
Homes 128 (Executive housing) Greenfield extension Consented		
Headline		Comment
Biodiversity		The site is opposite the Flatts Lane Country Park, designated as a Local Nature Reserve. There may be a need to verify if there is any related biodiversity interest on the site. NB Preliminary audits by Tees Valley Wildlife Trust in 2007 did not identify any on-site biodiversity interest. An ecological appraisal has been undertaken for the existing planning consent and sets out suitable mitigation for ecological issues.
Landscapes		The site is in quite a prominent position. Landscaping or high quality design should be used to create an attractive visual edge to the development along Ormesby Bank.
Historic and Built Heritage		This site does not contain and is not adjacent to any conservation areas or listed buildings. The policy seeks to protect the character and enhance the appearance of the area, which is within the setting of Upsall Hall.
Air quality		The site border is near the dual carriageway A171. Development of the site is likely to lead to an increase in car use to access jobs, shops and facilities, because the development is catering to higher income residents who are more likely to own one or more cars.
Water resources		The area has a heavily used sewer network with a number of sewer floods in locations to the west of Normanby Road and several in other parts of the area. Therefore, sewer upgrade is likely to be necessary. Flow from development will go to the Bran Sands WwTW, which has available capacity. Northumbrian Water has confirmed that waste water drainage infrastructure is not a constraint on growth and will be, or can be, upgraded when required.
Energy		NA
Climate resilience		The site is in Flood Zone 1. Use of infiltration SuDS is limited by low permeability of geology but will be required on the site as a risk of possible groundwater flooding is identified on part of the site.
Waste/mins		The proposed density of only 20 dwellings per hectare is low and may not represent the most efficient use of greenfield land.
Design		NR
Communities		The scheme will deliver large Executive style homes. This will not necessarily help in creating more equitable development that meets diverse housing needs. However, it may be that this style of housing is creating a type of home that is in short supply in the borough, encouraging some diversity in the demographics of local communities. It will be important to ensure these homes are linked to the community in which they are located, avoiding use of gated communities and other types of development that disassociates itself from its surroundings. Footpaths should be provided to link development to Nunthorpe.

Housing	X	Affordable housing provision will be off-site. This raises risk of these homes not being delivered in the short term as there will be a need to identify sites why they can be delivered and secure their delivery from another source. Therefore, there needs to be a clear strategy from RCBC as to how this type of housing will be delivered to ensure equality in housing availability is provided. Affordable housing should be integrated into areas of mixed housing tenure to avoid creating or exacerbating deprivation inequalities.
Safer communities		Considerations should be given to the potential noise and air quality impacts of the A171. Mitigate of noise impacts may require careful orientation of buildings and use of suitable double glazing and ventilation methods.
Health		The site should make provision for open space at a quantity to meet standards. This space must be accessible to existing communities given the current shortfall in Nunthorpe. Open space must be of a good usable quality, not simply areas of closely mown grass verge that add little the character of the area and are unlikely to encourage children's play, places to relax of recreational walking
Accessibility		The site has good access to local schools and the local shops of Nunthorpe.
Transport		Currently the site is well served by bus routes, linking into Redcar and Middlesbrough. The site is also within walking and cycling distance of the Nunthorpe train station. The policy requires a travel plan to encourage the use of sustainable modes of transport.
Improve employment		There is a lack of employment opportunities in the immediate area and it is likely many people will rely on car travel to get to work.
Econ growth		NR
Leisure and tourism		NR
<p>Mitigation</p> <p>Consent has been granted on the site in detail with conditions set for some issues. The application of these should help deliver sustainable development. However, should the application lapse then consideration would need to be given to the following mitigation measures in any future permission.</p> <p>Development should ensure it is well connected to the local community.</p> <p>New open space must be accessible to all.</p> <p>New sewerage infrastructure is likely to be necessary.</p> <p>The potential for road noise and for air pollution to have adverse impacts on local residents should be considered.</p> <p>Biodiversity enhancement could be incorporated into the site, through landscaping and introduction of other features. Careful boundary treatment is necessary to ensure the site integrates with the surrounding area.</p> <p>Clarity from RCBC on how affordable housing will be delivered from contributions on this and other sites, to ensure it is developed in the locations required and in a timely way.</p>		
<p>Sustainability Appraisal</p> <p>The site is providing executive style homes to meet a need for this type of home in the plan area. It is hoped provision of more of this type of home will reduce population decline in the borough and promote more mixed communities.</p> <p>The density at which development is proposed (20dph) is low. This may help create large homes in big gardens but this is relatively poor use of land. In addition, lower density housing may reduce community cohesion and people's desire to walk. However, lower densities are characteristic of the area so may have some benefits for retaining the existing character, although much of this is of limited heritage quality.</p> <p>Development must be integrated into the existing community and to ensure sustainable communities.</p>		

Audit Trail Draft 2013 to Draft 2016 versions

No major changes proposed to the Sustainability Appraisal.

Audit Trail Draft 2016 to Publication 2016 versions

The policy has been amended to reflect the scheme which has been granted planning consent. The Sustainability Appraisal has been amended accordingly.

Policy H3.3: Gypsy Lane, Nunthorpe		
Homes 10 Consented.		
Headline		Comment
Biodiversity		There are no designated nature conservation sites on or near the site.
Landscapes		The site is land formerly included identified as Nunthorpe / Ormesby green wedge. However, it is not integral to the openness of the site and appropriate edge treatment should help ensure that the character of the settlement edge is maintained and enhanced as necessary.
Historic and Built Heritage		The site is in the Ormesby Hall Conservation Area, a Grade II listed stone boundary wall and close to Ormesby Hall and should be designed to respect this setting.
Air quality		NA
Water resources		The area has a heavily used sewer network with a number of sewer floods in locations to the west of Normanby Road and several in other parts of the area. Therefore, sewer upgrade is likely to be necessary. Flow from development will go to the Bran Sands WwTW, which has available capacity. Northumbrian Water has confirmed that waste water drainage infrastructure is not a constraint on growth and will be, or can be, upgraded when required.
Energy		NA
Climate resilience		The site is in Flood Zone 1. Use of infiltration SuDS is limited by low permeability of geology. However, no Surface Water flood risk is identified.
Waste/mins		This is a greenfield site proposed for development at only approximately 12 dwellings per hectare, which is very low and may not represent the most efficient use of greenfield land.
Design		NR
Communities		The proposed development is in a quiet cul-de-sac location, with relatively good access to limited services. It is unlikely that development here will have any impacts on existing communities and due to its size. The existing outline development has identified itself as executive homes and therefore it will be important to ensure that when delivered these homes are integrated into the local community. Avoiding the use of gated communities and providing footpath and other physical connections to nearby residential areas.
Housing		This site does not meet the threshold for delivering affordable housing and the existing permission does not appear to set any contribution requirement for affordable housing.
Safer communities		Consideration should be given to noise from the adjacent train line.
Health		The site has relatively poor access to open space, but due to its location may encourage walking.
Accessibility		The site has limited local services, with only very local shops within walking distance. However, there is a local primary school and a nearby secondary school.

Transport		The site has relatively poor access to bus services and these are more than a usual walking distance from the site. However, the site is located adjacent to Gypsy Lane station.
Improve employment		There is a lack of employment opportunities in the immediate area and it is likely many people will rely on car travel to get to work.
Econ growth		NR
Leisure and tourism		NR
<p>Mitigation</p> <p>Outline planning permission has been granted for the site therefore mitigation has been set for the site. However, should the application lapse then consideration would need to be given to the following mitigation measures in any future permission,</p> <p>Development should ensure it is well connected to the local community.</p> <p>Landscaping and good design must be used to ensure that the development respects its setting in the conservation area and nearby Hambleton Hill and Ormesby Hall.</p> <p>New sewerage infrastructure is likely to be necessary.</p> <p>The potential for train noise to have adverse impacts on local residents should be considered.</p>		
<p>Sustainability Appraisal</p> <p>This is a small site with few constraints. However, it is likely that many new residents in this location will be reliant on their cars to access most day to day services and jobs. However, the nearby railway station will offer an alternative for travel to Middlesbrough with around 10 services a day.</p>		
<p>Audit Trail Draft 2013 to Draft 2016 versions</p> <p>No major changes proposed to the Sustainability Appraisal.</p>		
<p>Audit Trail Draft 2016 to Publication 2016 versions</p> <p>The policy has been updated to reflect the revised planning application for the site, which has been given outline consent. The Sustainability Appraisal has been updated accordingly. A criteria has been added to ensure issues relating to surface water drainage are resolved.</p>		

Policy H3.4: Morton Carr Lane, Nunthorpe		
Homes 30 executive style dwellings Greenfield Extension		
Headline		Comment
Biodiversity		Much of this site is a deciduous woodland habitat and therefore potentially is a high quality nature conservation asset. Development of this site should avoid the loss of mature trees, making use of the more open parts of the site only.
Landscapes		The site is on the town edge and therefore landscaping and high quality design should be used to protect views of the site from the open countryside.
Historic and Built Heritage		This site does not contain and is not adjacent to any conservation areas or listed buildings.
Air quality		NA
Water resources		The area has a heavily used sewer network with a number of sewer floods in locations to the west of Normanby Road and several in other parts of the area. Therefore, sewer upgrade is likely to be necessary. Flow from development will go to the Bran Sands WwTW, which has available capacity. Northumbrian Water has confirmed that waste water drainage infrastructure is not a constraint on growth and will be, or can be, upgraded when required.
Energy		NA
Climate resilience		The site is in Flood Zone 1. Use of infiltration SuDS is limited by low permeability of geology. Environment Agency maps show some risk of flood on the site, this will need to be managed through appropriate drainage design and the layout of development on the plot.
Waste/mins		The allocation only requires development at 15 dwelling per hectare. This is low and may not make the best use of land in this greenfield location. However, the density does allow for trees to be retained in a deep woodland buffer.
Design		NR
Communities		The scheme will deliver large Executive style homes. This will not necessarily help in creating more equitable development that meets diverse housing needs. However, it may be that this style of housing is creating a type of home that is in short supply in the borough, encouraging some diversity in the demographics of local communities. It will be important to ensure these homes are linked to the community in which they are located, avoiding use of gated communities and other types of development that disassociates itself from its surroundings. Footpaths should be provided to link development to Nunthorpe.
Housing		Affordable housing provision will be off site. This raises risk of these homes not being delivered in the short term as there will be a need to identify sites why they can be delivered and secure their delivery from another source. Therefore, RCBC needs to put in place a clear strategy as to how this type of housing will be delivered to ensure equality in housing availability is provided.
Safer communities		Consideration should be given to noise from the adjacent train line and bypass, with appropriate mitigation as necessary. This may require noise mitigation through suitable glazing, ventilation and orientation of buildings.
Health		The site should make provision of open space at a quantity to meet standards. This space must be accessible to existing communities given the current shortfall in Nunthorpe. New open space should not result in the loss of trees.

Accessibility		The site is close to the shops and services of Nunthorpe and in close proximity to the train station.
Transport		The site is quite well served by public transport, with bus stops on Guisborough Road. The site is also within easy walking distance of Nunthorpe station. A good quality cycle route also passes along the site's northern boundary. The requirement for a transport assessment and travel plan should help encourage sustainable modes of transport to be integrated into a proposal.
Improve employment		There is a lack of employment opportunities in the immediate area and it is likely many people will rely on car travel to get to work. However, the train station is nearby that provides services to employment areas, for instance in Middlesbrough (approximately hourly).
Econ growth		NR
Leisure and tourism		NR
<p>Mitigation</p> <p>Development should ensure it is well connected to the local community.</p> <p>New open space must be accessible to all.</p> <p>Assessment will be required of surface water flooding and mitigation incorporated in design to reduce the risk of flood from this source.</p> <p>The potential for road noise and for air pollution to have adverse impacts on local residents should be considered, for instance the alignment the proposed buffer along the main road.</p> <p>Careful boundary treatment is necessary to ensure the site integrates with the surrounding area.</p> <p>Clarity on how affordable housing should be delivered may be necessary to ensure it is built in a timely way.</p>		
<p>Sustainability Appraisal</p> <p>The site is very heavily covered by trees and mature shrubs. The loss of these trees could have adverse biodiversity impacts. Therefore, it is essential that ecological assessment is undertaken to establish the ecological value with new development ensuring that it helps enhance biodiversity potential of the site.</p> <p>The site is providing executive style homes to meet a need for this type of home in the plan area. It is hoped provision of more of this type of home will reduce population decline in the borough and promote more mixed communities.</p> <p>Nunthorpe is to be the focus of new executive style homes in the borough, with 60 planned over the plan period. It will be important to ensure these new homes help create community cohesion and are properly integrated into new communities both physically and socially.</p> <p>Development must be integrated into the existing community and to ensure sustainable communities.</p> <p>There are potential difficulties with delivering this site as it has no clear access, with the only access being through land outside the control of the site.</p>		
<p>Audit Trail Draft 2013 to Draft 2016 versions</p> <p>No major changes proposed to the Sustainability Appraisal.</p>		
<p>Audit Trail Draft 2016 to Publication 2016 versions</p> <p>The policy has had several minor amendments including addition of requirement for a flood risk assessment and drainage strategy, and removal of requirements for a Travel Plan, as this is covered elsewhere, and a screening exercise to determine the need for an Appropriate Assessment. No subsequent changes to the Sustainability Appraisal are proposed. The number of dwellings has been reduced to 30 (from 32), the Sustainability Appraisal has been reviewed accordingly but largely remains unchanged.</p>		

Policy H3.5: Longbank Farm, Ormesby		
Homes: 320 in total Consented		
Headline		Comment
Biodiversity		The higher parts of the site are identified wildlife corridor in the Local Plan and adjacent to the Local Wildlife site. Therefore, part of the site is potentially a high quality nature conservation asset and should remain undeveloped with possible additional enhancement measures. Development of this site should ensure that it does not adversely impact on biodiversity and achieves a net gain. The policy requires ecological survey of the site and in particular the maintenance of the wildlife corridor. This has been undertaken for the outline planning application with space allowed in the development for ecological mitigation and enhancement.
Landscapes		The site has a high landscape quality, it contains a Special Landscape Area and is high visible from the surrounding area due to the rising landform. The design of the site will need to ensure that development does not adversely impact on this quality, through landscape and use of topography. Policy requires a strong landscape buffer to reduce the visual impact of development and the extent to which development encroaches on higher parts of the site.
Historic and Built Heritage		This site does not contain and is not adjacent to any conservation areas or listed buildings.
Air quality		Due to the size of development and poor access to jobs, services and shops development of the site is likely to lead to an increase in car use and therefore a possible deterioration in air quality.
Water resources		The area has a heavily used sewer network with a number of sewer floods in locations to the west of Normanby Road and several in other parts of the area. Therefore, sewer upgrade is likely to be necessary. Flow from development will go to the Bran Sands WwTW, which has available capacity. Northumbrian Water has confirmed that waste water drainage infrastructure is not a constraint on growth and will be, or can be, upgraded when required.
Energy		NA
Climate resilience		The site is in Flood Zone 1. Use of infiltration SuDS is limited by low permeability of geology. However, no Surface Water flood risk is identified. A flood risk assessment and sustainable drainage scheme is required for any scheme.
Waste/mins		The site is proposed for development at only 15 dwellings per hectare, which is low and may not represent the most efficient use of this greenfield site. However, the low density allows for large parts of the site to remain undeveloped to create a landscape buffer, biodiversity enhancements and community open space.
Design		NR

Communities		<p>The size of the development and its form has the potential to bring changes to the community character of this part of Ormesby. It will be important to ensure that local residents are properly involved in the design of the scheme masterplan and that the development is physically linked with Ormesby.</p> <p>The development may need to provide new services to ensure that it helps create a cohesive community.</p> <p>Where necessary pedestrian and cycle links should be provided to local community and newly created greenspace to link into the local community.</p>
Housing		The site has the potential to deliver around 48 affordable homes on-site during the plan period, noted in the planning application.
Safer communities		Consideration will need to be given to the stability of the site given the potential for underground mine workings.
Health		<p>The site is well located near the Country Park for informal recreation. There is potential for new open space to be delivered as part of the site development.</p> <p>The A174 runs to the north of the site, noise mitigation is likely to be required in this location. This could include setting residential development back from the road, use of glazing and ventilation methods and the orientation of buildings.</p>
Accessibility		The site has poor access to shops and services, with the A174 acting as a barrier. Future residents are therefore very likely to rely on their cars to access all day-do-day services and jobs, disadvantaging those that do not have access to a car.
Transport		<p>The site is poorly served by public transport and has few local services.</p> <p>The policy requires a travel plan to encourage the use of sustainable modes of transport.</p>
Improve employment		There is a lack of employment opportunities in the immediate area and it is likely many people will rely on car travel to get to work.
Econ growth		NR
Leisure and tourism		NR
<p>Mitigation</p> <p>Outline planning permission has been granted for the site therefore mitigation has been set for the site. However, should the application lapse then consideration would need to be given to the following mitigation measures in any future permission,</p> <p>As required the site must have ecological assessment and have a careful landscaping and ecological enhancement plan applied to avoid adverse effects, including protection of the wildlife corridor must be protected.</p> <p>Careful design of urban edges is essential to reduce the visual impact of development, including the layout of the development on the site and avoiding the ridgeline.</p> <p>New public footpaths should be provided to link to the Country Park.</p> <p>New sewerage infrastructure is likely to be necessary.</p>		

Sustainability Appraisal

This site is in a very sensitive location in terms of landscape quality and also biodiversity quality. Development in this location has the potential to have visual impacts on the existing communities of Ormesby. It is a large site and wraps round the entire eastern side of Ormesby below the A174. Therefore, development in this location has the potential for significant adverse impacts on the natural environment unless ways are found to effectively mitigate it and parts of the site left as open space.

The site also has poor access to services and public transport. This is likely to mean most residents will be reliant on their cars to access their jobs, schools and services. This will lead to increase car travel with associated impacts and also raises the risks of isolation. Although the policy does require a travel plan which should address these issues.

The planning permission on the site has addressed these issues, including leaving part of the site free from development. However, reserved matters applications must ensure that all landscaping and nature conservation enhancements are secured.

Audit Trail Draft 2013 to Draft 2016 versions

No major changes proposed to the Sustainability Appraisal.

Audit Trail Draft 2016 to Publication 2016 versions

Minor amendment to wording of requirement for a sustainable drainage scheme, no changed proposed to the Sustainability Appraisal on this basis.

Sustainability Appraisal has been updated following responses from the Council on the Sustainability Appraisal of the policy in the draft Local Plan 2016 version.

