

Redcar and Cleveland Green Wedge and Strategic Gap Review

May 2016

Introduction

- 1.1 Green wedges are open areas within the main Teesside built-up area that provide buffers between different uses and delineate distinct communities. These areas are valuable for local amenity, recreation and wildlife. Green wedges are protected in Local Plans across the Tees Valley.
- 1.2 Green wedges play an important role in the urban and coastal areas of Redcar and Cleveland, and provide opportunities for the enhancement of green infrastructure near to where people live. Over a number of years the extent of the Borough's green wedges has changed and some development has been allowed where this could be accommodated without harming the purpose of the green wedge, and would constitute sustainable development.
- 1.3 Strategic gaps are located around the Teesside main built-up area to ensure that it does not coalesce with surrounding settlements, and to protect each settlement's distinct identity. In Redcar and Cleveland strategic gaps are located between Marske and New Marske; and Marske and Saltburn. Their extent has not previously been defined by boundaries.
- 1.4 To inform the new Local Plan, it is considered appropriate to review these designations, their extent and location to ensure that they remain fit for purpose.

Planning Policy and Guidance

National

- 1.5 Strategic gaps and green wedges were first referred to in policy guidance in PPG7 'The Countryside'. It was made clear that strategic gaps and green wedges are local countryside designations which carry a lesser weight than national designations, such as Green Belts. They should only be maintained or extended where there is good reason to believe that normal planning policies cannot provide the necessary protection. The guidance on PPG7 emphasised that local authorities should rigorously consider the function and justification of existing local designations. It states that strategic gaps and green wedges should be soundly based on a formal assessment of their contribution to urban form and urban areas.
- 1.6 Government research published in 2001 'Strategic gaps and green wedge policy in structure plans: main report' concluded that removal of strategic gap and green wedge policy does not appear feasible, given the strength of local support such designations have, unless stakeholders can be convinced that the benefits can be delivered by other means. It was also identified that green wedges can serve a more specific purpose than strategic gaps, as they are more related to providing access to open space from urban areas. Strategic gaps meanwhile tend to protect the setting and separate identify of settlements, by avoiding their coalescence and to maintain the openness of the land to conserve the existing character of an area and separation between urban and rural areas.

The National Planning Policy Framework (NPPF)

- 1.7 Strategic gaps and green wedges are not designations included within the NPPF. However, the approach of protecting strategic gaps and green wedges is considered to be in accordance with the NPPF which allows for the creation of distinctive local plans which reflect the needs and priorities of their communities. Their protection is considered to be particularly relevant and in accordance with the following areas of the NPPF:

- Developing robust and comprehensive policies that set out the quality of development that will be expected for the area, based on stated future objectives and an understanding and evaluation of its defining characteristics;
- Providing access to open space, which can make an important contribution to health and well-being of communities;
- Planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure.
- Recognising the wider benefit of ecosystem services; and
- Allocating land with the least environmental or amenity value.

1.8 At a recent appeal against refusal of housing development at land off Gypsy Lane, Nunthorpe, within the Hambleton Hill green wedge, the Inspector concluded that that policy CS23 of the LDF Core Strategy, which seeks to protect green wedges, was consistent with paragraphs 7 and 109 of the NPPF which state that the planning system should contribute to and enhance the natural and local environment, and amongst other things, protect and enhance valued landscapes.

Policy History of Green Wedges and Strategic Gaps in the Tees Valley

Green wedges

1.9 The Cleveland Structure Plan, approved in 1990 and altered in 1995, included policies on green wedges between towns. The extent of these green wedges were identified in the Redcar and Cleveland Local Plan (1999) and protected through policy which stated that within these areas only development which retains their open character will be allowed.

1.10 The following green wedges were identified in Redcar and Cleveland:

- The open area between Marske and Redcar;
- The open area between Wilton Works and Redcar, extending north to the coast;
- West of the A1053, Greystones Road, between Grangetown and Wilton;
- The Spencer Beck Valley between East Middlesbrough and Eston, and Ormesby and Normanby;
- The Hambleton Hill area between Nunthorpe and Ormesby.

1.11 The Tees Valley Structure Plan (2004) continued to support the principle of green wedges, although did not define their extent. Their extent was illustrated on the LDF Proposals map (2007). Policy CS23 of the Core Strategy (2007) 'Green Infrastructure' supports their protection and, where appropriate, enhancement to improve their quality, value, multi-functionality and accessibility. The supporting text to the policy notes that green wedges are open areas within the conurbation 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.