Policy H3.6: Spencerbeck Farm, Ormesby		
Homes: 61 (net) 82 gross. Consented (for 41). However, revised application for 61 net additional houses is being pursued now.		
Headline		Comment
Biodiversity		There are no wildlife designations on or near the site. For the current planning permission ecological assessment has identified no ecological constraints on development.
Landscapes		The site is adjacent to the green wedge in between Ormesby and Normanby and development should not affect the openness of this designation.
Historic and Built Heritage		This site does not contain and is not adjacent to any conservation areas or listed buildings.
Air quality		NA
Water resources		The area has a heavily used sewer network with a number of sewer floods in locations to the west of Normanby Road and several in other parts of the area. Therefore, sewer upgrade is likely to be necessary. Northumbrian Water has confirmed that waste water drainage infrastructure is not a constraint on growth and will be, or can be, upgraded when required. Flow from development will go to the Bran Sands WwTW, which has available capacity. Care will need to be taken to avoid any impact on the Spencerbeck Brook that borders the site to the east.
Energy		NA
Climate resilience		The site is in Flood Zone 1. Use of infiltration SuDS is limited by low permeability of geology. However, no Surface Water flood risk is identified.
Waste/mins		A density of 34 dwellings per hectare is proposed, representing an efficient use of land.
Design		NR
Communities		This is a relatively minor increase in the intensity of uses at this site and is unlikely to have any impact on existing communities and new residents should be able to integrate with existing communities. Demolition of existing homes may impact on existing residents and measures will need to be taken that this does not cause adverse social impacts, including the opportunity for residents to move into new homes created
Housing		The site has the potential to deliver around 12 affordable homes on-site during the plan period. However, the current planning application has aspirations to provide more than required by policy if financially viable.
Safer communities		Former use on the site may need to be taken into account and remediation may be required if contamination is found.
Health		The site is in a location of relatively high health deprivation. Therefore, it is important the residents have good access to new health services and opportunities for sport and outdoor recreation. There is outdoor recreation space adjacent to the site and the development should be delivered to provide safe and direct walking links to this open space. Contributions from development should also go to improving the quality of this space. New development must have good walking links to shops, services and high quality, well maintained recreation spaces.

Accessibility		The site is not directly adjacent to any services. However, there are primary and secondary schools within 500m and Normanby centre is 1km away.
Transport		The site is on a bus route with a regular service.
Improve employment		There is a lack of employment opportunities in the immediate area and it is likely many people will rely on car travel to get to work.
Econ growth		NR
Leisure and tourism		NR
<p>Mitigation</p> <p>Landscaping will be required to ensure that the role of the strategic gap is retained, as set through policy.</p> <p>Ground investigation may be required to ensure the site is not contaminated or to identify necessary remediation, as set through policy</p> <p>Impacts on the Spencerbeck Brook must be avoided in any new application.</p>		
<p>Sustainability Appraisal</p> <p>This is an underused housing site in Ormesby. Redevelopment will make better use of the land area and provide more modern homes to meet modern demands and make better use of the site, while maintaining an open character. Despite the location in the green wedge it may be that more development could have been accommodated here, beyond the existing footprint, subject to appropriate design and layout to preserve an open character.</p> <p>The site has a planning permission for 61 net new buildings.</p>		
<p>Audit Trail Draft 2013 to Draft 2016 versions</p> <p>No major changes proposed to the Sustainability Appraisal.</p>		
<p>Audit Trail Draft 2016 to Publication 2016 versions</p> <p>A minor amendment has been made to allocated 'up to' 82 dwellings; this is in accordance with the planning consent for the site. No changes proposed to the Sustainability Appraisal on that basis,</p>		

Policy H3.7: Normanby Hall, Normanby		
Homes: 25 Urban greenfield		
Headline		Comment
Biodiversity		The site contains no nature conservation designations. However, much of the site is covered by deciduous woodlands may be of nature conservation interest. New development must protect mature trees on the site and any redevelopment should minimise loss of existing trees. The drainage channels on the site are likely to be valuable wildlife corridors and should be protected.
Landscapes		The site is in a high quality setting as part of the parkland of Normanby Hall. New development must be landscaped to respect the setting of the Hall, including through the retention of trees.
Historic and Built Heritage		This site includes the Grade II listed Normanby Hall, which is identified as a building at risk. The redevelopment of the site must respect the character and setting of the hall, as set out in policy, both internally and externally. Although maintaining this heritage asset is vital and redevelopment proposals must be of a high quality (protecting internal and external character) protection measures should be pragmatic to avoid onerous requirements resulting in its loss. There is good potential to achieve a positive outcome for Normanby Hall through careful restoration.
Air quality		NA
Water resources		The area has a heavily used sewer network with a number of sewer floods in locations to the west of Normanby Road and several in other parts of the area. Therefore, sewer upgrade is likely to be necessary. Northumbrian Water has confirmed that waste water drainage infrastructure is not a constraint on growth and will be, or can be, upgraded when required. Flow from development will go to the Bran Sands WwTW, which has available capacity.
Energy		NA
Climate resilience		The site is in Flood Zone 1. Use of infiltration SuDS is limited by low permeability of geology. Drainage channels flow through the site, flood potential should be considered, including seeking to remove culverted water sections. Environment Agency maps show some risk of flood on the site this will need to be managed through appropriate drainage design and the layout of development on the plot. Drainage channels flow through the site, flood potential should be considered, including the removal of culverted channel sections.
Waste/mins		The site has only been allocated for a limited number of new homes to protect the cultural heritage value of the site.
Design		NR
Communities		This is a relatively minor increase in the intensity of uses at this site and is unlikely to have any impact on existing communities and new residents should be able to integrate with existing communities.
Housing		Affordable housing requirements may be waived on this site to ensure restoration is financially viable.

Safer communities		None identified.
Health		The site is in a location of low health deprivation. Open space provision may be possible on undeveloped parts of the site, especially informal recreation in the woodlands on the site.
Accessibility		Normanby centre is quite close of the site as the crow flies. However, walking distance may be further if the existing Normanby Hall drive remains the only pedestrian access to the site.
Transport		The site is on a bus route with a regular service.
Improve employment		There is a lack of employment opportunities in the immediate area and it is likely many people will rely on car travel to get to work.
Econ growth		NR
Leisure and tourism		NR
<p>Mitigation</p> <p>New development must respect the <i>internal</i> as well as external form of the Normanby Hall and its setting, which is referred to in policy.</p> <p>The policy should require biodiversity and arboricultural assessment of the site prior development being permitted to ensure biodiversity and tree quality is understood and protected, as set out in policy.</p> <p>The design of new development needs to be of a high quality as set out in policy, although this should also seek to avoid a pastiche of the Hall architecture.</p> <p>In keeping with policy and supporting text, the drainage ditches and Middle Gill on the site will need to be assessed, both relating to flood risk and to protect water and nature conservation assets. Consideration should be given to de-culverting the Gill.</p>		
<p>Sustainability Appraisal</p> <p>This development has the potential to rescue a building at risk from further dilapidation. Any scheme for redevelopment on the site must be sensitively undertaken to ensure in exterior and the interior is protected to as great an extent as possible.</p> <p>The site needs to be sensitively developed taking into account the potential nature conservation value and the setting of the building. New building design should respect the character of the hall, but should not be a pastiche of the existing styles that may look out of place on a smaller home. Existing poor quality development near the Hall detracts from its setting.</p> <p>Affordable housing requirements on the site may be waived if it is shown restoration would make the scheme financially unviable. In terms of sustainability this is supported as finite resource may be lost if a sensitive restoration is not completed.</p> <p>The site is of high biodiversity value as it covered by trees and areas that have returned to a natural state. New development should seek to protect and enhance biodiversity potential of site.</p>		
<p>Audit Trail Draft 2013 to Draft 2016 versions</p> <p>No major changes proposed to the Sustainability Appraisal.</p>		
<p>Audit Trail Draft 2016 to Publication 2016 versions</p> <p>Minor amendment made to the policy to refine the criteria dealing with flooding and drainage issues. No changes proposed to the Sustainability Appraisal on that basis.</p>		

Policy H3.8 Normanby High Farm, Normanby		
Homes: 150 Greenfield extension		
Headline		Comment
Biodiversity		The site contains no nature conservation designations. However, the site is likely to have some local ecological value based on ecological assessment for the adjoining site, in particular related to the adjacent Brook. The site is also identified as having potential for a community forest.
Landscapes		The site is within the former green wedge on the Spencer Beck Valley. A community forest is proposed at the site and in the gap at this location that may help preserve the green character of the area and physical separation from the urban area of Middlesbrough borough.
Historic and Built Heritage		This site does not contain and is not adjacent to any conservation areas or listed buildings.
Air quality		Development of this size may lead to an increase in car use and a possible deterioration in air quality.
Water resources		The area has a heavily used sewer network with a number of sewer floods in locations to the west of Normanby Road and several in other parts of the area. Therefore, sewer upgrade is likely to be necessary. Northumbrian Water has confirmed that waste water drainage infrastructure is not a constraint on growth and will be, or can be, upgraded when required. Flow from development will go to the Bran Sands WwTW, which has available capacity. Drainage channels flow through the site, flood potential will be considered, including the removal of culverted channel sections.
Energy		NA
Climate resilience		The site is in Flood Zone 1. Use of infiltration SuDS will need to be investigated further. Part of the site is identified on Environment Agency maps as having some risk of surface water flooding, mitigation through drainage design or the layout of development on the plot may be necessary.
Waste/mins		The site is only proposed for development at 15 dwellings per hectare. However, this enables part of the site to be delivered as community woodland and open space. The site is within the former green wedge and is a greenfield extension.
Design		NR
Communities		This is a continuation of the development to the north and therefore needs to be integrated in to the larger scheme. Footpath connectivity needs to be provided for this site, the site to the north, Normanby Road and the school.
Housing		Affordable housing will need to be provided on site in line with policy, which could provide at least 22 new affordable homes.
Safer communities		None identified.

Health		The site is in a location of low health deprivation. Open space provision may be possible on undeveloped parts of the site, especially informal recreation in the woodlands of the house. The open space needs to be accessible to the wider community with measures through design and associated mechanisms to encourage walking and cycling.
Accessibility		Normanby centre is quite close of the site and through provision of new footpath and cycle links, the site should be accessible without the need to drive for most new residents.
Transport		The site is within walking distance to a good bus service on Normanby Road.
Improve employment		There are a range of employment sites locally and jobs could be accessed by public transport, foot or bicycle.
Econ growth		NR
Leisure and tourism		NR
Mitigation		
<p>New development will need to provide ecological enhancements, such as through the proposed woodland.</p> <p>New development will need to include provision of the community woodland and encourage use of the woodland by new and existing residents via footpath links, as set out in policy.</p> <p>Pedestrian and cycle connectivity to the site to the north (under construction) and to the wider Normanby area must be provided, including to the school site as set out in policy.</p> <p>Assessment and mitigation of surface water drainage as necessary.</p>		
Sustainability Appraisal		
<p>This site is a former designated green wedge providing separation of Normanby from the urban area of Middlesbrough. However, the site to the north is being developed for housing and therefore the use of this site for housing is compatible with that permission.</p> <p>To reduce the adverse effect on the urban edge and improve the character of the area and contribution to the community, there will be a community forest planted on part of the site. To ensure this is a valuable resource to the community and helps active leisure access, there should be footpath connectivity to the surrounding area.</p> <p>Provision of affordable housing and a mix of housing types on the site will have benefits in helping to meet identified needs in the borough.</p>		
Audit Trail Draft 2013 to Draft 2016 versions		
No major changes proposed to the Sustainability Appraisal.		
Audit Trail Draft 2016 to Publication 2016 versions		
Minor amends made to the policy to remove the requirement for ground investigations, the reasoning behind this is not clear, the policy adds a requirement for a flood risk assessment and drainage strategy. The Sustainability Appraisal has been updated to reflect the inclusion of the new criterion.		

Policy H3.9: Former Eston Park School, Eston		
Homes: 100 Urban greenfield		
Headline		Comment
Biodiversity		No designated nature conservation areas on the site.
Landscapes		The site is in an urban area with no particular landscape quality.
Historic and Built Heritage		There are no designated heritage assets on or near the site.
Air quality		Due to the size of development and poor access to services and shops development of the site is likely to lead to an increase in car use and therefore a possible deterioration in air quality. The combined impact with the site to the south needs to be considered.
Water resources		The area has a heavily used sewer network with a number of sewer floods in locations to the west of Normanby Road and several in other parts of the area. Therefore, sewer upgrade is likely to be necessary. Northumbrian Water has confirmed that waste water drainage infrastructure is not a constraint on growth and will be, or can be, upgraded when required. Flow from development will go to the Bran Sands WwTW, which has available capacity.
Energy		NA
Climate resilience		The site is in Flood Zone 1. Use of infiltration SuDS is limited by low permeability of geology. Part of the site is identified on Environment Agency maps as having some risk of surface water flooding, mitigation through drainage design or the layout of development on plot may be necessary. Northumbrian Water has confirmed that waste water drainage infrastructure is not a constraint on growth and will be, or can be, upgraded when required.
Waste/mins		The proposed development would see a density of over 30 dwellings per hectare, making good use of this urban greenfield site.
Design		NR
Communities		The site is within a relatively urban area and an increase of 100 homes (plus those to the south) should not have a significant impact on local community character. There are also a range of services at the Low Grange site to support new residents including a health centre and superstore, as well as nearby schools. The proposed development will result in the loss of school land and it needs to be clear that this is surplus to requirements, taking into account longer-term demographic changes. Current evidence suggests that this loss does not cause any substantial concerns in terms of capacity.
Housing		The policy does not require affordable housing in Greater Eston due to an oversupply. However, according to Policy H.4 the site could deliver 15 affordable homes.
Safer communities		None

Health		<p>The site is in a location of relatively high health deprivation. Therefore, it is important the residents have good access to new health services and opportunities for sport and outdoor recreation.</p> <p>New development must have good walking links to shops, services and high quality, well maintained recreation spaces.</p>
Accessibility		<p>The site will have quite good access to the Low Grange mixed use development site and services in this location. However, with the exception of good access to the neighbouring school there are few local facilities to the site.</p> <p>Footpaths and cycleways must be integrated with the allocated site to the south.</p>
Transport		<p>The site is on a bus route with a regular service.</p> <p>The policy requires a travel plan to encourage the use of sustainable modes of transport.</p>
Improve employment		<p>The site is in an area of relatively high income deprivation. Therefore, access to work is essential. The site is near jobs in the South Tees area and therefore there is the potential for new residents in this location to access local jobs.</p>
Econ growth		NR
Leisure and tourism		NR
<p>Mitigation</p> <p>School uses on this site need to be demonstrated to be surplus to requirements and that no other community use is a more appropriate reuse of this public land. RCBC state that they consider that the school is surplus to requirements due to the creation of Hillsvie Academy. The former playing fields are not in community use and the Playing Pitch Strategy indicates that existing school facilities at Hillsvie Academy are also not in community use due to lack of public demand. Nearby public open space at Eston Recreation Ground has sufficient unused capacity to be improved for increased use to satisfy a substantial increase in demand in the local area.</p> <p>Measures need to be taken to ensure future residents of the site are able to make healthy lifestyle choices and access health services due to high levels of health deprivation – this is not only access to health services and open space, but other measures such as access to healthy food, encouraging walking and cycling etc.</p> <p>Residents in this location need to have good access to employment, which can be helped with a good travel plan, as set out in policy.</p> <p>Assessment and mitigation of surface water drainage as necessary.</p>		
<p>Sustainability Appraisal</p> <p>This relatively urban site presents an opportunity for redevelopment for residential reuse, with few environmental constraints.</p> <p>The Council need to be satisfied that residential reuse of the site is the best use of the site. This includes ensuring that the loss of playing at this location does not adversely impact access to this type of resource in the local area. The Council should seek to dispose of its land in a way that brings greatest benefits to existing residents of the borough, and this may mean retaining some community use.</p> <p>The site has relatively poor access to services, although it is on a bus route.</p> <p>Environmental assessments as part of any planning application should take into consideration the combined effects with the allocated former town hall site to the south.</p>		
<p>Audit Trail Draft 2013 to Draft 2016 versions</p> <p>No major changes proposed to the Sustainability Appraisal.</p>		

Audit Trail Draft 2016 to Publication 2016 versions

The policy has had several amends in the current version of the plan including refinement of wording on flood risk assessment and drainage strategy, and the inclusion of a new criterion to ensure a screening exercise is undertaken to determine the need for an Appropriate Assessment.

Reference has been updated to remove the adjacent Former Redcar & Cleveland Town Hall site as this is now under construction. Instead reference is added to set out that access will be achieved via the adjacent Fabian Place development (for 52 dwellings) already under construction.

These amendments have not subsequently changed the Sustainability Appraisal of the site allocation.

Policy H3.10: Corporation Road, Redcar		
Homes: 86 Urban brownfield		
Headline		Comment
Biodiversity		No designated nature conservation areas on the site.
Landscapes		The site is in an urban area with no particular landscape quality.
Historic and Built Heritage		There are no designated heritage assets on or near the site.
Air quality		The site is on the A1085 consideration may need to be given to air quality impacts of this road on residents.
Water resources		The area has a heavily used sewer network with a number of sewer floods in locations near Mersey Road School. Foul water from development would flow into the Marske WwTW, which has capacity to treat flow from the proposed additional housing. Northumbrian Water has confirmed that waste water drainage infrastructure is not a constraint on growth and will be, or can be, upgraded when required. Increase in discharge to CSO could have an impact on bathing water quality.
Energy		NA
Climate resilience		The site is in Flood Zone 1. Use of infiltration SuDS is limited by low permeability of geology, so it is anticipated underground storage tanks will be required. Culverts at the site may create a risk of surface water flooding and Environment Agency maps show a medium and low risk of surface water flooding on site. Mitigation of risk is likely to be necessary through drainage design or the layout of development on plot and appropriate measures associated with the West Dyke culvert
Waste/mins		The proposed development would see a density of over 35 dwellings per hectare making good use of this urban brownfield site.
Design		NR
Communities		This is a relatively minor increase in the intensity of uses at this site and is unlikely to have any impact on existing communities and new residents should be able to integrate with existing communities.
Housing		The site has the potential to deliver around 13 affordable homes on-site during the plan period.
Safer communities		The site may need full ground investigation and remediation if necessary prior to development. Noise impacts from the A1085 may require mitigation including through use of glazing and ventilation mechanisms and orientation of buildings.
Health		The site is in a location of low health deprivation. Open space improvements to nearby open spaces will help provide a recreational resource for local residents.
Accessibility		The site has good access to local services, including Redcar town centre.
Transport		The site is on a bus route with a regular service. The policy requires a transport assessment and travel plan to encourage the use of sustainable modes of transport.

Improve employment		This site is not far from employment opportunities in South Tees and central Redcar.
Econ growth		NR
Leisure and tourism		NR
<p>Mitigation</p> <p>Flood risks associated with the site will need to be assessed and measures taken to avoid flood risks, including from surface water, for instance through drainage design and measures related to the culverts on site, including at the culvert as set out in policy.</p> <p>The site may require remediation prior to development following a ground investigation, as set out in policy.</p>		
<p>Sustainability Appraisal</p> <p>This site is in a sustainable location and subject to management of potential flood and contamination risks should be a good location for new housing.</p> <p>The Council need to be satisfied that residential reuse of the site is the best use of the site, and if any new community use should be incorporated onto this public site. The Council should seek to dispose of its land in a way that brings greatest benefits to existing residents of the borough.</p>		
<p>Audit Trail Draft 2013 to Draft 2016 versions</p> <p>No major changes proposed to the Sustainability Appraisal.</p>		
<p>Audit Trail Draft 2016 to Publication 2016 versions</p> <p>No amendments made to policy from draft to publication version. Sustainability Appraisal has been updated following responses from the Council on the Sustainability Appraisal of the policy in the draft Local Plan 2016 version.</p>		

Policy H3.11: St. Hilda's Church		
Homes: 30 Urban greenfield		
Headline		Comment
Biodiversity		Not designated nature conservation areas on the site.
Landscapes		The site is in an urban area with no particular landscape quality.
Historic and Built Heritage		This church is an interesting example of 1960s ecclesiastical architecture, with some unique features. The housing use should respect the setting of the building as set out by policy.
Air quality		None
Water resources		The area has a heavily used sewer network with a number of sewer floods in locations near Mersey Road School. Foul water from development would flow into the Marske WwTW, which has capacity to treat flow from the proposed additional housing. Northumbrian Water has confirmed that waste water drainage infrastructure is not a constraint on growth and will be, or can be, upgraded when required. Increase in discharge to CSO could have an impact on bathing water quality.
Energy		NA
Climate resilience		The site is in Flood Zone 1. Use of infiltration SuDS is limited by low permeability of geology. Part of the site is identified on Environment Agency maps as having some risk of surface water flooding, mitigation through drainage design or the layout of development on plot may be necessary.
Waste/mins		The site will be developed approximately 30 dwellings per hectare, making good use of this urban greenfield site.
Design		NR
Communities		This is a relatively minor increase in the intensity of uses at this site and is unlikely to have any impact on existing communities and new residents should be able to integrate with existing communities. However, the development will result in the loss of open space, which although not used gives a character to the area. Development will need to protect the setting of the church.
Housing		The site has the potential to deliver around 4 affordable homes on-site during the plan period.
Safer communities		None
Health		The development will result in the loss of open space. However, this space contributes little to local outdoor recreation as it is a heavily managed grassland and its loss is unlikely to have any health effect. New development will need to make appropriate contributions to open space provision.
Accessibility		The site has good access to local services, including Redcar town centre. It is within 200m of a supermarket and shops in Rosebery Square local centre.
Transport		The site is on a bus route with a regular service.
Improve employment		This site is not far from employment opportunities in South Tees and central Redcar.