Strategic gaps

1.12 The Tees Valley Structure Plan (2004) stated that strategic gaps between settlements will be protected to ensure that settlements outside of the Teesside conurbation and main urban areas do not coalesce and to retain the physical identity of individual towns and villages. The policy was not intended to prevent appropriate development on the edge of a particular settlement, but to ensure that a sufficient gap is always maintained between settlements so that they can still be perceived as being separate. The Plan stated that strategic gaps should be defined in local plans and indicated on proposals maps. The following strategic gaps were identified in Redcar and Cleveland:

- i. Between Saltburn and Marske;
- ii. Between Marske and New Marske; and
- iii. Between North Skelton and Millhome Bridge, Brotton.

1.13 The now abolished North East Regional Spatial Strategy (2008) stated that strategic gaps within the Tees Valley, between the conurbation (defined as including Marske and Redcar) and surrounding towns and villages, should be identified in order to maintain the separate identity of settlements in the Tees Valley by preventing them from coalescing and by preventing urban sprawl.

1.14 The location of strategic gaps was indicated diagrammatically in the LDF Key Diagram (2007), with Core Strategy Policy CS23 'Green Infrastructure' supporting their protection and, where appropriate, enhancement to improve their quality, value, multi-functionality and accessibility. Protection of the strategic gaps between Saltburn and Marske, and between Marske and New Marske, was retained in the Core Strategy in order to maintain the separation of the main Teesside built-up area from surrounding villages, and to help maintain their separate identity. However, the strategic gap between North Skelton and Brotton, which was previously identified by in the Structure Plan, was removed in accordance with the emerging Regional Spatial Strategy.

Other relevant documents

Landscape Character Assessment (2006)

1.15 The Landscape Character Study includes an analysis of the green wedge between Marske and Redcar. Positive attributes include sea views and open, coastal character. Negative attributes include obtrusive urban edges and large agricultural fields.

1.16 Between Wilton Works and Redcar, positive attributes of the green wedge include open water and vegetation at Coatham Marsh, while negative attributes include views of the steelworks. At Coatham Sands the coastal location, standing water, open views to sea, fishing and wildlife interest are noted as positive features.

1.17 The area surrounding Kirkleatham, which is partially within the green wedge, is described as having positive attributes of publicly-accessible woodland and grassed open spaces, and parkland character.

1.18 The Landscape Character Study includes an analysis of the landscape units which form the strategic gaps between Marske and New Marske; and Saltburn and Marske. The role of the landscape in providing physical separation between urban areas is noted, with negative attributes including hard and urban edges in a largely open landscape. Between Marske and Saltburn the sea views and open character are also noted as positive attributes.

Landscape Character SPD (2010)

1.19 The Landscape Character SPD is informed by the Landscape Character Study and splits the landscape, outside of the built-up areas, into sensitive and restoration landscapes based on the degree of landscape coherence and sensitivity to change. Sensitive landscapes are those where much landscape structure is present to give high 'strength of character' which is sensitive to change. Restoration landscapes are those where land has lost a greater or lesser degree of landscape structure and would benefit from measures to restore that structure and character.

- 1.20 A number of the green wedges fall within restoration landscape areas. However, importantly designation of a green wedge as a restoration landscape does not mean that the area it is not adequately performing the policy aims of a green wedge or strategic gap.
- 1.21 Along the coast, much of the green wedge between Marske and Redcar is designated as a sensitive landscape, bordered by areas of restoration landscape, including the strategic gap between Marske and New Marske. Between Marske and Saltburn, the majority of the strategic gap is identified as sensitive landscape area along the coast, with restoration landscapes further inland.

Ormesby Hall Conservation Area Appraisal

- 1.22 The vast majority of the green wedge at Hambleton Hill falls within the Ormesby Hall Conservation Area. This includes the upper and lower lawns of the Hall, and some surrounding areas of agricultural land.
- 1.23 The park forms a crucial part of the setting of the hall. The openness of the park is populated with clumps and individual specimen trees and in the middle of Lower Lawn and astride the main drive is a substantial copse known as Round Clump. Beyond Upper Lawn to the south lies the gently-sloping area of 'borrowed landscape' crowned by Hambleton Hill that complements and serves as an attractive visual backdrop to the park. It is noted that altogether this is an area of great landscape value.

Changes to green wedges and strategic gaps

- 2.1 Monitoring of the Development Plan through the Authority's Monitoring Report has illustrated that the policy of protecting green wedges has been effective in preventing inappropriate development, protecting the functions of the green wedge and maintaining the distinctive character of our different communities.
- 2.2 Nevertheless, planning permission has been granted for a number of developments within green wedges, altering their extent since the adoption of the Core Strategy and Development Policies DPDs in 2007. These changes are detailed in the section below alongside developments which have taken place within strategic gaps.

Green wedges

i. The open area between Marske and Redcar

Rowan Garth

- 2.3 Detailed permission was granted in 2015 for 138 dwellings at land south of Redcar Road, Redcar. In seeking to minimise the impact of development on the appearance, character and function of the green wedge, the application proposed residential development within the core of the site with the woodland boundaries being retained apart from the point of access on Redcar Road.
- 2.4 The proposals reduce the green wedge at Redcar Road by half its depth to about 200m with the designation becoming restricted to the single agricultural field to the immediate east of the site and the railway line at Cleveland View. However, due to the retention and enhancement of the mature perimeter planting to the site, providing significant screening, the visual impact of the development on the appearance of the green wedge will be mitigated to a substantial degree. A physical gap will be retained therefore meeting the policy objective of maintaining the physical separation between Redcar and Marske. It was therefore considered that the proposed development could be achieved without unacceptably undermining the planning objectives of policy CS23.

iii. West of the A1053, Greystones Road, between Grangetown and Wilton

Mannion Park

- 2.5 Permission was granted in 2009, and renewed in 2013, for residential and economic development in the green wedge between Grangetown and Wilton.
- 2.6 It was considered that there were exceptional circumstances which justify the loss of part of the green wedge, and development in this location outside of development limits, including the creation of additional jobs; the provision of high quality office and light industrial space; and additional homes. The area suffers high levels of deprivation and it was considered that the inward investment associated with the proposed development would trigger wider regeneration benefits.
- 2.7 The permission covers 11ha, however it is not anticipated that the whole area will be developed given the requirement for an appropriate landscaping scheme, including a landscaping buffer. There is some uncertainty over the deliverability of the scheme.

iv. The Spencer Beck Valley between East Middlesbrough and Eston, and Ormesby and Normanby

High Farm

- 2.8 Planning permission was granted in 2011 for housing development at High Farm, in the Spencer Beck Valley between East Middlesbrough and Teesville. This permission has subsequently been amended to increase housing numbers to 294 units, although the development footprint within the green wedge remains the same.
- 2.9 Development has commenced at High Farm and will result in the loss of eight hectares of green wedge. In granting permission for development in the green wedge, it was considered that exceptional circumstances existed, including supporting the Council's aspirations to regenerate Greater Eston; the social and economic benefits of the development; and broadening the offer of homes in the north of Greater Eston by providing executive housing. The development will also provide a community woodland and open space improving the appearance of the land and maintaining a viable green wedge. It was considered that these considerations in favour of granting planning permission were sufficient to override the retention of the open land.
- 2.10 This development has had a significant impact on the green wedge through reducing the gap between Teesville and the east of Middlesbrough, particularly when viewed from within the development. From the A1085 the impact of the development on the openness of the green wedge has been reduced through the set back of High Farm development from the main road.

Spencerbeck Farm

- 2.11 In 2016, outline planning permission was granted at appeal for residential development at Spencerbeck Farm.
- 2.12 The southern part of the site is located within the green wedge and the development will result in the wedge's narrowest point, between the south west corner of the site and the highway at Ainstable Road, being reduced to 42m. This would leave a narrow separation between Normanby and Ormesby. However, the Inspector concluded that while the development would cause some harm to the green wedge, this harm would not significantly and demonstrably outweigh the development's benefits, particularly in terms of boosting the supply of housing in a sustainable location, and the enhancements to biodiversity of the site.

Middlesbrough Council area

- 2.13 Middlesbrough Council continue to protect green wedges in their borough through their saved Local Plan (1999). Protected green wedges include the Spencerbeck Valley which is adjacent to the green wedge in Redcar and Cleveland. Therefore, development within this area of green wedge will impact on Redcar and Cleveland and vice-versa.
- 2.14 Within Middlesbrough the following developments have been completed adjacent to the green wedge:
- 28 dwellings under construction at Ingloldsby Road.
 - Redevelopment of Ormesby Outwood Academy in 2010.

v. The Hambleton Hill area between Nunthorpe and Ormesby

Gypsy Lane

- 2.15 Permission was granted in 2014 for a small infill development of 10 dwellings at Gypsy Lane, Nunthorpe. Development of this site within the green wedge between Nunthorpe and Ormesby allows for rounding off of the housing along the north side of Gypsy Lane.
- 2.16 Residential development was deemed acceptable in this location as it was considered that it would not have a detrimental impact on the character of the Ormesby Hall Conservation Area or on the landscape at Hambleton Hill; it would not compromise the integrity of the green wedge between Nunthorpe and Ormesby; and the loss of a small area of agricultural land abutting residential properties was outweighed by housing supply considerations.