Econ growth		NR
Leisure and tourism		NR
Mitigation		
The loss of open space should be compensated for through the delivery of new open space or improvements off-site, an essential part of the contribution package identified in policy.		
Sustainability Appraisal		
This site is in a sustainable location and, subject to management of potential flood and contamination risks, should be a sustainable location for new housing, an essential part of the contribution package identified in the policy.		
Audit trail		
No change to policy or Sustainability Appraisal.		
Audit Trail Draft 2013 to Draft 2016 versions		
No major changes proposed to the Sustainability Appraisal.		
Audit Trail Draft 2016 to Publication 2016 versions		
Very minor amendment made to policy to include the need for a drainage strategy. Updates made to Sustainability Appraisal following comments from the Council on the Sustainability Appraisal of the Draft Local Plan 2016 version.		

Policy H3.12: Land adjacent to Rye Hills School, Redcar		
Homes: 30 Urban brownfield		
Headline		Comment
Biodiversity		No designated nature conservation areas on the site.
Landscapes		The site is in an urban area with no particular landscape quality.
Historic and Built Heritage		There are no designated heritage assets on or near the site.
Air quality		None
Water resources		The area has a heavily used sewer network with a number of sewer floods in locations near Mersey Road School. Foul water from development would flow into the Marske WwTW, which has capacity to treat flow from the proposed additional housing. Northumbrian Water has confirmed that waste water drainage infrastructure is not a constraint on growth and will be, or can be, upgraded when required. Increase in discharge to CSO could have an impact on bathing water quality.
Energy		NA
Climate resilience		The site is in Flood Zone 1. Use of infiltration SuDS is limited by low permeability of geology. There may be a need to consider drainage in relation to the West Dyke culvert and the site has been identified as having areas of susceptibility flooding, although this is identified as 'low'.
Waste/mins		The proposed housing yield on the site would result in approximately 24 dwellings per hectares, which is low. However, this may reflect the shape of the site restricting development quantum.
Design		NR
Communities		This is a relatively minor increase in the intensity of uses at this site and it is unlikely to have any impact on existing communities and new residents should be able to integrate with existing communities. The proposed development will result in the loss of school land and it needs to be clear that this is surplus to requirements, taking into account longer-term demographic changes.
Housing		The site has the potential to deliver around 4 affordable homes on-site during the plan period.
Safer communities		As it is previously developed the site may need remediation prior to development.
Health		The site is in a location of relatively low health deprivation. Open space improvements to nearby open spaces will help provide a recreational resource for local residents.
Accessibility		The site has access to essential local shops at the Ings. However, Redcar town centre is over almost 2km away. There is a school adjacent to the site.
Transport		The site is on a bus route with a regular service and the nearest station is over 1.3km away at Redcar Central.
Improve employment		There is a lack of employment opportunities in the immediate area and it is likely many people will rely on car travel to get to work.

Econ growth		NR
Leisure and tourism		NR
Mitigation		
The site may require remediation prior to development and a ground investigation will be required to determine this.		
Sustainability Appraisal		
This site is in a sustainable location and subject to management of potential flood and contamination risks should be a good location for new housing.		
Although the Council identify that this land is surplus to the needs of the Council to achieve more sustainable development it also needs to be satisfied that residential reuse of the site is the best use of the site, and if any new community use should be incorporated onto this public site. The Council should seek to dispose of its land in a way that brings greatest benefits to existing residents of the borough.		
Audit Trail Draft 2013 to Draft 2016 versions		
No major changes proposed to the Sustainability Appraisal.		
Audit Trail Draft 2016 to Publication 2016 versions		
Very minor amendment made to policy to include the need for a Flood Risk Assessment and drainage strategy. Updates made to Sustainability Appraisal following comments from the Council on the Sustainability Appraisal of the Draft Local Plan 2016 version.		

Policy H3.13: Wykeham Close, Redcar		
Homes: 35 assisted living dwellings for older people		
Consented		
Headline		Comment
Biodiversity		There are no statutory nature conservation designations at or near the site. An area of deciduous woodland BAP habitat is located approximately 200m to the south of the site. Ecological appraisal for the planning application showed no habitats or species at the site that would constrain development, subject to mitigation.
Landscapes		The site is in an urban area with no particular landscape quality.
Historic and Built Heritage		There are no designated heritage assets on or near the site.
Air quality		None
Water resources		The area has a heavily used sewer network with a number of sewer floods in locations near Mersey Road School. Foul water from development would flow into the Marske WwTW, which has capacity to treat flow from the proposed additional housing. Phasing of development would need to be in collaboration with Northumbrian Water to ensure any necessary upgrades are in place. Increase in discharge to CSO could have an impact on bathing water quality.
Energy		NA
Climate resilience		The site is in Flood Zone 1. Use of infiltration SuDS is limited by low permeability of geology. However, no Surface Water flood risk is identified.
Waste/mins		The proposed development presents a good opportunity to reuse this cleared site at over 115 dwellings per hectare.
Design		NR
Communities		This is a relatively minor increase in the intensity to meet the needs of older people. The site is a cleared brownfield site within an established residential estate. Redevelopment of the site, with high quality design and consideration of residential amenity, could improve the visual amenity of the site.
Housing		The proportion of the population of retirement age in Redcar and Cleveland is highest in the Tees Valley, and well above the national average. It is expected that this trend will continue, and become more pronounced. The site will deliver homes specifically to meet the needs of older people. The supporting text indicates that this site be reserved for affordable housing for older people. Therefore, the site should help meet the needs of some of the vulnerable groups in the community.
Safer communities		None
Health		The site is in a location of high health deprivation. Providing dedicated and tailor made homes for older people will help ensure residents can live a healthy life and reduce potential for illness from a poor living environment.

Accessibility		There is a local supermarket within 0.5km and less than 200m from bus stops.
Transport		The site is near to a frequent bus service serving Redcar. The nearest rail service is Redcar Station 3.5km away.
Improve employment		The site is in a location of relatively high income deprivation. However, the development will be for people of over retirement age so access to employment is not an issue. The development could help support local care jobs.
Econ growth		NR
Leisure and tourism		NR
Mitigation		
None.		
Sustainability Appraisal		
Providing dedicated and tailor made homes for older people will help ensure residents can live a healthy life and reduce potential for illness from a poor living environment. This site has potential to deliver sustainable development.		
Audit Trail Draft 2013 to Draft 2016 versions		
No major changes proposed to the Sustainability Appraisal.		
Audit Trail Draft 2016 to Publication 2016 versions		
No amendments made to policy from draft to publication version. Updates made to Sustainability Appraisal following comments from the Council on the Sustainability Appraisal of the Draft Local Plan 2016 version.		

Policy H3.14: Grosmont Close, Redcar		
Homes: 12 (specialist housing)		
Consented		
Headline		Comment
Biodiversity		There are no statutory nature conservation designations at or near the site.
Landscapes		The site is in an urban area with no particular landscape quality.
Historic and Built Heritage		There are no designated heritage assets on or near the site.
Air quality		None
Water resources		The area has a heavily used sewer network with a number of sewer floods in locations near Mersey Road School. Foul water from development would flow into the Marske WwTW, which has capacity to treat flow from the proposed additional housing. Phasing of development would need to be in collaboration with Northumbrian Water to ensure any necessary upgrades are in place. Increase in discharge to CSO could have an impact on bathing water quality.
Energy		NA
Climate resilience		The site is in Flood Zone 1. Use of infiltration SuDS is limited by low permeability of geology. However, no Surface Water flood risk is identified.
Waste/mins		The proposed development presents a good opportunity to reuse this cleared site at over 80 dwellings per hectare.
Design		NR
Communities		This is a relatively minor increase in the intensity to meet the needs of specialist housing (subject to the current planning permission). The site is a former day centre that is in a poor state of repair. Redevelopment of the site, with high quality design and consideration of residential amenity, could improve the visual amenity of the site.
Housing		The current permission has the opportunity to provide specialist housing to meet a specific need in the borough.
Safer communities		None
Health		The site is in a location of high health deprivation. Providing dedicated and tailor made homes residents with special need will help ensure these individual can live as part of a local community in good quality accommodation.
Accessibility		There is a local supermarket within 0.5km and bus stops within 200m.
Transport		The site is near to a frequent bus service serving Redcar. The nearest rail service is Redcar Station 3.5km away.
Improve employment		The site is in a location of relatively high income deprivation. However, the development will be for a specialist group so access to nearby employment may be less relevant than for general housing. The development could help support local care jobs.

Econ growth		NR
Leisure and tourism		NR
Mitigation		
None identified.		
Sustainability Appraisal		
Providing dedicated and tailor made homes for people with learning difficulties to live independently in the community. The location of the development is compatible with achieving sustainable development and providing access to service		
Audit Trail Draft 2013 to Draft 2016 versions		
No major changes proposed to the Sustainability Appraisal.		
Audit Trail Draft 2016 to Publication 2016 versions		
No amendments made to policy, no changes proposed to the Sustainability Appraisal.		

Policy H3.15: Roseberry Road, Redcar		
Homes: 10 (special residential facilities)		
Consented		
Headline		Comment
Biodiversity		Not designated nature conservation areas on the site.
Landscapes		The site is in an urban area with no particular landscape quality.
Historic and Built Heritage		There are no designated heritage assets on or near the site.
Air quality		None
Water resources		The area has a heavily used sewer network with a number of sewer floods in locations near Mersey Road School. Foul water from development would flow into the Marske WwTW, which has capacity to treat flow from the proposed additional housing. Phasing of development would need to be in collaboration with Northumbrian Water to ensure any necessary upgrades are in place. Increase in discharge to CSO could have an impact on bathing water quality.
Energy		NA
Climate resilience		The site is in Flood Zone 1. Use of infiltration SuDS is limited by low permeability of geology. Part of the site is identified on Environment Agency maps as having some risk of surface water flooding, mitigation through drainage design or the layout of development on plot may be necessary. There is no surface water flood risk identified at the site.
Waste/mins		The site will be developed at over 50 dwellings per hectare making good use of this previously developed site.
Design		NR
Communities		This is a relatively minor increase in the intensity of uses at this site and is unlikely to have any impact on existing communities and new residents should be able to integrate with existing communities.
Housing		The site is currently below the threshold for on-site affordable housing, but in the future the density rises development would have to comply with affordable housing policy. There is no indication a contribution is being made to affordable housing in the existing permission.
Safer communities		The site has areas of identified contamination that could put future residents at risk of harm if suitable remediation is not completed prior to development.
Health		The site is in a location of high health deprivation. New homes of a high quality can help achieve some health benefits. However, this will need to be in combination with other initiatives as well as ensuring good accessibility.
Accessibility		The site has good access to local services as it is adjacent to the Rosebury local centre and supermarket, including Redcar town centre.
Transport		The site is on a bus route with a regular service.
Improve employment		This site is not far from employment opportunities in South Tees and central Redcar.
Econ growth		NR

Leisure and tourism		NR
<p>Mitigation</p> <p>Detailed planning consent was granted for the site, including conditions relating to sustainable drainage, ground remediation and residential amenity that should help deliver sustainable development. However, should the application lapse then consideration would need to be given to the following mitigation measures in any future permission,</p> <p>The site will require remediation of contamination to make it suitable for residential reuse.</p> <p>Assessment and mitigation of surface water drainage as necessary.</p> <p>High density development should be encouraged in this location next to the local centre and bus routes.</p>		
<p>Sustainability Appraisal</p> <p>This site presents a good opportunity to reuse a previously developed site in an accessible location, subject to suitable remediation of ground contamination associated with its former use.</p>		
<p>Audit Trail Draft 2013 to Draft 2016 versions</p> <p>No major changes proposed to the Sustainability Appraisal.</p>		
<p>Audit Trail Draft 2016 to Publication 2016 versions</p> <p>No amendments made to policy from draft to publication version. Sustainability Appraisal has been updated following responses from the Council on the Sustainability Appraisal of the policy in the draft Local Plan 2016 version.</p>		

Policy H3.16 Land at Mickle Dales, Redcar		
Homes: 100 Greenfield extension		
Headline		Comment
Biodiversity		There are no statutory nature conservation designations at or near the site. Ecological mitigation will need to relate to the Rowan Garth site to the north and provide a continuation of the enhancements in this location.
Landscapes		This site is in an area of land previously designated as a Green Wedge, to protect the separation from Marske. This wedge has already been degraded by the planning permission granted (where construction has commenced) to the north at Rowan Garth. However, development of Mickle Dales will have to provide a landscape planning that provides a good quality rural urban transition and reinforces the gap.
Historic and Built Heritage		There are no designated heritage assets on or near the site.
Air quality		The site borders on to the A174 therefore appropriate assessment of air quality impacts on new residents may be necessary, with development set back from the road frontage if required.
Water resources		Foul water from development may flow into the Marske WwTW, which has capacity to treat flow from the proposed additional housing. Phasing of development would need to be in collaboration with Northumbrian Water to ensure any necessary upgrades are in place. Increase in discharge to CSO could have an impact on bathing water quality.
Energy		NA
Climate resilience		The site is in Flood Zone 1. Use of infiltration SuDS is limited by low permeability of geology. Parts of the site are identified as surface water flood risk, although susceptibility is low. Therefore, a drainage strategy for the site will be need to take this into account.
Waste/mins		The proposed development is for only 23 dwellings per hectare. However, this does allow space for landscape buffers at the site. The development of the site is likely to lead to the loss of agricultural soil, which is classed as 'best and most versatile' soil classification (although investigation will be required to confirm this).
Design		NR
Communities		Combined with Rowan Garth to the north this represents a large extension to eastern Redcar (238 homes in total). It will be essential to ensure the combined impact of the two developments have sufficient capacity at local schools, health services in place to ensure growth does not harm availability of services for existing and new residents. Furthermore, development must be integrated into existing communities through new pedestrian and cycle routes provide direct connectivity. The design of the development with wide landscaped buffers on all sides and a single access routes creates the risk of creating an area physically and socially cut off from the wider Redcar area.
Housing		In accordance with policy the site could accommodate up to 15 new affordable homes to help meet local need.

Safer communities		Consideration must be given to the noise impact of the A174 on new residents at the site. Including the setting back of development from the road and making use of suitable glazing to mitigate effects.
Health		The site is in a location of low health deprivation. However, new footpaths and cycle routes should be provided to link the site to central Redcar, Marske and the coast to encourage everyday as well as recreational travel by foot and bicycle.
Accessibility		The site has relatively poor access to services, with few in an easy walking distance. Nearest bus routes are 500m away (although currently there is no bus stop) and the train station is 1km away. Nearest shops and schools are up to 2km from the site. It is likely that residents will be very reliant on car travel to meet all their day to day needs, such as access to schools, jobs and shops. There is a risk that residents in these locations who cannot drive for whatever reason may suffer for isolation, for instance those without a car including those while at home during the day, elderly people and people on lower incomes.
Transport		The site is poorly served by public transport with the nearest bus stop over 900m away.
Improve employment		The site has poor access to local employment. Most residents living at the site will have to drive to work, with adverse impacts on those who cannot drive for whatever reason.
Econ growth		NR
Leisure and tourism		NR
<p>Mitigation</p> <p>Ecological mitigation and landscape buffer to provide a rural urban transition, including as part of the buffer proposed in policy on the A147.</p> <p>Integrated with the site being developed to the north to create a cohesive area in appearance and in character, including a continuation of a woodland belt and connected road, but also in the overall design and layout.</p> <p>Extension of bus services into the site, where possible supported by Travel Planning.</p> <p>Appropriate financial contributions to support community services in the local area, the development could include space for a non-residential use for community or commercial use</p> <p>Contributions to support expansion of local services such as schools and GPs., as set out by policy.</p>		
<p>Sustainability Appraisal</p> <p>This site is identified as being in a relatively poor location in relation to access to services. Marske district centre is approximately 1.5km from the site and Longbeck Railway station and employment on Longbeck Industrial Estate are less than 1km. However, it is likely many new residents will be reliant on car travel to meet day to day needs, such as getting to work, shops or school. Therefore, those who cannot drive will risk isolation and not be able to access work. This may include carers for young children, elderly and mobility impairment, young people and those on lower incomes. However, it is noted from the sustainability assessment of sites that this site performs better in delivering sustainable development than others nearby, including Redcar Rugby Club and Grundales based on policy considerations and the ability of the site to form a natural extension to the nearby development site at Rowan Garth, it also performs well in terms of landscape and ecological protection in comparison to other nearby sites considered.</p> <p>It will be important that the site maintains and enhances pedestrian connectivity to the wider area, including through retention of the existing footpath but also other measure to make walking an attractive option.</p>		
<p>Audit Trail Draft 2013 to Draft 2016 versions</p> <p>No major changes proposed to the Sustainability Appraisal.</p>		

Audit Trail Draft 2016 to Publication 2016 versions

The policy has had minor amendments to refine the phasing of this site allocation and the development of adjoining Rowan Garth development, and to include criteria for a flood risk assessment and drainage strategy.