Strategic Gaps

Marske and Saltburn

Land south of Marske Road, Saltburn

- 2.17 Permission was granted at appeal in 2015 for 130 dwellings at land south of Marske Road, Saltburn.
- 2.18 The Inspector considered that the scheme would inevitably reduce the extent of land within the gap, however the fundamental purpose of the gap, to maintain physical separation and respective identities of the two settlements, would be maintained. A broad area of countryside would remain and would be enhanced. Existing joint visibility of the settlements within significant single views is already limited, and the existing sense of separation would not be significantly compromised. The essential function and character of the gap as a backdrop to the two settlements, taken in the round, would therefore not be materially harmed.

Consultation and additional sites

3.1 Redcar and Cleveland Local Plan Scoping Report Consultation (2015)

- 3.2 Support was expressed for retaining the protection of green wedges and strategic gaps within the new Local Plan.
- 3.3 Comments were also made on the need to review and define the extent of these designations in the new Plan, including requests to define the strategic gap through boundaries within the Local Plan. It was requested that more definitive boundaries were identified between Marske and New Marske; and Marske and Saltburn, in a similar manner to green wedges.

Alternative boundaries/sites put forward

i. The open area between Marske and Redcar

Grundales

- 3.4 This is a substantial area of agricultural land (67ha) between Marske and Redcar. The land falls within the green wedge and a sensitive landscape area, and is adjacent to the coastal SSSI. The site promoter has also put forward a variation to this proposal involving an extension over 20ha to the north west of Marske.
- 3.5 Development could have a significant impact on the landscape, the biodiversity value of the site and the integrity of the green wedge which would be reduced considerably. The alternative 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.

Redcar RUFC

- 3.6 This is a large triangular site at the south east edge of Redcar between the Darlington-Saltburn railway line, which forms the western boundary, a public bridleway at Green Lane and adjoining a mature housing area on the northern boundary. Marske Sewage Treatment Works is located beyond the southern tip of the site. The site is outside development limits and within the green wedge. It is occupied by sports pitches, a clubhouse and ancillary buildings and a car park. It is currently accessed via the existing suburban roads.
- 3.7 Development on this site would require prior relocation of rugby club facilities, potentially onto the arable farmland immediately to the east (which is in different ownership and a Sensitive Landscape Area) and adjacent to Redcar Athletic Football Club. The proposals would impact on the operations of Redcar Athletic which leases land from Redcar & Cleveland Borough Council and has expanded in recent years.
- 3.8 The access road would cross land which provides public open space and is used by Redcar Athletic Football Club. The Redcar Athletic clubhouse is also located within this part of the site.
- 3.9 The farmland falls within a Sensitive Landscape Area and has been identified as part of an important coastal bird wading location.

Bridge Farm, Marske

- 3.10 Farmland on the south-western edge of Marske adjacent to the railway and inside the green wedge.

- 3.11 The site is not well-related to the adjacent built-up area and would not present a logical extension to the settlement. Development would result in significant reduction in the green wedge between Redcar and Marske. The site has been classified as grade 2 (very good quality) agricultural Land, which is rare in the borough.

Mickle Dales Phase III (land to the south of Rowan Garth)

- 3.12 Site to the south of permitted residential development at Rowan Garth. Expansion of the permitted site directly to the south would decrease the extent of the green wedge in the most southern area of the wedge. However, providing suitable landscaping was incorporated and the boundary of the site did not project further east, it is considered that it site would have a limited additional impact on the function of the green wedge than the permitted site.

iv. The Spencer Beck Valley between East Middlesbrough and Eston, and Ormesby and Normanby

North of High Farm, Teesville

- 3.13 Area of green space between the ongoing High Farm development and the A1085 Trunk Road. The site, which is outside development limits and within a Green Wedge, forms part of the community woodland agreement attached to the High Farm planning consent.