Policy H3.17 West Kirkleatham Lane, Redcar (Kirkleatham Business Park)		
Homes: 550 Greenfield extension		
Headline		Comment
Biodiversity		There are no statutory nature conservation designations at or near the site. The site is currently greenfield and therefore it will be important to undertake an ecological assessment prior to development taking place to ensure that there is no harm to the ecological value on the site. Including retention of mature trees and hedgerow boundaries.
Landscapes		The area is a greenfield location. It will be important to protect, as far as possible, the landscape character of the site and reduce any visual impact of residents around the site as well as future residents on the site given the location adjacent to an employment site.
Historic and Built Heritage		There are two listed buildings to the west of the site, consideration will have to be given to the protection of the setting of these buildings.
Air quality		None
Water resources		The area has a heavily used sewer network with a number of sewer floods in locations near Mersey Road School. Foul water from development would flow into the Marske WwTW, which has capacity to treat flow from the proposed additional housing. Phasing of development would need to be in collaboration with Northumbrian Water to ensure any necessary upgrades are in place. Increase in discharge to CSO could have an impact on bathing water quality.
Energy		NA
Climate resilience		The site is in Flood Zone 1. Use of infiltration SuDS is limited by low permeability of geology. Environment Agency maps indicate a high risk of surface water flooding along the northern boundary of the site. This will need to be managed through appropriate drainage design or location of the new development on the plot.
Waste/mins		NR
Design		NR
Communities		This development is a large extension to the communities in this location. It will be necessary to ensure that new development will be linked to existing residential areas to help the communities integrate. Although the site is not in an area of high deprivation it is nearby areas that have some of the highest deprivation levels in England. New population in the area may help to support new local services and could bring benefits to local communities. However, if the level of growth is not matched by a growth in community services and facilities it could further stretch existing services with potential adverse effects, e.g. access to schools or health services.
Housing		The site could support over 80 affordable homes in the area, making a positive contribution to the housing supply to meet local needs.
Safer communities		None

Health		The site should provide walking and cycling links to the wider community, employment areas as well as to the open countryside and coast. It will be important to ensure that health services are in place to support new residents and development does not stretch existing services that may adversely affect the wider community.
Accessibility		Parts of the site are within walking distance to some services, including shops at Rosebery Avenue. There are also local bus services that pass the site. The allocation allows for on-site provision of neighbourhood shopping facilities. However, the site does not have good access to a primary school.
Transport		The site is near to a frequent bus service serving Redcar.
Improve employment		The site is directly adjacent to the Kirkleatham business support, which could provide very local employment. The site also has good public transport access to other employment areas in the wider Tees areas.
Econ growth		The site is on land formerly allocated for employment use. However, the Employment Land review has indicated a surplus of employment land in the borough and therefore the reallocation for housing should not adversely impact on the ability of the borough to meet economic growth objectives.
Leisure and tourism		NR
<p>Mitigation</p> <p>Support local services, including potential to provide a health centre (if required).</p> <p>New footpath and cycleway connections to nearby shops and communities and to the employment area. Links should also be provided that allow access for cyclists and walkers to the countryside and coast, such as the pedestrian links to the north and south covered in the policy</p> <p>To protect residential amenity consideration must be given to screening the business part from residential development. This includes protection from noise, visual and light pollution impacts, such as through the landscaped buffer.</p> <p>Development of the green field site must ensure appropriate mitigation of ecological and landscape impacts. This should include consider of the form and layout of development to fit the existing landscape character and landform of the site in addition to peripheral planting.</p>		
<p>Sustainability Appraisal</p> <p>The large scale of development in this area will need to be managed to help ensure that new communities are integrated with existing communities. For example, through physical footpath and cycleway connections, ensuring that all communities have access to new open space within the site, as well as measures such as consultation and community support to foster links between new and existing groups. In addition, delivery of development will need to be managed to ensure that there is not adverse impact on availability of services to local residents, existing and new, for example capacity at nearby schools and health centres will need to be in place to meet increased demand.</p> <p>Identifying this site for housing rather than employment, as an extension to the nearby business park, is compatible with sustainable development. This is because the Employment Land Review has demonstrated that there is no need for additional allocations of employment land in the borough due to current overprovision.</p>		
<p>Audit Trail Draft 2013 to Draft 2016 versions</p> <p>No major changes proposed to the Sustainability Appraisal.</p>		
<p>Audit Trail Draft 2016 to Publication 2016 versions</p> <p>The policy has been amended to include on-site provision of neighbourhood shopping facilities following recommendation from the SA of the Draft Local Plan 2016 version. The Sustainability Appraisal has been updated accordingly.</p>		

Policy H3.18 Marske Road, Saltburn		
Homes: 116 Greenfield extension Consented		
Headline		Comment
Biodiversity		There are no statutory nature conservation designations at or near the site. Ecological evaluation of the site as part of the planning application did not identify any habitats or species of importance on the site.
Landscapes		This site has permission in an area of former Strategic Gap on the outskirts of Saltburn. A landscape and visual impact assessment has identified that there would only be a minor visual impacts from the development of this site, for instance from the Tees Valley Railway and the urban edge of Saltburn. However, a suitable landscape strategy to protect the rural to urban transition would help mitigate effects.
Historic and Built Heritage		There are no designated heritage assets on or near the site.
Air quality		None
Water resources		Foul water may be having an impact on the water quality at Saltburn.
Energy		NA
Climate resilience		The site is in Flood Zone 1. Use of infiltration SuDS is limited by low permeability of geology. Environment Agency maps do not show a risk of surface water flooding on the site.
Waste/mins		This site is on greenfield land currently in agricultural use. The proposed development on the site (based on the current planning application) would see development at only 20 dwellings per hectare. This may not be the most efficient use of land. However, it does allow for the maintenance of wide landscape buffers around the western, northern and southern boundaries with the open countryside.
Design		NR
Communities		This development is an extension of Saltburn to the west. It will be necessary to ensure that new development is linked to existing residential areas to help the communities integrate. This includes physical links such as footpaths and cycleways and public open space. Although the site is not in an area of very high deprivation it will be important to ensure that new development has accessible services with sufficient capacity to meet future resident's needs and not harm the ability of existing residents to meet their needs.
Housing		The proposed development should be able to deliver at least 17 affordable homes to meet local needs. The proposed development (as part of the current planning application) shows the majority of development will be new family homes. Therefore, the type of home may be compatible with retaining more families in the area, but less compatible with an aging population.
Safer communities		The design layout of development will need to make sure that there are no adverse noise impacts related to the position of the site on the Marske Road.

Health		The site is in a location of moderate health deprivation. Providing homes to meet people's needs with accessible open space and footpath and cycle links may help to support healthier lifestyles. However, the majority of shops and services may be beyond a distance people choose to walk from the site.
Accessibility		There is a local foodstore as part of a petrol filling station within 400m of the site. Primary and secondary schools are approximately 1km away. However, the main centre of Saltburn and the train station is over 1.5km from the site.
Transport		The site is near to a frequent bus service serving the site (along the northern boundary) with links to Redcar, central Saltburn and the train station.
Improve employment		The site is in a location of relatively high employment deprivation. There are few local employment areas in Saltburn and most residents will have to travel to other areas for work. There are bus services that link to employment areas in Redcar and Teesside and the rail station, but most residents are likely to be reliant on access to a car to get to work.
Econ growth		NR
Leisure and tourism		NR
<p>Mitigation</p> <p>A reserved matters application for the site was approved in October 2016. The approval is subject to a number of conditions, including achieving satisfactory access arrangements, any appropriate ground remediation and ecological measures and the implementation of an agreed drainage strategy and flood risk mitigation. However, should the application lapse then consideration would need to be given to the following mitigation measures in any future permission,</p> <p>Support local services, including potential to provide a local shop on the site and/or health centre (if required).</p> <p>New footpath and cycleway connections to nearby shops and communities and to the employment area. Links should also be provided that allow access for cyclists and walkers to the countryside and coast.</p> <p>To protect residential amenity, consideration must be given avoiding impacts from the road. This includes protection from noise, visual and light pollution impacts.</p> <p>Development of the green field site must ensure appropriate mitigation of ecological and landscape impacts.</p>		
<p>Sustainability Appraisal</p> <p>The large scale of development in this area will need to be managed to help ensure that new communities are integrated with existing communities. For example, through physical footpath and cycleway connections, ensuring that all communities have access to new open space within the site. In addition, delivery of development will need to be managed to ensure that there is not adverse impact on availability of services to local residents, existing and new, for example capacity at nearby schools and health centres will need to be in place to meet increased demand.</p>		
<p>Audit Trail Draft 2013 to Draft 2016 versions</p> <p>No major changes proposed to the Sustainability Appraisal.</p>		
<p>Audit Trail Draft 2016 to Publication 2016 versions</p> <p>No amendments made to policy from draft to publication version. Sustainability Appraisal has been updated following responses from the Council on the Sustainability Appraisal of the policy in the draft Local Plan 2016 version.</p>		

Policy H3.19: Wilton Lane, Guisborough		
Homes: 14 dwellings Consented		
Headline		Comment
Biodiversity		No designated nature conservation areas on the site.
Landscapes		The site is in an urban area with no particular landscape quality.
Historic and Built Heritage		There are no designated heritage assets on or near the site.
Air quality		None
Water resources		The town's sewer network can flood in times of heavy rainfall. The main flood locations are east of Stokesley Road. The downstream pumping station at the Guisborough holding tanks may be at capacity and may require update to cope with significant new development. Foul water from development would flow into the Marske WwTW or Skinningrove WwTW, both of which have capacity to treat flow from the proposed additional housing.
Energy		The site is proposed for 'eco-homes' that should reduce energy use on the site.
Climate resilience		The site is in Flood Zone 1. Foul water may be having an impact on the water quality at Saltburn. Surface water runoff to combined sewer network must be reduced by use of SuDS. The site is not identified in Environment Agency mapping as at risk from surface water flooding.
Waste/mins		The site is proposed for a density of over 46 dwellings per hectare that represents the good use of urban land.
Design		NR
Communities		This is a relatively minor increase in the intensity of uses at this site and is unlikely to have any impact on existing communities and new residents should be able to integrate with the surrounding community.
Housing		The planning application identifies the homes as affordable.
Safer communities		As it is previously developed the site may need remediation prior to development.
Health		The site is located in one of the areas with the greatest levels of health deprivation in the borough. New development needs to ensure it is designed in a way that helps encourage healthy lifestyles and gives people good access to health services. The site presents an opportunity to support active travel through good access to services on foot.
Accessibility		The site has access to essential local shops in central Guisborough. There are also nearby secondary and primary schools.
Transport		The site is on a bus route with a regular service. There is no train station in Guisborough.

Improve employment		This part of Guisborough has relatively high levels of income deprivation. Therefore, access to jobs for residents is essential. Guisborough has a limited range of employment opportunities, although these should be accessible by alternative modes to car travel for future residents of this site.
Econ growth		NR
Leisure and tourism		NR
<p>Mitigation</p> <p>Detailed planning permission was granted for the development in 2014. The planning consent is subject to meeting several conditions, including ground investigation and remediation requirements and incorporating a sustainable drainage system within the development. However, should the application lapse then consideration would need to be given to the following mitigation measures in any future permission,</p> <p>The site may require remediation prior to development.</p> <p>The development will need to be designed in a way that helps address health deprivation and inequalities in the area.</p>		
<p>Sustainability Appraisal</p> <p>This site is in a sustainable location and subject to management of potential flood and contamination risks should be a good location for new housing.</p> <p>There are issues of deprivation in this area with overall levels of deprivation some of the highest in the borough, with health deprivation a particular concern.</p> <p>The site has detailed planning permission March 2014 (2013/0858)</p>		
<p>Audit Trail Draft 2013 to Draft 2016 versions</p> <p>No major changes proposed to the Sustainability Appraisal.</p>		
<p>Audit Trail Draft 2016 to Publication 2016 versions</p> <p>Minor amendments made to the policy to refine the wording relating to a sustainable drainage scheme, no subsequent changes to the Sustainability Appraisal.</p>		

Policy H3.20: Park Lane, Guisborough		
Homes: 40 – assisted living apartments for older people Urban brownfield		
Headline		Comment
Biodiversity		No designated nature conservation areas on the site.
Landscapes		The site is in an urban area with no particular landscape quality.
Historic and Built Heritage		There are no designated heritage assets on or near the site.
Air quality		None
Water resources		The town's sewer network can flood in times of heavy rainfall. The main flood locations are east of Stokesley Road. The downstream pumping station at the Guisborough holding tanks may be at capacity and may require update to cope with significant new development. Foul water from development would flow into the Marske WwTW or Skinningrove WwTW, both of which have capacity to treat flow from the proposed additional housing.
Energy		None
Climate resilience		The site is in Flood Zone 1. Foul water may be having an impact of the water quality at Saltburn. Surface water runoff to combined sewer network must be reduced by use of SuDS. The site is not identified in Environment Agency mapping as at risk from surface water flooding.
Waste/mins		The proposed density of 80 dwellings per hectare is good use of this urban site.
Design		NR
Communities		This is a relatively minor increase in the intensity of uses at this site and is unlikely to have any impact on existing communities and new residents should be able to integrate with existing communities.
Housing		The site will deliver homes specifically to meet the needs of older people. Supporting text suggests the whole site will be delivered as affordable housing, which will help meet this need in the area.
Safer communities		As it is previously developed the site may need remediation prior to development.
Health		Providing dedicated and tailor made homes for older people will help ensure residents can live a healthy life and reduce potential for illness from a poor living environment.
Accessibility		A local shop and Guisborough town centre is within walking distance of the site, even for those with mobility impairment.
Transport		The site is on a bus route with a regular service. There is no train station in Guisborough.
Improve employment		Due to the target age of residents this is not applicable.
Econ growth		NR

Leisure and tourism		NR
<p>Mitigation</p> <p>New sewerage infrastructure may be required.</p> <p>The site may require remediation prior to development, as set out in policy.</p>		
<p>Sustainability Appraisal</p> <p>Providing dedicated and tailor made homes for older people will help ensure residents can live a healthy life and reduce potential for illness from a poor living environment.</p>		
<p>Audit Trail Draft 2013 to Draft 2016 versions</p> <p>No major changes proposed to the Sustainability Appraisal.</p>		
<p>Audit Trail Draft 2016 to Publication 2016 versions</p> <p>The policy has been amended to remove the criteria requiring a screening exercise to determine the need for an Appropriate Assessment following consultation responses on the draft Local Plan 2016 version.</p>		

Policy H3.21 Cleveland Gate, Guisborough		
Homes: 135 Urban greenfield		
Headline		Comment
Biodiversity		This is a large urban greenfield site in the centre of the town and could support important habitats or species. Therefore, prior to any development taking place ecological assessment and survey must be completed and mitigation measures incorporated as required.
Landscapes		The site is in the centre of the Guisborough and may be an important part of the character of the town. An assessment of landscape character should be completed and mitigation incorporated to retain a 'green' element in the centre of the town.
Historic and Built Heritage		There are no designated heritage assets on or near the site.
Air quality		None
Water resources		The town's sewer network can flood in times of heavy rainfall. The main flood locations are east of Stokesley Road. The downstream pumping station at the Guisborough holding tanks may be at capacity and may require upgrade to cope with significant new development. Foul water from development would flow into the Marske WwTW or Skinningrove WwTW, both of which have capacity to treat flow from the proposed additional housing. Northumbrian Water has confirmed that waste water drainage infrastructure is not a constraint on growth and will be, or can be, upgraded when required.
Energy		None
Climate resilience		The site is in Flood Zone 1. Foul water may be having an impact on the water quality at Saltburn. Surface water runoff to combined sewer network must be reduced by use of SuDS. Environmental Agency maps show that some parts of the site may be at risk from surface water management, which that will need to be managed through the layout of development and drainage design.
Waste/mins		The proposed density is 25 dwellings per hectare that is quite low for a greenfield site in the centre of the town. Higher densities may be achieved to provide homes near shops and services. However, densities must recognise the need to provide open space on the site.
Design		NR
Communities		This is quite a large increase in development in the area. It will be essential that new development is created with good physical links to the surrounding neighbourhoods e.g. through footpaths and cycleways to built-up areas on all sides. The site could provide a link from more southern parts of Guisborough to the central area. New development in this location has the potential to put existing services under pressure. Therefore, new social infrastructure must be planned to ensure it can meet the needs of new residents without compromising existing access to services for residents. The existing open space is not publically accessible so there will be no impact on access to open space.

Housing		The site has the potential to deliver 18 affordable homes to help meet local needs. Bungalows on the site will help meet the needs of an aging population that characterises the town.
Safer communities		The potential for adverse impacts from the adjacent employment use must be assessed and mitigation applied. This will include the need to avoid adverse noise effects from industrial and distribution uses.
Health		This part of the borough experiences relatively high health deprivation. The site could support more active travel and residents will be able to walk to local service, such as the town centre and local schools. The development will also link to wider longer distance recreational walking routes, namely the Guisborough Branch Walkway. There are two supermarkets selling a variety of fresh food very close to the site, which means residents will have access to a range of health food choices. New homes and on-site open space may also help support healthier communities.
Accessibility		The site has access to a local shop and Guisborough town centre, with Guisborough town centre in easy walking distance and two supermarkets in close proximity.
Transport		The site is on a bus route with a regular service. There is no train station in Guisborough.
Improve employment		The site is adjacent to a site with permission for new employment use, as well an employment area.
Econ growth		The site is being developed next to a consented employment area. There is a risk that new residential development could be affected by some business uses and this could have an adverse impact on their operation. Therefore, mitigation needs to be secured as part of design of development. Also, the use of the site for housing may limit the future expansion of the employment area.
Leisure and tourism		NR
<p>Mitigation</p> <p>Connectivity to the surrounding neighbourhoods through new footpath links in all directions, including to the Guisborough Branch Walkway as set out in policy.</p> <p>Support to new social and community infrastructure, as set out in policy.</p> <p>Full suite of environmental assessment including ecological assessment and necessary mitigation, in any planning application.</p> <p>Drainage design and site layout to reduce the risk of surface water flooding on and off-site, as set out in policy.</p> <p>Separation and screening of employment uses from residential uses, including consideration of noise impacts, to protect residential amenity and the successful operation of the employment uses.</p> <p>Provision of new open space and good quality landscape design to help protect the green character of the site, as set out in policy.</p>		
<p>Sustainability Appraisal</p> <p>This site in central Guisborough has the opportunity to deliver sustainable development in an accessible location. Consideration will need to be given the current role played by this greenfield urban site in the character of the town, including in supporting nature conservation and in helping manage flood risk.</p> <p>Development will also have to ensure that new communities are integrated with the existing Guisborough communities. This will need to be through physical links that encourage people to walk through the site. Linking the site to the wider countryside through connection to the Guisborough Branch Walkway could also encourage walking for leisure, as well as encouraging walkers into the town.</p>		

Audit Trail Draft 2013 to Draft 2016 versions

No major changes proposed to the Sustainability Appraisal.

Audit Trail Draft 2016 to Publication 2016 versions

Minor amendments have been made to the policy to remove the criteria requiring a screening exercise to determine the need for an Appropriate Assessment following consultation responses on the draft Local Plan 2016 version, and to allocate the site for 'up to' 135 dwellings. No subsequent amendments have been made to the Sustainability Appraisal.

Policy H3.22: Land at Galley Hill, Guisborough		
Homes: 50		
Headline		Comment
Biodiversity		The site is greenfield land and may have some biodiversity value. Ecological assessment is likely to be necessary and retention of hedgerows and mature trees on boundaries. Detailed proposals included ecological enhancement measures.
Landscapes		The site is on the urban boundary of Guisborough, design and edge treatment will need to be of a high quality. Boundary treatments need to be sensitively designed to not detract from the setting of the town. This development combined with neighbouring Galley Hill Farm and Pine Walk is a considerable urban expansion to west Guisborough with the potential for a considerable landscape impact, including views from the National Park. Detailed proposals include landscaping measures.
Historic and Built Heritage		There are no designated heritage assets on or near the site.
Air quality		Possible air quality impact assessment is needed to determine potential for effects from the dual carriageway A171 to the north, especially where traffic queues to the roundabout.
Water resources		The area would require a new sewer to connect the Guisborough network. In the town the sewer network is heavily used with a number of sewer floods in locations to the west of Normanby Road and several in other parts of the area. Therefore, sewer upgrade is likely to be necessary. Northumbrian Water has confirmed that waste water drainage infrastructure is not a constraint on growth and will be, or can be, upgraded when required. Flow from development will go to the Bran Sands WwTW, which has available capacity.
Energy		NA
Climate resilience		Use of infiltration SuDS is limited by low permeability of geology. A risk of possible groundwater flooding is identified on part of the site. Environment Agency maps do not show surface water flood risk on the site. However, just south of the southern boundary there identified risk areas. The design of the development and the drainage strategy will need to ensure that development manages this risk and does not increase the off-site risk.
Waste/mins		The site boundary is larger than the developable area on this allocated site. Therefore, although it appears that the site will be delivered for less than 10 dwellings per hectare this is likely to be higher on delivery. The allocations could be clearer on the area that is to be delivered.
Design		NR

Communities		<p>The size of this development itself is very limited. However, in combination with the overall expansion of west Guisborough this is an area of considerable growth of over 500 new homes (Galley Hill Farm and Pine Walk) this will create a substantial new community on the edge of Guisborough This growth has the potential to put existing services under pressure. Therefore, new social infrastructure must be planned to ensure it can meet the needs of new residents without compromising existing access to services for residents.</p> <p>New development also needs to be integrated with existing communities and local community, especially those north of Stokesley Road. This should include physical connections such as roads and footpaths linking with nearby residential shopping areas, shared use of new community facilities and involving local residents in the development of the masterplan.</p> <p>Detailed proposals include off site educational and leisure provision contributions through a section 106. New areas of open space will be provided as part of the development, as shown in the detailed proposals.</p>
Housing		The site could deliver 7 affordable homes to meet local needs.
Safer communities		Noise and air quality impacts of the A171 on future residents will need to be considered.
Health		<p>There is low health deprivation in this location.</p> <p>The site presents a useful opportunity to integrate open space as part of the development. New homes will have access to private open space. However, the location of the development and lack of nearby facilities is very likely to lead to most trips being made by car as there are limited available local services in a reasonable walking distance, although there are some essential shops, contrary to objectives for a more active lifestyle. It is essential that support is given if necessary to the support of new health services. New cycle and walking routes into Guisborough must be provided.</p>
Accessibility		The site has poor access to services, with only a local shop in walking distance. No new services are proposed on-site.
Transport		<p>There are bus services at the east end of the site on Middlesbrough Road but their accessibility will depend on the location of new homes on site. Car use on the site is likely to be high due to the location. Good walking and cycling links must be provided to Guisborough.</p> <p>Impacts combined with the larger western growth of Guisborough will need to be considered, and the level of development may support new routes (this will be a consideration of the bus operator).</p>
Improve employment		There is a lack of employment opportunities in the immediate area and it is likely many people will rely on car travel to get to work, particularly given the reasons outlined in 'transport'.
Econ growth		NR
Leisure and tourism		NR

Mitigation

Development should ensure it is well connected to the local community and other nearby area with planning permission.

New open space must be accessible to all.

Noise impacts of the A171 on future residents will need to be mitigated through design and layout of development, including a buffer as stated in the policy.

The combined and cumulative effects of this development with that of the wider western Guisborough expansion needs to be considered. This includes level of service provision and necessary infrastructure and crossing places on the Stokesley Road. Services must be provided at a level that ensures all new residents can meet their needs without affecting the ability of existing residents to meet theirs.

Careful boundary treatment is necessary to ensure the site integrates with the surrounding area and protects the existing mature vegetation on site, as set out in policy. Landscape design must also take into account the existing landform and field patterns on the site to retain any important features or views and designing development that works with the site's topography.

Drainage measures will need to be incorporated on site so as to not increase risk of surface water flooding either on or off site.

Walking and cycling routes linking to Guisborough are essential.

Sustainability Appraisal

It is important that attempts are made to help integrate this community, western Guisborough, including the new permitted development on adjacent sites. This will include physical links, shared community facilities and getting the existing nearby residents involved in masterplanning for the site.

Implications for the high quality biodiversity asset adjacent to the site must be taken into account and mitigation proposed as necessary. In addition, residents must be protected for adverse noise effects of the A171 and drainage design will be needed to manage flood risk.

Audit Trail Draft 2013 to Draft 2016 versions

No major changes proposed to the Sustainability Appraisal.

Audit Trail Draft 2016 to Publication 2016 versions

Minor amendments have been made to the policy to refine references to the adjacent Galley Hill housing development and to ensure the two developments are sequential. The criteria requiring a screening exercise to determine the need for Appropriate Assessment has been removed. No subsequent changes are proposed to the Sustainability Appraisal as a result of these updates.

Policy H3.23: Home Farm, Skelton		
Homes: 47 Consented		
Headline		Comment
Biodiversity		No designated nature conservation areas on the site. Site survey has indicated buildings that may have the potential for bat roosting. However, this is not a constraint on development.
Landscapes		The site is in an urban area with no particular landscape quality.
Historic and Built Heritage		The site is directly behind the Grade II* listed Church of All Saints. New development will need to be designed to respect the character of the church and its setting. Including ensuring that the new buildings enhance the visual backdrop to the view of the church from the High Street. Redevelopment has the opportunity to enhance this asset.
Air quality		None
Water resources		It is likely the current sewerage network is operating close to capacity, with sewer flooding to the west of Skelton indicating possible capacity issues. The greenfield extensions to Skelton lie mostly within the existing sewer network coverage. Network issues may be having some impact on bathing water quality at Saltburn. The town connects to the Marske WwTW, which has capacity for foul flows.
Energy		NA
Climate resilience		Use of infiltration SuDS is limited by low permeability of geology. A risk of possible groundwater flooding is identified on part of the site. Environment Agency maps do not show a risk of surface water flooding at the site.
Waste/mins		A density of approximately 29 dwellings per hectare on the site is the good use of an urban site.
Design		NR
Communities		This is a relatively minor increase in the intensity of uses at this site and is unlikely to have any impact on existing communities and new residents should be able to integrate with existing communities. Footpath links will ensure connectivity of the site to wider area.
Housing		The site has the potential to deliver around 4 affordable homes on-site during the plan period. However, the no affordable housing is to be provided with section 106 payments made as part of the neighbouring Church Hill site.
Safer communities		Remediation may be necessary on site prior to construction to avoid risk of contaminated land effects from made ground.
Health		The site is one of the parts of the borough with the highest levels of health deprivation. Therefore, it is important the residents have good access to new health services and opportunities for sport and outdoor recreation. New development is in easy walking distance to shops and services as it is the centre of Skelton.
Accessibility		The site has very good access to local services and shops as it is in Skelton town centre.
Transport		The site is on a bus route with a regular service linking to nearby towns.

Improve employment		This site is not far from employment opportunities in Skelton, but these are limited. Therefore, new residents will have to access work in other areas of the borough or wider Teesside area, and may be reliant on car travel.
Econ growth		NR
Leisure and tourism		NR
<p>Mitigation</p> <p>Planning permission was granted for the development in February 2016. The approved proposals were supported by relevant technical studies in relation to drainage, ecological, transport and heritage matters and the consent is subject to conditions, including satisfactory land remediation. However, should the application lapse then consideration would need to be given to the following mitigation measures in any future permission,</p> <p>The new development should respect the character and setting of the church, good quality new building will bring improvements to its setting.</p>		
<p>Sustainability Appraisal</p> <p>This site is in a sustainable location with the opportunity to improve the setting of the listed church.</p>		
<p>Audit Trail Draft 2013 to Draft 2016 versions</p> <p>No major changes proposed to the Sustainability Appraisal.</p>		
<p>Audit Trail Draft 2016 to Publication 2016 versions</p> <p>No amendments made to policy from draft to publication version. Sustainability Appraisal has been updated following responses from the Council on the Sustainability Appraisal of the policy in the draft Local Plan 2016 version.</p>		

Policy H3.24: Stanghow Road, Skelton		
Homes: 10 Urban brownfield		
Headline		Comment
Biodiversity		No designated nature conservation areas on the site.
Landscapes		The site is in an urban area with no particular landscape quality.
Historic and Built Heritage		There are no designated historic heritage features on or near the site.
Air quality		None
Water resources		It is likely the current sewerage network is operating close to capacity, with sewer flooding to the west of Skelton indicating possible capacity issues. The greenfield extensions to Skelton lie mostly within the existing sewer network coverage. Northumbrian Water has confirmed that waste water drainage infrastructure is not a constraint on growth and will be, or can be, upgraded when required. Network issues may be having some impact on bathing water quality at Saltburn. The town connects to the Marske WWTW, which has capacity for foul flows.
Energy		NA
Climate resilience		Use of infiltration SuDS is limited by low permeability of geology. A risk of possible groundwater flooding is identified on part of the site. Environment Agency maps do not show any risk of surface water flooding on the site.
Waste/mins		The site is allocated for development at 33 dwellings per hectare, a good use of urban land.
Design		NR
Communities		This is a relatively minor increase in the intensity of uses at this site and is unlikely to have any impact on existing communities and new residents should be able to integrate with existing communities.
Housing		The site is below the threshold for needing to contribute to affordable home provision however the policy allows for provision of affordable housing if necessary.
Safer communities		A brownfield site a land contamination assessment is likely to be required, with remediation implemented as necessary.
Health		The site is one of the parts of the borough with the highest levels of health deprivation. Therefore, it is important the residents have good access to new health services and opportunities for sport and outdoor recreation.
Accessibility		The site is around 600m from Skelton centre and the shops and services it offers.
Transport		The site is on a bus route with a regular service linking to nearby towns and has a nearby primary school.
Improve employment		This site is not far from employment opportunities in Skelton, but these are limited. Therefore, new residents will have to access work in other areas of the borough or wider Teesside area, and may be reliant on car travel.
Econ growth		NR
Leisure		NR

Mitigation

The policy needs to be revised to only require off-site affordable housing following policy H4. Clarification needs to be given to delivery of affordable housing through off-site contributions.

Contaminated land assessment is likely to be required.

Sustainability Appraisal

This site is in a good location for residential development, which could revitalise and underused site.

Audit Trail Draft 2013 to Draft 2016 versions

No major changes proposed to the Sustainability Appraisal.

Audit Trail Draft 2016 to Publication 2016 versions

Minor amendments have been made to the policy including the removal of the criteria requiring a screening exercise to determine the need for an Appropriate Assessment following consultation responses on the draft Local Plan 2016 version. No changes to the Sustainability Appraisal on this basis. The Sustainability Appraisal has been updated to reflect changes to the affordable housing regulations.

Policy H3.25: Kilton Lane, Brotton		
Homes: 270 Greenfield extension		
Headline		Comment
Biodiversity		The site is greenfield land and may have some biodiversity value, although agricultural use will mean this is limited. Ecological assessment is likely to be necessary and retention of hedgerows and mature trees on boundaries.
Landscapes		The site will see significant growth of Brotton to the south. The land has no landscape designations but is quite open and visible from the surrounding area including Kilton Lane and further away. This visibility is due to the lack of vegetation screening and landform. The site is also on two sides of a gateway road into the town. The design of new homes and the landscaping needs to respect this setting, using planning and topography to reduce the visual impact of development.
Historic and Built Heritage		The site may have some buried valuable archaeological deposits. Any development of the site will need to include a suitable desk based and trench survey prior to development, with ways of mitigating impacts identified depending on identified remains.
Air quality		Possible air quality impact assessment is needed to determine potential for effects from the dual carriageway A174 to the south. The size of development and accessibility issues mean that it is likely development of the site will lead to an increase in car use and therefore a possible deterioration in air quality.
Water resources		Northumbrian Water has confirmed that waste water drainage infrastructure is not a constraint on growth and will be, or can be, upgraded when required. Network issues may be having some impact on bathing water quality at Saltburn. The village connects to the Marske WwTW, which has capacity for foul flows.
Energy		A site of this size in a greenfield location and for high value housing should be able to deliver a low carbon energy schemes.
Climate resilience		The site is in Flood Zone 1. Use of infiltration SuDS is limited by low permeability of geology. A risk of possible groundwater flooding is identified on part of the site. Environment Agency maps do not show any risk from surface water flooding on the site.
Waste/mins		The allocated development is only for 22 dwellings per hectare, which may not be the most efficient use of this greenfield site. However, it will be necessary to include landscaping and public open space.
Design	-	NR

Communities		<p>The site is a significant urban extension to Brotton. The development of 270 new homes will create a demand for community services and have an impact on the character of existing communities. New services may need to be provided as part of the development if it is demonstrated that the demand created by this development cannot be in the village.</p> <p>As identified in the policy, it will be essential that the development is designed to be integrated into the local community. This integration can be physical connections such as roads and facilities, shared community facilities and through involving local people in the masterplanning process.</p> <p>The relatively limited availability of shops and jobs in Brotton may not be beneficial in creating a sense of community, as many people will commute out of the area every day for work and to meet their needs. This will reduce opportunities for community interactions.</p>
Housing		The site has the potential to deliver 40 affordable homes on-site to meet local needs.
Safer communities		Noise and air quality impacts of the A174 on future residents will need to be considered. Mitigation will need to be put in place to avoid adverse effects, including setting back development from the road and through design measures as necessary.
Health		<p>There is low health deprivation in this location, with the exception of the very western part of the site.</p> <p>The village has few shops and services and people will need to drive to meet most of their everyday needs. This is contrary to objectives of getting people out of their cars and living more active lifestyles.</p> <p>Open space should be provided on the site but this should be of a size and quality that meets needs and help adults and children be more active. Space should not simply be areas of closely mown grass verge that add little to the character of the area and are unlikely to encourage children's play but are places to relax and for recreational walking</p> <p>New cycle and walking routes into Brotton and Skelton must be provided.</p>
Accessibility		The site has poor access to a range of shops and services, with Brotton having a very low service offer with the exception of the only secondary school serving East Cleveland.
Transport		<p>There is a bus service that passes the site, bus stops will need to be in place to allow residents good access to this service.</p> <p>The policy requires a travel plan to encourage the use of sustainable modes of transport.</p>
Improve employment		<p>The site is not far from land allocated for employment and existing employment at Skelton Business Park. However, the site is not very well used.</p> <p>Therefore, new residents will have to access work in other areas of the borough or wider Teesside area, and may be reliant on car travel.</p>
Econ growth		NR
Leisure and tourism		NR

Mitigation

Development should ensure it is well connected to the local community, as required by policy.

New open space must be accessible to all and of a good quality, as in policy.

Noise and possible air quality impacts of the A174 on future residents will need to be mitigated, for example through the landscape buffer as set out in policy.

Careful boundary treatment is necessary to ensure the site integrates with the surrounding area and impacts on the surrounding views. Topography of the site should be used to minimise visual impacts of development and improve the quality of design, this needs to be incorporated in the layout of development and parameter, such as heights.

New development must ensure it integrates with existing development, not only in connectivity but also in terms of design, consultation on development and shared services.

New bus stops are likely to be required given the lack of nearby services.

Walking and cycling routes linking to central Brotton and Skelton and employment area will be essential, as set through policy.

Archaeological investigation and appropriate remediation will be required to avoid adverse impacts on potential archaeological deposits, as set out in policy.

Sustainability Appraisal

The site is not in a very sustainable location and is likely to result in increased car travel. The site is also in a very prominent location so careful use of topography, boundary and integrated landscaping and tree planting will need to be used to soften the visual appearance of development. The archaeological potential of the site needs to be established with on-site investigation and mitigation used as appropriate.

The scale of the development will need to find ways to successfully integrate new development into existing communities. This will include involving existing residents in developing a site masterplan and possibility creating joint facilities.

However, there is no alternative site in Brotton for major growth, so without this site there may be stagnation in the village with no substantial new development to support existing services and help secure a more demographically mixed population and the continued role of Brotton as a main East Cleveland settlement.

Audit Trail Draft 2013 to Draft 2016 versions

No major changes proposed to the Sustainability Appraisal.

Audit Trail Draft 2016 to Publication 2016 versions

A number of minor amendments have been made to the policy including the addition of a requirement for a flood risk assessment and drainage strategy; removal of the need for a screening exercise to determine the need for an Appropriate Assessment; and refinement of the requirements for a landscaping scheme to ensure it respects the locational and topographical characteristics of the site. No subsequent changes have been made to the Sustainability Appraisal.

Policy H3.26: Newbury Road, Brotton		
Homes: 25 older persons' bungalows Consented		
Headline		Comment
Biodiversity		No designated nature conservation areas on the site. Ecological assessment has not identified any protected species or habitats on site that would constrain development.
Landscapes		The development is on cleared brownfield land within an established residential area, therefore with appropriate design it may act to enhance the character of the area.
Historic and Built Heritage		There are no designated heritage features on or near the site.
Air quality		None
Water resources		It is likely the current sewerage network in operation is close to capacity as sewer floods are recorded. This site has no know sewerage infrastructure. It is likely that upgrades could be needed to manage flow for the number of proposed dwellings to avoid adverse impacts on the network elsewhere. Network issues may be having some impact on bathing water quality at Saltburn. The village connects to the Marske WwTW, which has capacity for foul flows.
Energy		NA
Climate resilience		The site is within Flood Zone 1. Use of infiltration SuDS is limited by low permeability of geology. A risk of possible groundwater flooding is identified on part of the site. Environment Agency maps do not show any risk from surface water flooding on the site.
Waste/mins		A density of 37 dwellings per hectare is proposed, making good use of this urban brownfield site.
Design		NR
Communities		The site is a cleared brownfield site within an established residential estate. Redevelopment of the site, with high quality design and consideration of residential amenity, could improve the visual amenity of the site. Supporting text indicates that housing should be reserved to meet local need.
Housing		The proportion of the population of retirement age in Redcar and Cleveland is highest in the Tees Valley, and well above the national average. It expected that this trend will continue, and become more pronounced. The site will deliver homes specifically to meet the needs of older people. The supporting text indicates that this site be reserved entirely for affordable housing for older people. Therefore, the site should help meet the needs of some of the vulnerable groups in the community.
Safer communities		Assessment of ground conditions has identified that made ground on the site is not likely to be a risk to future users of the site.
Health		East Cleveland Primary Care Hospital within 0.5km. Providing dedicated and tailor made homes for older people will help ensure residents can live a healthy life and reduce potential for illness from a poor living environment.

Accessibility		The site has poor access to a range of shops and services, with Brotton having a very low service offer.
Transport		There are no bus stops near the site, which are on the major routes to Redcar (nearest bus stop – Brotton station is a 15 minute walk)
Improve employment		The site is in a location of relatively high income deprivation. However, the development will be for people of over retirement age so access to employment is not an issue. The development could help support local care jobs.
Econ growth		NR
Leisure and tourism		NR
<p>Mitigation</p> <p>Reserved matters planning permission for the development was granted in March 2015. The consent is subject to meeting conditions including in relation to ground remediation, drainage and landscaping. However, should the application lapse then consideration would need to be given to the following mitigation measures in any future permission,</p> <p>Older people's housing should include a requirement for affordable provision.</p>		
<p>Sustainability Appraisal</p> <p>Providing dedicated and tailor made homes for older people will help ensure residents can live a healthy life and reduce potential for illness from a poor living environment. The site is reserved for affordable housing for older people. Therefore, the site should help meet the needs of some of the vulnerable groups in the community.</p>		
<p>Audit Trail Draft 2013 to Draft 2016 versions</p> <p>No major changes proposed to the Sustainability Appraisal.</p>		
<p>Audit Trail Draft 2016 to Publication 2016 versions</p> <p>No amendments made to policy from draft to publication version. Sustainability Appraisal has been updated following responses from the Council on the Sustainability Appraisal of the policy in the draft Local Plan 2016 version.</p>		

Policy H3.27: Former Rosecroft School Site, Loftus		
Homes: 100 Urban brownfield Site has consent for 50 units which is not likely to be built out.		
Headline		Comment
Biodiversity		No designated nature conservation areas on the site. However, the site is surrounded by deciduous trees and redevelopment of the site will need to protect these assets. Ecological assessment of the site has not identified any protected species.
Landscapes		The site is well screened and development should not have a landscape impact.
Historic and Built Heritage		There are no designated historic heritage features on or near the site.
Air quality		Due to difficulties in access new residents might rely on their cars to travel to shops, jobs and other services, with potential adverse impacts on air quality.
Water resources		Flow from the town drains to Skinningrove WwTW, which has capacity to accept addition foul flow from the proposed development. There may need to be upgrades to CSOs which are operating near capacity. Northumbrian Water has confirmed that waste water drainage infrastructure is not a constraint on growth and will be, or can be, upgraded when required.
Energy		NA
Climate resilience		Surface water management must be used to avoid development increasing risks of flood. The Environment Agency maps show a risk of surface water flooding on site that will need to be managed through drainage design and the layout of development.
Waste/mins		The allocation is for development at 33 dwellings per hectares, which is reasonable use of the site given limited accessibility.
Design		NR
Communities		This is a relatively minor increase in the intensity of uses at this site and is unlikely to have any impact on existing communities and new residents should be able to integrate with existing communities. The proposed development will result in the loss of school land with a community value. T The Council has reported that it is satisfied that the site should not be reserved for a community use.
Housing		The site has the potential to deliver around 15 affordable homes on-site during the plan period.
Safer communities		Previous land uses mean the site may be contaminated, survey and remediation will be necessary. Walking routes into the town centre should be well-lit to improve safety, taking into account impacts on nocturnal wildlife in the wooded area. Noise attenuation may be required to reduce the noise and vibration impacts of the Boulby Mine railway line to the north of the site. However, previous studies have suggested this will not be a constraint on development.
Health		The site is in a location of low health deprivation. Open space improvements to nearby open spaces will help provide a recreational resource for local residents.

Accessibility		The site is in a good location in Loftus only around 350 m to the town centre. However, the town contains few shops, services and jobs. The site feels physically remote due to the need to cross the railway line and the characteristics of Rosecroft Lane, including that it may not feel safe and is quite steep.
Transport		Buses only serve central Loftus and although this is not far, topography may reduce distance people are prepared to walk.
Improve employment		There is a lack of employment opportunities in Loftus. Therefore, new residents will have to access work in other areas of the borough or wider Teesside area, and may be reliant on car travel.
Econ growth		NR
Leisure and tourism		NR
Mitigation		
Potential for contamination and the appropriate remediation should be carried out as necessary, in line with policy.		
Sustainability Appraisal		
<p>The site is in a good location in Loftus, although the town contains few shops, services and jobs. However, the site feels physically remote due to the need to cross the railway line and the characteristics of Rosecroft Lane, including that it may not feel safe and is quite steep. Therefore, overall the accessibility to service is poor.</p> <p>The site has a planning permission for 51 new homes, however this is likely to lapse. The site is likely to remain suitable for housing and is therefore allocated.</p>		
Audit Trail Draft 2013 to Draft 2016 versions		
No major changes to the policy or SA.		
Audit Trail Draft 2016 to Publication 2016 versions		
<p>The site allocation has been amended to 3.1ha (as shown on the policy map), and increased to provide up to 100 homes. The Sustainability Appraisal has been amended accordingly however density of housing remains similar. The increase in number of homes increases the number of affordable housing units which will need to be delivered.</p> <p>The policy has also been updated to remove the criteria for requiring a screening exercise to determine the need for an Appropriate Assessment; to add requirement for a flood risk assessment and drainage strategy; and a requirement for a transport assessment and travel plan. No subsequent changes are proposed to the Sustainability Appraisal.</p>		

Policy H3.28: Former Handale Primary School, Loftus		
Homes: 10 Urban brownfield		
Headline		Comment
Biodiversity		No designated nature conservation areas on the site. However, the site is surrounded by deciduous trees and a local nature reserve, redevelopment of the site will need to protect these assets.
Landscapes		The site has no landscape designations, is brownfield and within an existing residential area. Appropriate design of any proposals will need to complement the street scene,
Historic and Built Heritage		There are no designated historic heritage features on or near the site.
Air quality		The site benefits from good accessibility to the town centre however as employment opportunities are limited residence may rely on car use to access other areas within the borough. The scale of development is small and shouldn't pose significant increase to emissions.
Water resources		Northumbrian Water has confirmed that waste water drainage infrastructure is not a constraint on growth and will be, or can be, upgraded when required.
Energy		NA
Climate resilience		Despite close proximity to a main river (Whitecliff Beck) the site is within Flood Zone 1. Environment Agency maps do not show any risk from surface water flooding on the site.
Waste/mins		The proposed indicative number of dwellings is appropriate for the scale of the site and the land use is suitable given the good accessibility and surrounding existing residential development.
Design		NR
Communities		The scale of the development is unlikely to impact the existing community; new residents should be able to integrate with existing communities. The site benefits from good accessibility from the town centre. The Council will have to be satisfied that the site would not be more appropriately saved for community use. (Site is already vacant from school use).
Housing		This site does not meet the threshold for delivering affordable housing, however the development is subject to provision of affordable housing if necessary.
Safer communities		The site may need full ground investigation and remediation if necessary prior to development.
Health		The site is within a part of the borough with quite high levels of health deprivation. Public open space obligations would be delivered off site limiting the immediate access to open space from recreational use by residents.
Accessibility		The site is in a good location in Loftus only around 50 m to the town centre. However, the town contains few shops, services and jobs. The site is easily accessible from the town centre for pedestrians, and from close by bus stops on West Road.
Transport		Bus services serve central Loftus and the site is within short walking distance from a bus stop.

Improve employment		There is a lack of employment opportunities in Loftus. Therefore, new residents will have to access work in other areas of the borough or wider Teesside area, and may be reliant on car travel.
Econ growth		NR
Leisure and tourism		NR
<p>Mitigation</p> <p>New development must ensure it integrates with existing development.</p> <p>Clarification needs to be given on the accessibility to public open space and where off-site open space provision can be delivered.</p> <p>Potential for contamination and the appropriate remediation should be carried out as necessary.</p> <p>The council need to be satisfied that the site should not be reserved for a community uses.</p>		
<p>Sustainability Appraisal</p> <p>The site is in a sustainable location with good access to local services in Loftus although there are few shops and employment opportunities there.</p> <p>The site has no major environmental constraints and its use for a small number of residential dwellings is appropriate given its location and surroundings, making good use of a brownfield site.</p> <p>Provision of open space offsite is not ideal as it does not support the promotion of healthy communities in what is already an area of very high health deprivation. The site does not meet affordable housing thresholds however it may be required to provide affordable housing if necessary.</p>		
<p>Audit Trail Draft 2013 to Draft 2016 versions</p> <p>N/A (new housing policy for Publication 2016 version)</p>		
<p>Audit Trail Draft 2016 to Publication 2016 versions</p> <p>New site allocation policy.</p>		

Policy H3.29: Low Cragg Hall Farm, Carlin How		
Homes: 46 Consented.		
Headline		Comment
Biodiversity		No designated nature conservation areas on the site. Ecological assessment as part of the planning application identified that the ecological value of the site is low. With mitigation measures there is unlikely to be any adverse ecological impact.
Landscapes		The site is steeply sloping and visible from the road. Use of the site's topography and landscaping should help improve the visual appearance of the site. Landscape design will need to create a strong buffer to the urban edge.
Historic and Built Heritage		There are no designated historic heritage features on or near the site and initial assessment has not identified any areas of archaeological importance
Air quality		The location of the development and the level of services will mean most residents will be reliant on their cars with possible adverse impacts on air quality.
Water resources		Flow from the town drains to Skinningrove WwTW, which has capacity to accept addition foul flow from the proposed development. There may need to be upgrades to CSOs which are operating near capacity.
Energy		NA
Climate resilience		Surface water management must be used to avoid development increasing risks of surface water flooding that have occurred in the past on the site, despite this not being indicated on Environment Agency maps
Waste/mins		The low density of development proposed on this allocation (23 dwellings per hectare) is as a result of the topography of the site and drainage issues. Therefore, it is a reasonable development density.
Design		NR
Communities		This site will help support the population of the village adjacent to the steel works. The site is in a peripheral location and will need to be delivered in a way that ensures safe and direct routes to connect into the village centre, local shops and the school. The site is in a location of high overall deprivation and it is unlikely that new development in the area will help to address this.
Housing		The site is expected to deliver 8 affordable homes according to the permission.
Safer communities		The nearby steel works site is a significant visual impact and the design of development should ensure it does not harm people's amenity. Therefore, impacts should be mitigated through noise buffering if necessary and high quality use of landscaping and the landform.

Health		<p>The site is within a part of the borough with quite high levels of health deprivation. The village has few shops and services and people will need to drive to meet most of their everyday needs. This is contrary to objectives of getting people out of their cars and living more active lifestyles.</p> <p>Open space on the site is proposed only as private gardens with a small village green, this may not provide the space needed to improve health by getting people more active. Space should be provided for active children's play and footpath and cycle links to the coast and countryside.</p> <p>New cycle and walking routes into Loftus should be provided.</p> <p>The site is in an area of poor quality physical environment, dominated by the site of the steel works that detract from the quality of this coastal area. This may have some effects on resident's wellbeing.</p>
Accessibility		The village has limited local services, although there is a primary school and local shops.
Transport		Bus services serve the site.
Improve employment		There is limited employment in the village with the potential to provide jobs to some new residents. The next nearest employment opportunities are much further to the west, in towns of Redcar or at South Tees.
Econ growth		NR
Leisure and tourism		NR
<p>Mitigation</p> <p>Outline planning permission was granted for the development in January 2016, subject to several conditions, including the provision of a sustainable urban drainage scheme to manage surface water runoff. The indicative proposals include a mix of house types, including affordable dwellings, the provision of a new access from the A174 and a flood attenuation and public open space area. However, should the application lapse then consideration would need to be given to the following mitigation measures in any future permission,</p> <p>The site must incorporate surface water runoff management to avoid the risk of flood on site and increasing the risk offsite.</p> <p>Landscaping should be used to improve the physical environment and views to and from the site.</p> <p>Measures need to be taken to address inequalities in the area, including health inequalities.</p> <p>The new community needs to be integrated into the existing community.</p>		
<p>Sustainability Appraisal</p> <p>This is the only village with an allocated site in the plan. The site has a low quality physical environment as it faces the steel works that are a significant feature of the village. The village has no real core and few local services therefore this may have an impact on new resident's sense of place and the need to help create sustainable and cohesive communities.</p>		
<p>Audit Trail Draft 2013 to Draft 2016 versions</p> <p>No major changes proposed to the Sustainability Appraisal.</p>		
<p>Audit Trail Draft 2016 to Publication 2016 versions</p> <p>No amendments made to policy from draft to publication version. Sustainability Appraisal has been updated following responses from the Council on the Sustainability Appraisal of the policy in the draft Local Plan 2016 version.</p>		

Policy H3.30: Abattoir Site and Adjacent Land, Boosbeck		
Homes: 70 dwellings Part greenfield extension		
Headline		Comment
Biodiversity		There are no ecological designations on or adjacent to the site. The existing developed section of site is likely to be of low ecological value; greater potential may lie with the open space area. The site is within the Impact Risk Zone for the North York Moors National Park / SAC / SSSI.
Landscapes		Boosbeck and parts of the site are within the North York Moors and Cleveland Hills National Character Area. The site borders other residential development but also open flat agricultural fields and therefore appropriate landscaping will be required on the site.
Historic and Built Heritage		There are no designated historic heritage features on or near the site.
Air quality		Poor employment opportunity and lack of local shops and facilities mean residents are likely to be reliant on car use.
Water resources		Northumbrian Water has confirmed that waste water drainage infrastructure is not a constraint on growth and will be, or can be, upgraded when required.
Energy		NA
Climate resilience		The site is within Flood Zone 1, The proximity to Boos Beck means the site is prone to surface water flooding so appropriate flood risk assessments and a surface water drainage strategy are required for proposals for the site.
Waste/mins		The density of housing proposed is low at approximately 23 dwellings per hectare, however the retention of the existing play facilities and required contributions towards green space enhancement reduce the potential for a higher density development.
Design		NR
Communities		The allocation will provide in part an extension to the village although the scale and number of dwellings proposed is unlikely to have a significant impact on the existing community. The setting of the site, which will incorporate the existing play area and open space, will provide opportunities for community interaction and therefore the any development should be able to integrate well. The shops and facilities within the village itself are limited, as are employment opportunities. Therefore, new residents are likely to have to travel outside the village for work and most services, this may limit the extent to which the new residents will be able to form a strong sense of community in the short and medium term.
Housing		The number of dwellings proposed for the scale of the site is relatively low density. The site has the potential to deliver 10 affordable homes.
Safer communities		The site may need full ground investigation and remediation if necessary prior to development.
Health		The site is in a location of moderate health deprivation. Proposals can benefit from accessibility to public open space if delivered with careful consideration of Pit Park open space and linkages to the surrounding countryside. The retention of the existing play area will encourage recreation and a healthier community.

Accessibility		There are very few shops or local facilities within Boosbeck, accessibility to facilities in larger settlements in the borough is limited due to the distance.
Transport		There are a number of bus service which run through the centre of Boosbeck, stops for which are within walking distance to the site. Residents may however rely on car use as accessibility to local services is poor.
Improve employment		There is a lack of employment opportunities in Boosbeck. Therefore, new residents will have to access work in other areas of the borough and may rely on car use.
Econ growth		NR
Leisure and tourism		NR
<p>Mitigation</p> <p>Appropriate landscape mitigation would need to be provided in order to ensure no impact on the National Character Area, and also that the extension to the village does not harm other landscape aspects.</p> <p>A screening exercise to determine if there is a requirement for an Appropriate Assessment.</p> <p>A suitable surface water drainage strategy will be required for the site.</p>		
<p>Sustainability Appraisal</p> <p>The site has the potential to support suitable housing that will integrate well into the surrounding village, although accessibility to services and facilities is limited which both narrows employment opportunities and will likely lead to less sustainable transport options,</p> <p>The retention of existing play area and design consideration of the open space and surrounding countryside provides opportunity for a development which supports community interactions and encourages an active and therefore healthy community.</p>		
<p>Audit Trail Draft 2013 to Draft 2016 versions</p> <p>n/a (new housing policy for Publication 2016 version)</p>		
<p>Audit Trail Draft 2016 to Publication 2016 versions</p> <p>New site allocation policy.</p>		

**Appendix I Housing Site Assessment – prepared
by RCBC officers**

Sustainability Appraisal of Site Options – prepared by Redcar and Cleveland Borough Council - 24 October 2016

Methodology

Sites included within the SHLAA have only been considered as reasonable alternatives for the Local Plan where the SHLAA assessment considers that they are developable and deliverable. Sites with planning permission at the time of assessment have not been included, unless permission is due to lapse, as these sites have already been considered to be sustainable through the planning permission process. Sites which have been refused permission by the Council have been discounted from the site appraisal as they have been considered by the Council to be unsuitable. Sites with a yield below 10 dwellings have not been assessed as this is below the threshold for allocation in the Local Plan.

Sites have been assessed in the context of the chosen growth strategy (H1) and Locational Policy (SD2). A large greenfield extension sites at Nunthorpe (c.1500 dwellings) had previously been identified as a potential option for significant growth. This site has not been assessed as a reasonable alternative as it is now too large under the growth strategy chosen by the Council. A large greenfield site at New Marske (Sparrow Park Farm) was discounted as a reasonable alternative as it does not accord with the Locational Policy SD2 which identifies New Marske as a service village. Where sites have been assessed as a reasonable option, but have not been allocated, reasons are given.

Indicator	Sustainability	Related SA Indicators
Health facilities	Sites within 2km ¹ of health facilities this scores positively they have good access to facilities and could be accessed by more sustainable methods of transport. Sites beyond 2km score negatively. Where the development of a site is likely to require provision of additional health care services, the site will score as neutral.	4,6,14,15
Town, district or local centre	Sites score positively where they meet one of the following distance criteria: <ul style="list-style-type: none"> • 2km town centre • 1km district • 500m local centre Sites close to centres (as identified within policy CS18 of the Core Strategy 2007) have good access to facilities which can be accessed by walking/sustainable forms of transport. Development close to existing centres could also support the vitality and viability of centres through increasing users of the facilities.	4,6,14, 15
Primary School	Sites within 500m of a primary school score positively as they have good access to education facilities which can be accessed by more sustainable methods of transport. Sites within 250m are scored as significantly positive. Sites beyond 500m score negatively. The sites will be assessed against the distance from the primary school identified by the admission zone within which the site lies.	4,6,14,15
Secondary School/College	Sites within 1km of a secondary school or 2km of a college score positively as they have good access to education facilities which can be accessed by more sustainable methods of transport. Sites meeting both of these criteria are scored as significantly positive. Sites meeting neither threshold score negatively. The sites will be assessed against the distance from the secondary school identified by the admission zone within which the site lies.	4,6,14,15
Leisure Centre	Sites within 2km of a local authority leisure centre score positively as they have good access to affordable leisure facilities which provide opportunities for active recreation and can help improve public health. They can also be accessed by more sustainable forms of transport. Sites beyond this threshold score negatively.	4,6,10,13,14,15,18
Public Open Space	Sites within 500m of public open space , as identified within the Open Space Assessment, score positively as they have good access to facilities which provide opportunities for active recreation and can help improve public health and create attractive communities Sites which are further than 500m from existing public open space but which are likely to have a requirement for the provision of on-site open space will score as neutral.	4,6,10,13,14,15
Flood zone 2/3	Sites entirely within Flood Risk Zone 2 or 3 score negatively as there is increased risk of flooding and impact of severe weather events. Sites partly within Flood Risk Zone 2 or 3, where the area of risk can remain undeveloped or where alleviation measures can be provided, will score as neutral. Sites within Flood Risk Zone 1 score positively.	5,7,12
Surface water	Sites with areas at risk of surface water flooding (based on EA maps) score as neutral as there is an increased risk of flooding and impact of severe weather events, which will need to be addressed. Sites within Flood Risk Zone 1 score positively. Sites which are entirely covered by areas at high risk of surface water flooding will score negatively.	5,7,12
Previously Developed Land (PDL)	Sites on PDL score positively and sites on greenfield land score negatively. Where sites are on a combination of PDL and greenfield they are scored as neutral.	1,2
European site	Sites within 6km of the Teesmouth and Cleveland Coast have been marked neutral as they have potential to impact on a European site and may require mitigation, others regarded as no relationship.	1,2

¹ Unless otherwise stated, all distances in the assessment are taken as a direct line from the centre of the site. Where the direct route includes a substantial barrier to travel, such as a railway line, this has been accounted for by determining the distance of the nearest crossing.

SSSI	Sites located on an SSSI score negatively. Sites located in close proximity to an SSSI will score as neutral as there can be an impact from adjacent development which would require mitigation. Away from a designation will be regarded as no relationship.	1,2
Local	Sites located on a Local Wildlife Site, Local Geological Site or Local Nature Reserve score negatively. Sites located in close proximity to these designations will score as neutral. Away from these designations will be regarded as no relationship.	1,2
Wildlife Corridor	Sites located within a designated wildlife corridor score negatively. Sites located within green infrastructure corridors, woodland or green wedges, which could have potential to act as a wildlife corridor, also score negatively. Where a site has potential to accommodate a green infrastructure corridor through the development, a neutral score will be given. Outside of these areas regarded as no relationship.	1,2
Heritage Coast	Sites located within the Heritage Coast score as neutral where there is potential to mitigate any impact upon the Heritage Coast. Sites likely to result in a detrimental impact upon the Heritage Coast will score negatively and sites located outside of the designation are regarded as no relationship.	2,3
Listed buildings	Sites which are likely to impact significantly on the setting of a listed building score negatively. Where the impacts on a listed building could be mitigated the site will be scored as neutral. Other sites are classed as no relationship.	2,3
Conservation area	Sites within, or having potential to impact upon, conservation areas are scored negatively. Where there is potential to enhance the conservation area, for example through development of a derelict site, or the impact could be limited through design, the site will be scored as neutral. Sites away from conservation areas are classed as no relationship.	2,3
Ancient Monument /Archaeology	Sites which have the potential to impact on ancient monuments are scored negatively. Where a potential impact could be mitigated, the site will score as neutral. Other sites are classed as no relationship.	2,3
Bus route	Sites within 500m of bus route score positively as they have access to sustainable forms of transport. Where there is potential to provide a new bus route, or extend an existing route, as a requirement with the development, this will be noted.	14,15
Railway station	Sites within 1km of publicly accessible railway station score positively as they have access to sustainable forms of transport.	14,15
Public Rights of Way and Cycle Network	Sites within 250m of the Public Rights of Way or Cycle Network will score positively. These networks provide opportunity for physical activity, recreation and sustainable travel. In this case, the distance will be measured from the edge of the site, due to the potential to provide pedestrian and cycle links through the development.	12, 13, 15, 18
Access to employment site	Sites within 1km of a major employment site or 2km of the main Tees employment area	
Provide employment?	Sites score positively where they could create employment opportunities. Where development would lead to the loss of employment opportunities (e.g. on employment land) this would score negatively. Where positive impacts are thought to cancel the loss of any employment land this is scored as neutral.	16,17
Loss of employment land	Sites on designated employment land, where development would lead to the loss of this land for economic development purposes, score negatively. All other sites regarded as having no relationship.	16,17
Incompatible Neighbouring Use	Where a site is located in close proximity to an incompatible use, such as a railway line or industrial estate, a neutral score will be given. The site is likely to require mitigation to protect future residents from the health and amenity impacts of, for example, noise, vibration or dust.	11, 12, 13
HSE Consultation Zone	Sites within HSE consultation zones scored as negative.	12
Loss of Public Open Space	Sites where development would result in the loss of an area of public open space score negatively.	10,13,14,18
Outside Sensitive Landscape	Sites within sensitive landscape area score as neutral due to the sensitivity of these landscapes to development and change.. Other sites score positively.	1,2
Agricultural land	Sites on agricultural land score as neutral unless it is known that the site will result in the loss of the best and most versatile agricultural land. In which case, the site will score negatively, Other sites will be positive.	16
Strategic Gap	Sites located within strategic gaps scored as neutral as potential to impact on the landscape through reducing perception of separation between settlements. Sites which are essential to the function of the strategic gap will score negatively. Other sites will score as no relationship/	2

Scoring Key

Significantly Negative	Negative	Neutral	Significantly Positive	Positive	No Relationship
-			+		

Notes

1	Corporation Road, Redcar	Areas of medium and high risk of surface water flooding within the site will need to be accounted for within a drainage scheme.
2	Land Adjacent to Ryehills School, Redcar	Small areas at risk of surface water flooding will need to be addressed in a drainage scheme.
3	St Hilda's Church, Redcar	Areas at risk of surface water flooding will need to be addressed in a drainage scheme. Development of the site will result in a loss of public open space.
4	West of Kirkleatham Lane, Redcar	On site open space is a requirement of the development. Areas at high risk of surface water flooding will need to be addressed within a drainage scheme. The site will be adjacent to Kirkleatham Business Park and mitigation, such as screening, will be required to reduce the impact of potentially noisy uses. The site is currently allocated for employment uses and is within a HSE outer consultation zone.
5	Land at Mickle Dales, Redcar	The site is located within the green wedge but forms only part of the green wedge and landscaping and design can reduce the impact of development in this area. Small areas at risk of surface flooding along the boundary of the site will need to be addressed within a drainage scheme. The site is adjacent to the A174 and mitigation will be required to reduce the impact of noise.
6	Low Grange Farm Strategic Site	On site open space required with the development. Areas at risk of surface water flooding will need to be addressed in a drainage scheme. The site is adjacent to the A66 and mitigation, such as screening, will be required. A northern part of the site is within a HSE outer zone.
7	Land at Former Eston Park School	Areas at risk of surface water flooding will need to be addressed in a drainage scheme.
8	Normanby High Farm	The site is located within the green wedge but forms only part of the green wedge and landscaping and design can reduce the impact of development in this area. Areas at risk of surface water flooding on the boundary of the site will need to be addressed in a drainage scheme.
9	Normanby Hall	Areas at high risk of surface water flooding within the site will need to be addressed in a drainage scheme. The Grade II listed Normanby Hall is on the edge of the site and should be accounted for in the design of the development.
10	Swan's Corner, Nunthorpe	The site is adjacent to Ormesby Hall Conservation Area and the scale of development could have an impact on the character of the area which should be considered in designing the development. Small areas at risk of flooding will need to be addressed in a drainage scheme. The land is in close proximity to a busy roundabout and some mitigation from road noise may be required. Anticipated number of housing units increased to 128 in Publication Local Plan (from 115 in Draft Local Plan) to reflect approved planning permission.
11	Morton Carr Lane, Nunthorpe	Areas at high risk of surface flooding within the site will need to be accounted for in a drainage scheme.
12	Land at Galley Hill, Guisborough	Areas at risk of surface water flooding will need to be addressed in a drainage scheme. The site is adjacent to a busy main road and some mitigation, such as screening, will be required.
13	Park Lane, Guisborough	Areas at risk of surface water flooding will need to be addressed in a drainage scheme.
14	Cleveland Gate, Guisborough	The site is adjacent to Guisborough Conservation Area and the scale of development could have an impact on the character of the area which should be considered in designing the development. Areas at risk of surface water flooding will need to be addressed in a drainage scheme. Part of the site will be adjacent to potentially noisy/harmful employment uses and mitigation, such as screening, will be required. The proposed development will be mixed use involving housing, retail and business uses.
15	Skelton Regeneration Site	Open space provision on site. The site is adjacent to Saltburn Gill Complex LWS. Areas at risk of surface water flooding will need to be addressed in a drainage scheme. The site will be adjacent to a main road and potentially noisy/harmful employment uses and mitigation, such as screening, will be required.
16	Stanghow Road, Skelton	
17	Kilton Lane, Brotton	Small areas at risk of surface water flooding will need to be addressed in a drainage scheme. The site is adjacent to the A174 and some mitigation, such as screening, may be required.
18	Former Rosecroft School, Loftus	The site is adjacent to Loftus Woods Complex LWS. Allocation has increased to 3.1 ha and 100 units in the Publication Local Plan (from 1.4ha and 50 units in the Draft Local Plan). This is to support development viability.
Sites added after draft consultation		
19	Former Handale Primary School, Loftus	The site is a brownfield site located within the limits to development and with good access to local facilities. The site has become vacant following school reorganisation. The site was identified through the consultation and provides an opportunity to broaden the local housing offer.
20	Abattoir Site and Adjacent Land, Boosebeck	The site has limited access to some services and facilities, although it is well related to the village with access to a primary school and bus route. The site is the location of an abattoir, which is currently unused but has been operational, within a residential area that would normally be inappropriate for this industrial use. The site became available following the preparation of the draft plan and its redevelopment will allow a more suitable use of the site and provide housing to meet local needs. Some public open space will be lost to the development. However, the enhancement of the remaining open space will be required which will improve quality and balance the loss. There is a small area with potential for surface water flooding adjacent to the existing building and the site is adjacent to a watercourse with an associated flood risk. A drainage scheme and flood risk assessment should be required.
Sites removed after draft consultation due to development commencement		
21	Former Redcar & Cleveland Town Hall	Areas at risk of surface water flooding will need to be addressed in a drainage scheme.
Rejected site allocations		
22	Belmangate Field, Guisborough	Small area of Flood Zones 2 and 3 associated with watercourse on northern edge of site. Areas at risk of surface water flooding at the boundary of the site. Part of the site is within Guisborough Conservation Area and the site is in close proximity to listed structures associated with Priory Gardens. This site has been discounted following consultation on the Draft

		Local Plan and further consideration of the impact of the proposed development on the Conservation Area.
23	Redcar Rugby Club	The site is located within the green wedge between Redcar and Marske and is in a sensitive landscape area. Development as proposed would more noticeably intrude into green wedge than Mickle Dales where the existing depth would be retained i.e. as an extension of the Rowan Garth development. While development would still leave a significant gap with Marske, as the gap is substantial at this point, the landscapes prominent open coastal character would result in a significant visual impact. The rugby club would be required to relocate on to adjacent land which is in a sensitive landscape and is recognised as having ornithological value. The potential new access road would also cross this area. The physical impacts and policy implications are therefore more significant. Areas at risk of surface water flooding.
24	High Farm West	The site is located near the administrative boundary and within the green wedge separating Normanby and Teesville from east Middlesbrough. Development would have a significant impact on the green wedge, more so than the site at Normanby High Farm which forms a more logical extension to the permitted High Farm site without a significantly greater negative impact on the green wedge designation. Including this site alongside the proposed allocation would result in the High Farm development footprint noticeably extending westwards towards Middlesbrough, and a more convoluted and contrived redrawing of the green wedge boundary. A larger development also has implications for highway junction capacity at Skippers Lane / Ormesby Road to the south of the site: limited development is more acceptable. There is an area of Flood Zone 2 and 3 associated with Spencer Beck along the west of the site.
25	North of High Farm	The site is located in a prominent location within the green wedge separating Redcar and Cleveland Borough Council and Middlesbrough Council. Development in this location would be much more visible from the Trunk Road, a major road linking the two administrative areas, than development at High Farm South and would therefore have a more significant impact on the wedge when viewed from the main highway. Normanby High Farm forms a more logical, and less visible, extension to the permitted High Farm site without a significantly greater negative impact on the green wedge designation. The area to south of the existing permitted site is also a more attractive housing location and is therefore less likely to undermine preferred sites at Low Grange and Town Hall / Eston Park. Areas at risk of surface water flooding.
26	Woodcock Wood	The site is immediately adjacent to Flatts Lane Woodland LNR and includes an area of woodland. The site also has recreational value including bridleway and this would be diminished in the event of development. The site provides a buffer between the urban area and Country Park which provides areas for quiet recreation but this quality would also be reduced in the event of a major housing development which would change the character of this area of urban fringe countryside. Part of the site is located within a sensitive landscape area and is located south of the Parkway which provides a defensible boundary to the built-up area. Development could therefore have an adverse visual impact on the Eston Hills landscape and the ecological value of the adjacent woodland and country park. The site is also remote from the local community and the potential scale of development may have unacceptable implications for the local road network. Areas at risk of surface water flooding. It is considered on balance that development at Normanby High Farm would be better related to the built-up area, is of less environmental and landscape value, and is in a more sustainable location with better access e.g. to local schools, shops, public transport and employment areas.
27	Gurney Street, New Marske	The site scored relatively well apart from access to educational facilities. However, the strategy adopted in the Local Plan is concentrate new allocations within the higher order settlements which have better access to a wide range of facilities, New Marske is identified as a service village in SD2. Within this wider housing location it was therefore considered more appropriate to allocate housing sites in Redcar. The site is part of a much larger area of agricultural land to the north of Longbeck Lane, which provides a definitive urban edge to the settlement and allocating the land for development could encourage further development at Sparrow Park Farm. Development should therefore be avoided unless it becomes essential to meet an identified community need.
28	Grundales, Marske	Areas at risk of surface water flooding. The site is located within the green wedge between Redcar and Marske and a sensitive landscape area. Given the prominent open coastal location, development could have a significant impact on the landscape, the biodiversity value of the site and the green wedge (although it is noted that given the extent of the green wedge a gap would still remain). Development would noticeably impact on the urban edge as a new access would be provided from the Coast Road. The proposal would not present a logical extension to Marske and, in the absence of a defensible boundary, could encourage further creeping development in the future. Regardless of the scale of development proposed, there are alternative site options within the wider area which are in less environmentally-sensitive locations, including the site at Mickle Dales, and preference should be given to those sites on that basis.

**Appendix J Gypsy and Traveller Site Assessment
– prepared by RCBC officers**

Sustainability Appraisal of Site Options – prepared by Redcar & Cleveland Borough Council

Methodology

As part of updating the upcoming Local Plan, the Council reviewed its Gypsy & Traveller Accommodation (GTAA) evidence which identified an estimated need for an additional 8 pitches up to 2030 as a result of household growth resulting in the main from the existing Traveller site, The Haven. In order to cover the period of the Local Plan (2032), the methodology used in the GTAA was applied for a further two years and consequently identified a need for one further pitch, bringing the total estimated requirement to 9 pitches.

Land selected as having potential to provide Gypsy & Traveller sites has been chosen from Council owned land only. Areas of Council owned land within the main conurbation were initially identified as meeting the requirements set out in the National Planning Policy Framework (NPPF) and the Planning Policy for Travellers Sites (PPTS) in terms of size, location to existing business, amenities and/or residential communities and also having historically been the main area for Gypsy and Traveller encampments. In order to provide options for sites in the wider borough, areas of Council owned land that were considered to have potential to be available for Gypsy and Traveller development within the rural and East Cleveland area were then also included in the short list for further consideration.

All proposals have been considered within the context of the locational policy (SD2). The sequential approach has been applied and preference has been given to the location of the new site on previously developed land alongside the existing Gypsy & Traveller site, The Haven in South Bank. This extension site has been selected as providing a sustainable site with good access to a number of services and facilities and with the additional benefit of providing accommodation to meet the needs from household growth at The Haven within the same community.

Indicator	Sustainability	Related SA Indicators
Health facilities	Sites within 2km ¹ of health facilities this scores positively they have good access to facilities and could be accessed by more sustainable methods of transport. Sites beyond 2km score negatively. Where the development of a site is likely to require provision of additional health care services, the site will score as neutral.	4,6,14,15
Town, district or local centre	Sites score positively where they meet one of the following distance criteria: <ul style="list-style-type: none"> • 2km town centre • 1km district • 500m local centre Sites close to centres (as identified within policy CS18 of the Core Strategy 2007) have good access to facilities which can be accessed by walking/sustainable forms of transport. Development close to existing centres could also support the vitality and viability of centres through increasing users of the facilities.	4,6,14, 15
Primary School	Sites within 500m of a primary school score positively as they have good access to education facilities which can be accessed by more sustainable methods of transport. Sites within 250m are scored as significantly positive. Sites beyond 500m score negatively. The sites will be assessed against the distance from the primary school identified by the admission zone within which the site lies.	4,6,14,15
Secondary School/College	Sites within 1km of a secondary school or 2km of a college score positively as they have good access to education facilities which can be accessed by more sustainable methods of transport. Sites meeting both of these criteria are scored as significantly positive. Sites meeting neither threshold score negatively. The sites will be assessed against the distance from the secondary school identified by the admission zone within which the site lies.	4,6,14,15
Leisure Centre	Sites within 2km of a leisure centre score positively as they have good access to leisure facilities which provide opportunities for active recreation and can help improve public health. They can also be accessed by more sustainable forms of transport. Sites beyond this threshold score negatively.	4,6,10,13,14,15,18
Public Open Space	Sites within 500m of public open space , as identified within the Open Space Assessment, score positively as they have good access to facilities which provide opportunities for active recreation and can help improve public health and create attractive communities Sites which are further than 500m from existing public open space but which are likely to have a requirement for the provision of on-site open space will score as neutral.	4,6,10,13,14,15
Flood zone 2/3	Sites entirely within Flood Risk Zone 2 or 3 score negatively as there is increased risk of flooding and impact of severe weather events. Sites partly within Flood Risk Zone 2 or 3, where the area of risk can remain undeveloped or where alleviation measures can be provided, will score as neutral. Sites within Flood Risk Zone 1 score positively.	5,7,12
Surface water	Sites with areas at risk of surface water flooding (based on EA maps) score as neutral as there is an increased risk of flooding and impact of severe weather events, which will need to be addressed. Sites within Flood Risk Zone 1 score positively. Sites which are entirely covered by areas at high risk of surface water flooding will score negatively.	5,7,12

¹ Unless otherwise stated, all distances in the assessment are taken as a direct line from the centre of the site. Where the direct route includes a substantial barrier to travel, such as a railway line, this has been accounted for by determining the distance of the nearest crossing.

Previously Developed Land (PDL)	Sites on PDL score positively and sites on greenfield land score negatively. Where sites are on a combination of PDL and greenfield they are scored as neutral.	1,2
European site	Sites which have potential to impact on a European site score negatively, others regarded as no relationship	1,2
SSSI	Sites located on an SSSI score negatively. Sites located in close proximity to an SSSI will score as neutral as there can be an impact from adjacent development which would require mitigation. Away from a designation will be regarded as no relationship.	1,2
Local	Sites located on a Local Wildlife Site, Local Geological Site or Local Nature Reserve score negatively. Sites located in close proximity to these designations will score as neutral. Away from these designations will be regarded as no relationship.	1,2
Wildlife Corridor	Sites located within a designated wildlife corridor score negatively. Sites located within green infrastructure corridors, woodland or green wedges, which could have potential to act as a wildlife corridor, also score negatively. Where a site has potential to accommodate a green infrastructure corridor through the development, a neutral score will be given. Outside of these areas regarded as no relationship.	1,2
Heritage Coast	Sites located within the Heritage Coast score as neutral where there is potential to mitigate any impact upon the Heritage Coast. Sites likely to result in a detrimental impact upon the Heritage Coast will score negatively and sites located outside of the designation are regarded as no relationship.	2,3
Listed buildings	Sites which are likely to impact significantly on the setting of a listed building score negatively. Where the impacts on a listed building could be mitigated the site will be scored as neutral. Other sites are classed as no relationship.	2,3
Conservation area	Sites within, or having potential to impact upon, conservation areas are scored negatively). Where there is potential to enhance the conservation area, for example through development of a derelict site, or the impact could be limited through design, the site will be scored as neutral. Sites away from conservation areas are classed as no relationship.	2,3
Ancient Monument /Archaeology	Sites which have the potential to impact on ancient monuments are scored negatively. Where a potential impact could be mitigated, the site will score as neutral. Other sites are classed as no relationship.	2,3
Bus route	Sites within 500m of bus route score positively as they have access to sustainable forms of transport Where there is potential to provide a new bus route, or extend an existing route, as a requirement with the development, this will be noted.	14,15
Railway station	Sites within 1km of publicly accessible railway station score positively as they have access to sustainable forms of transport.	14,15
Public Rights of Way and Cycle Network	Sites within 250m of the Public Rights of Way or Cycle Network will score positively. These networks provide opportunity for physical activity, recreation and sustainable travel. This distance will be measured from the nearest edge of the site to the PRoW or Cycle Network as there may be opportunities to extend links through the development.	12, 13, 15, 18
Access to employment site	Sites within 1km of a major employment site or 2km of the main Tees employment area	
Provide employment?	Sites score positively where they could create employment opportunities. Where positive impacts are thought to cancel the loss of any employment land this is scored as neutral.	16,17
Loss of employment land	Sites on designated employment land, where development would lead to the loss of this land for economic development purposes, score negatively. All other sites regarded as no relationship.	16,17
Incompatible Neighbouring Use	Where a site is located in close proximity to an incompatible use, such as a railway line or industrial estate, a neutral score will be given. The site is likely to require mitigation to protect future residents from the health and amenity impacts of, for example, noise, vibration or dust.	11, 12, 13
HSE Consultation Zone	Sites within HSE consultation inner zones scored as negative. Sites within HSE middle/outer zones will score as neutral as some residential development may be allowed.	12
Loss of Public Open Space	Sites where development would result in the loss of an area of public open space score negatively.	10,13,14,18
Outside Sensitive Landscape	Sites within sensitive landscape area score as neutral due to the sensitivity of these landscapes to development and change. Other sites score positively.	1,2
Agricultural land	Sites on agricultural land score as neutral unless it is known that the site will result in the loss of the best and most versatile agricultural land. In which case, the site will score negatively, Other sites classed as no relationship	16
Strategic Gap	Sites located within strategic gaps scored as neutral as potential to impact on the landscape through reducing perception of separation between settlements. Sites which are essential to the function of the strategic gap will score negatively. Other sites will score as no relationship/	2

Scoring Key

Significantly Negative	Negative	Neutral	Significantly Positive	Positive	No Relationship
-			+		

Notes

1	Land to the northwest of The Haven	The site has limited sustainable access to a designated retail centre or a primary school, which cannot be improved with the development. However, there are good public transport links and no other key sustainability issues. The site is adjacent to a railway line, industrial development and a motorsport site. These are potentially noisy/harmful uses and mitigation, such as screening will be required.
2	Allotment Site, South Bank	Development of the site will result in the loss of an allotment site. The site has limited sustainable access to bus and railway links, but is in close proximity to other services and facilities. Large area at west of site at risk of surface flooding, including some medium and high risk, and adequate drainage will be required. The site is also near to potentially noisy/harmful employment uses and mitigation, such as screening, will be required.
3	Pym Street Clearance Area	The site has limited sustainable access to a primary school but is near to other services and facilities and no other sustainability issues have been identified.
4	Land off Old Middlesbrough Road, South Bank	The site has limited access to a designated retail centre or a primary school, which cannot be improved with the development. However, there are good public transport links and good access to other services. The site is adjacent to a main road and potentially noisy/harmful employment uses and mitigation will be required. There is some risk of flooding along roadside boundary, which should be accounted for in the drainage scheme.
5	Land off Redcar Road East	The site outside of the recommended distance for a primary school but has good access to other services. The site is adjacent to a busy main road and will require screening. The site is within the HSE outer zone.
6	Bolckow Road 1	The site has good access to all services and facilities, with the exception of a railway station. The site is adjacent to a major trunk road and mitigation, such as screening, will be required. There is some minor risk of flooding along roadside boundary which should be accounted for in the drainage scheme. Site is within HSE Outer Zone
7	Bolckow Road 2	The site has good access to all services and facilities, with the exception of a railway station. The site is adjacent to a major trunk road and mitigation, such as screening, will be required. There is some minor risk of flooding along roadside boundary which should be accounted for in the drainage scheme. Site is within HSE Outer Zone
8	Granville Road Clearance	The site has good access to all services and facilities within the exception of a Railway Station. There is some risk of surface flooding associated with former roads which should be accounted for within the drainage scheme.
9	Land off Birchington Avenue	Development of the site will result in the loss of open space. There is limited access to a designated retail centre or railway station but good access to other services. There is some surface flooding risk through the site, including high level, which should be addressed in a drainage scheme. Half of the site is within HSE Outer Zone.
10	Meggitts Lane	The site has limited access to some services and facilities, which cannot be improved with the development. The site is within a HSE middle zone,
11	Dormanstown Recreation Ground	Development of the site will result in the loss of open space. The primary school and nearest railway station are outside of the recommended distance. There is a large area of surface water flood risk in centre of site, including some high risk, which will need to be addressed within a drainage scheme. The site is also adjacent to a busy main road and mitigation, such as screening, may be required.
12	Land to the South of Tod Point Road	Site is located within Coatham Marsh LWS and LNR, which is proposed to be part of the expanded SPA and Ramsar site. A HRA screening is likely to be required. The site is outside of the recommended distance for a primary school and public transport links and its development will lead to the loss of open space. The site is also within a green wedge and careful landscaping may be required. The site is also adjacent to potentially noisy/harmful employment uses and mitigation, such as screening, will be required. There are some areas of surface water flood risk which will need to be accounted for in a drainage scheme.
13	Land to the north of Redcar Road	Development of the site will result in the loss of open space and Green Wedge. The site is outside of the recommended distance of access to designated retail centres, primary school and a railway station. There is a small area of surface water flood risk in site which should be accounted for in a drainage scheme.
14	Land off Hummershill Lane	Development of the site will result in the loss of open space. The site is further than a 1km from employment sites but has good access other facilities and public transport services.
15	Land off Windy Hill Lane	Development of the site will result in the loss of open space. The site has limited access to education facilities. A railway station and employment. The site is located within a sensitive landscape and appropriate design and mitigation will be required.
16	Land to the northwest of Marske Woods	Development of the site will result in the loss of open space. The site is outside of the recommended distance for some services and facilities.
17	Land to the west of Saltburn Learning Centre	The site is outside of the recommended distance for a railway station and employment land and is greenfield. No other sustainability issues have been identified.
18	Land off Stokesley Road	The site has poor access to a number of services and facilities. There are some areas at high risk of surface flooding along the northern edge and also associated with road side boundary, which will need to be accounted for in a drainage scheme.
19	Land at the rear of Belmont Primary School	Development of the site will result in the loss of open space. The site has good access to services and facilities, apart from a railway station. There are some areas of medium/low surface water flood risk within the site which should be accounted for in a drainage scheme.
20	Land at Charltons	Development will result in the loss of open space. The site has limited access to services and facilities. A small part of north west of site is within Flood Zones 2 and 3 which should be avoided as the site will be a highly vulnerable use.
21	Land at Margrove Park	The site has limited access to a number of services and facilities. There is a large area of medium/low surface water flood risk within the site which should be accounted for in a drainage scheme.
22	Former De Brus School	Development of the site will result in the loss of open space. There is limited accessibility to some services and facilities. Land at risk of surface water flooding within the site will need to be accounted for in a drainage scheme.
23	Land at Station Lane, Skelton	Development of the site will result in the loss of open space. There is good access to all services and facilities, with the exception of a railway station.
24	Coach Road, Brotton	Development of the site will result in the loss of open space. The site is outside of the recommended distances for access to a leisure centre, railway station and employment site.
25	Byron Court, Brotton	Development of the site will result in the loss of open space. The site is located within the Heritage Coast and a sensitive landscape area. It is on the edge of a settlement and the landscape impacts could potentially be limited through design and mitigation, The site also has limited access to some services and facilities.
26	Land off Stanghow Road/High Street	Development of the site will result in the loss of open space. The site has limited access to some services and facilities. Areas of Medium/low surface water flood risk within the site should be accounted for in a drainage scheme.
27	Land off Stanghow Road/Kilton	Development of the site will result in the loss of open space. The site has limited access to some services and facilities. It is adjacent to potentially noisy/harmful employment uses and

	Lane	mitigation, such as screening will be required.
28	Land at the rear of Cleveland Street	The site is greenfield and has limited sustainable access to education facilities or a railway station but no other sustainability issues have been identified.
29	Land at Deepdale Woods	The site has limited sustainable access to public transport links a secondary school and employment. Some areas at risk of surface water flooding within the site should be accounted for within a drainage scheme.

Appendix K Example Monitoring Indicators

	Headline	Example indicators taken from Publication Local Plan Appendix 1: Implementation Plan and Monitoring Framework
Core Theme: Protecting, conserving and enhancing the borough's built, historic, cultural and natural environments		
1	Protect and enhance biodiversity and geodiversity	<ul style="list-style-type: none"> • Condition of SSSIs • Percentage change in area of designated biodiversity sites. • Percentage of housing/employment on previously developed land. <p><i>Suggested:</i></p> <ul style="list-style-type: none"> • Sites where a screening or appropriate assessment under the Habitats Regulations is required. • Sites where an ecological assessment is required.
2	Protect and enhance the quality, distinctiveness and setting of the area's seascapes and landscapes.	<ul style="list-style-type: none"> • Completion of environmental enhancement schemes • Number of applications permitted in the heritage coast • Number of applications permitted in sensitive landscape areas • Number of planning applications granted outside of development limits without justification. • Number of applications permitted in historic landscape of the Eston Hills.
3	Protect and enhance all heritage assets of special archaeological, historical and architectural interest	<ul style="list-style-type: none"> • Number of heritage assets 'at risk' on Heritage at Risk Register • Number of designated heritage assets lost. • Number of applications permitted in the heritage coast. • Number of developments on archaeological sites where mitigation measures have not been implemented and/or agreed • Loss of open space (ha) in conservation areas. <p><i>Suggested:</i></p> <ul style="list-style-type: none"> • Planning applications given permission or in the curtilage of a Listed Building.
4	Protect and improve local air quality	<ul style="list-style-type: none"> • Number of developments with an agreed Travel Plan.
5	Protect and improve water quality and water resources.	<ul style="list-style-type: none"> • Quality of water bodies • Meet or exceed minimum standard for bathing water quality.
6	Reduce energy consumption and greenhouse gas emissions	<ul style="list-style-type: none"> • Number of renewable energy proposal granted at appeal.
7	Reduce the impact of severe weather events and increase the resilience of the borough	<ul style="list-style-type: none"> • Number of proposals approved in areas at risk of flooding contrary to Environment Agency advice. <p><i>Suggested:</i></p> <ul style="list-style-type: none"> • Number of developments that have contributed to sewer capacity upgrade. • Length of culverts removed.

	Headline	Example indicators taken from Publication Local Plan Appendix 1: Implementation Plan and Monitoring Framework
8	Minimise waste and increase the reuse, recycling and recovery of waste and use land efficiently	<ul style="list-style-type: none"> Percentage of housing/employment development on previously developed land.
9	Encourage high quality design and sustainable construction in development	<ul style="list-style-type: none"> Percentage of major developments with artistic element provided Number of applications approved/refused for HMOs. Visual appearance of shopfronts.
Core Theme: Delivering healthy, sustainable, inclusive and cohesive communities		
10	Empowered and active communities who are proud of where they live	<ul style="list-style-type: none"> Number of community/education facilities permitted / completed. Completion of environmental enhancement schemes. No. of planning applications granted outside of development limits without justification. <p><i>Suggested:</i></p> <ul style="list-style-type: none"> Satisfaction of residents with their local environment
11	Improve the quality, availability and accessibility of housing in the borough	<ul style="list-style-type: none"> No. of dwellings provided by type No. of planning permissions on allocated sites. No. of dwellings completed on allocated sites. No. and type of affordable dwellings provided. Net additional dwellings provided. House prices. No. of Gypsy and Traveller pitches provided/occupied. Net additional Gypsy and Traveller pitches. <p><i>Suggested:</i></p> <ul style="list-style-type: none"> Number of major housing developments given permission on non-allocated sites.
12	Create safer communities and protect people from harm	<p><i>Suggested:</i></p> <ul style="list-style-type: none"> Development permitted contrary to Environment Health Officer recommendation related to noise, air quality or contaminated land.
13	Improve public health and provide opportunities for physical activity to promote healthier and longer lives for all	<ul style="list-style-type: none"> Net amount of open space lost to new development Amount of new open space provided. Number of planning applications approved or completed for leisure facilities. Length of new path in public use (add to definitive map or permission). Length of improved path. <p><i>Suggestions:</i></p> <ul style="list-style-type: none"> Length of new cycleway
Core Theme: Improving connectivity		
14	Improve the accessibility and	<ul style="list-style-type: none"> No. and floorspace of retail developments and other town

	Headline	Example indicators taken from Publication Local Plan Appendix 1: Implementation Plan and Monitoring Framework
	quality of key services and facilities	<p>centre uses permitted/developed in centre/out of centre.</p> <ul style="list-style-type: none"> • No. of vacant shops. • Percentage of units in Primary Shopping Areas in A1 use • Number of planning application granted outside of development limits without justification.
15	Increase sustainable transport options and usage	<ul style="list-style-type: none"> • Annual rail patronage • Annual number of bus passenger journeys • Number of people cycling and walking to work <p><i>Suggested:</i></p> <ul style="list-style-type: none"> • Indicators from the Local Transport Plan. • Length of new public footpaths or cycleways created.
Core Theme: Diversifying and strengthening the local economy		
16	Increase employment and improve the level of education, skills, jobs and training.	<ul style="list-style-type: none"> • Unemployment rates • Number of jobs created (net) • Local school exam results. • No. of community / education facilities permitted/completed.
17	Encourage sustainable economic growth, diversify and strengthen the local economy and encourage enterprise and encourage industrial excellence.	<ul style="list-style-type: none"> • Amount of safeguarded employment land developed and floorspace completed. • Area of land developed for various type sof employment development. • Area of land and floorspace created on Enterprise Zone sites • Floorspace of new employment development. • Investment in major businesses • Amount of employment land lost to non-employment uses • Number of farm diversification proposals approved or refused
18	Increase leisure and tourism opportunities	<ul style="list-style-type: none"> • Number of new leisure and tourism proposals permitted/developed • Number of caravan sites or pitches approved or refused • Number of applications for conversions from residential to tourist accommodation approved or refused

Appendix L National Planning Policy Statement Summary

1 National Planning Policy Framework

Introduction

- 1.1 National planning policy is provided in the National Planning Policy Framework (NPPF) (published on 27th March 2012). The NPPF replaces and revokes a raft of previous national guidance, including planning policy guidance (PPGs), planning policy statements (PPSs) and circulars.
- 1.2 The NPPF addresses policy on:
- Sustainable development;
 - Vitality of town centres;
 - Community facilities;
 - Sustainability transport;
 - Sustainable construction;
 - Conserving and enhancing the natural environment; and
 - Requiring good design.

Sustainable development

- 1.3 The NPPF states at paragraph 14:

“At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.

For decision-taking this means:

- *Approving development proposals that accord with the development plan without delay; and*
- *Where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:*
- *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or*
- *specific policies in this Framework indicate development should be restricted.”*

- 1.4 Additionally, at paragraph 17, the NPPF includes core planning principles and states that planning *“should proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth.”*

A strong and competitive economy

- 1.5 The planning system should support sustainable economic growth. Plans need to set out a clear economic vision to encourage economic growth. There is a need to support existing business sectors, taking into account those that are expanding or contracting and planning for emerging sectors.
- 1.6 Priority areas for economic regeneration should be identified, as well as locations for clusters or networks of knowledge driven, creative or high technology industries.
- 1.7 Policies should also support the rural economy. The sustainable growth of all types of businesses and enterprise in rural areas should be supported, through building conversions and well-designed new buildings. Diversification and development of agricultural and other land-based rural businesses should also be promoted.
- 1.8 Support should be given to sustainable rural tourism and leisure where they respect countryside character and where needs are not met in rural service centres. Retaining local services and community facilities in villages is also essential for the rural economy.

Vitality of town centres

- 1.9 To ensure the vitality of town centres, policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period. The framework sets out a series of matters that should be considered by local authorities when drawing up local plans including promoting competitive town centres that provide customer choice and a diverse retail offer, which reflects the individuality of town centres.
- 1.10 Where town centres are in decline, local planning authorities should plan positively for their future to encourage economic activity.

Delivering a wide choice of high quality homes

- 1.11 To deliver a wide choice of high quality homes, and create sustainable, inclusive and mixed communities, local planning authorities should plan for a mix of housing based on current and future demographic trends to meet the whole community's needs. Policy should also identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand and meet affordable housing need.
- 1.12 To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Isolated homes in the countryside should be avoided unless there are special circumstances, such as for rural workers or to re-use redundant buildings.

Sustainable transport

- 1.13 The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. Planning policy should aim for a balance of land uses within their areas so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities. Solutions that facilitate the use of sustainable modes of transport should be encouraged.

- 1.14 Plans should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.
- 1.15 For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.

Requiring good design

- 1.16 Good design is key aspect of sustainable development and indivisible for good planning, as it has an essential role to play in making place better for people.
- 1.17 It is important to plan positively of places and buildings. Policies should set out what is expected from the area based on an understanding of its defining characteristics. Development should:
- Be planned to consider the long-term function;
 - Help create a sense of place, creating attractive places for people;
 - Make best use of sites including through a mix of uses;
 - Responding to local character and history, reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation; and
 - Design should go beyond aesthetics and consider the connections between people and places and the integration of new development into the environment.
- 1.18 Create safe environments where crime and the fear of crime to not undermine quality of life or feelings of community.
- 1.19 Planning policies should aim to ensure that developments optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks; and will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.

Promoting healthy communities

- 1.20 It is important that development promotes the creation of cohesive and health communities. This includes involving people in the decisions that will affect them, protecting people from crime and fear of crime and encouraging activity. Development should also create safe and accessible places, with clear and legible pedestrian routes and high quality public spaces that become well used. This can make an important contribution to health and wellbeing.
- 1.21 Consideration must be given to providing and supporting services for the community, including shared space, community space, local shops, sports venues, pubs etc. Local green space should be protected, through designation if necessary.

Climate change, flooding and the coast

- 1.22 Planning has a role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. This is central to the economic, social and environmental dimensions of sustainable development.
- 1.23 To encourage low carbon development, new places need to be planned to reduce greenhouse gas emissions from travel. New development also needs to be more energy efficient and make more use of renewable energy from decentralised supplies.
- 1.24 It is important that development contributes to energy generation from renewable or low carbon sources, with positive promotion of this technology.
- 1.25 New development must also be designed to avoid increased vulnerability to climate change impacts. This includes risks from flood, coastal change, water supply and changes to biodiversity and the landscape. Development should be designed to make use of suitable adaptation measures.
- 1.26 The risk of flood to and from development must be mitigated or avoided as necessary.

Conserving and enhancing the natural environment

- 1.27 The design and location of development must conserve and enhance biodiversity by applying principles which include:
- Minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, by establishing coherent ecological networks that are more resilient to current and future pressures;
 - Identify and map components of the local ecological networks;
 - Promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species and populations; and
 - Plan positively for the creation, protection and enhancement and management of networks of biodiversity and green infrastructure.
- 1.28 It is important to conserve landscape and scenic beauty on designated sites and the conservation of wildlife and cultural heritage are important considerations especially in National Parks.
- 1.29 Development must be protected from pollution and designed to mitigate and avoid potential pollution impacts. Development must not result in unacceptable risks to health, the natural environment or general amenity, and the potential sensitivity of the area must be taken into account. This covers all types of pollution including from noise, to the air, ground contamination, light and water pollution.
- 1.30 Land resources should be considered in delivery development, making use of previously developed land and taking into account the economic value of the best and most versatile agricultural land.

Conserving and enhancing the historic environment

- 1.31 Heritage assets are an irreplaceable and so it is essential to conserve them in a manner appropriate to their significance. Consideration should be given to:
- the reuse of heritage assets consistent with their conservation;
 - the wider social, cultural, economic and environmental benefits of conservation; and
 - the contribution assets make to the character of the area.
- 1.32 Consideration must also be given to the wider 'historic environment', encapsulating the whole interaction between landscape and townscape and the history of people using the land.