South of High Farm, Normanby

- 3.14 Area of green space between the ongoing High Farm development and Normanby. The site, which is outside development limits and within a Green Wedge, forms part of the community woodland agreement attached to the High Farm planning consent.

v. The Hambleton Hill area between Nunthorpe and Ormesby

Westfield Wood, Nunthorpe

- 3.15 Trapezium-shaped backland site towards the summit of Hambleton Hill, to the rear of lower density housing on Gypsy Lane. Part of the site is previously developed land and part, at the western end, is heavily planted.
- 3.16 The site is outside development limits and inside the Ormesby Hall Conservation Area. This site was put forward for initial consideration on behalf of the landowner in March 2014. Access would be via the removal of the dwelling at no.10 Gypsy Lane.
- 3.17 This site is similar to that dismissed at appeal in 2015 where the Inspector concluded that the proposal would cause significant harm to the Hambleton Hill green wedge between Ormesby and Nunthorpe, and would fail to preserve the character and appearance of the Ormesby Hall Conservation Area. Overall, the potential harm outweighs the benefits, and the proposal does not amount to sustainable development as envisaged by paragraph 7 of the Framework.

Hambleton Hill A & B

- 3.18 Visually prominent adjoining sites which fall within Ormesby Hall Conservation Area and are outside of development limits
- 3.19 The larger site, Hambleton Hill 'A' (4.3ha) comprises a grassland area at the plateau of the hill which is mostly enclosed by mature trees and contains telecommunications masts,

approximately 15m high. Site 'B' is a sloping and wooded area to the rear of properties on Gypsy Lane, adjacent to Site A.

i. Strategic Gap between Marske and New Marske

West of Longbeck Road, Marske

- 3.20 Large (20ha) area of sloping farmland between Marske and A174, adjacent to Longbeck rail station and crossing. The site is outside development limits and falls within the Strategic Gap between Marske and New Marske.

Marske Inn Farm, Marske

- 3.21 This major site comprises a vast area of gently sloping farmland to the south of Marske between the Darlington-Saltburn railway and the A174. The site is outside development limits.
- 3.22 The site is currently at appeal following refusal of outline permission for up to 1,000 dwellings and supporting community facilities and commercial uses including a hotel and retailing. The site is bordered to the east by the A1085 (which becomes Marske High Street) and by Longbeck Road to the west.

ii. Strategic Gap between Marske and Saltburn

Windy Hill Farm, Marske

- 3.23 Flat area of farmland to the east of Marske. The site is outside development limits and inside a Sensitive Landscape Area and the Strategic Gap between Marske and Saltburn. An outline application for limited development of 75 'executive' dwellings was rejected in 2014.

West of Saltburn

- 3.24 Land straddling both sides of Marske Road (the A174) towards the railway at the western edge of Saltburn, adjacent to the riding school at Marske End Farm. The smaller northern portion of the site abuts the Darlington-Saltburn railway. The site is outside of development limits.
- 3.25 Permission was granted at appeal in 2015 for 130 dwellings at land south of Marske Road, Saltburn on the southern portion of this site.

Tofts Farm

- 3.26 Substantial area of sloping farmland the south of Marske, east of the A1085. The site is outside development limits. A watercourse (Spout Beck) runs through part of the site along the western side; part of this area has also historically been subject to landfill activities associated with a clay pit.

Reviewing the continued suitability and extent of Green Wedges and Strategic Gaps

- 4.1 In order to inform the new Local Plan it is considered appropriate to reassess the extent of existing green wedges and strategic gaps. The review considers whether the existing boundaries of green wedges, and broad locations of strategic gaps, remain appropriate and identify if there are any reasons which would support a potential extension or reduction of their area.
- 4.2 This assessment has been carried out through sites visits, assessment of aerial photographs and the gathering of evidence from studies including the Landscape Character Assessment, the Landscape Character SPD and the Open Space Study.
- 4.3 The following methodology was used:

Green wedges:

- An assessment of the existing boundaries;
- An assessment of the functions of the area, including land-use, designations and provision of separation;
- An assessment of the landscapes sensitivity to change and any capacity for future development; and
- An assessment of any potential alternative boundaries.

Strategic gaps:

- An assessment of the functions of the strategic gap in provision of separation;
- An assessment of the landscapes sensitivity to change; and
- An assessment of the potential for defining boundaries of the strategic gaps.

i. The open area between Marske and Redcar

Area	
Landscape Unit (Landscape Character Assessment)	<p>R6 Redcar to Marske</p> <p>Positive attributes include the beach, sea views and open, coastal character. Negative attributes include obtrusive urban edges to Redcar and Marske and large agricultural fields.</p> <p>The area is highly sensitive to development. In this open landscape, largely the product of maritime exposure, any development will be very open to view. Location and design are of major importance regarding any development, and opportunities should be taken to integrate the development into adjacent urban areas and to screen by planting.</p>
Landscape Character SPD	<p>The majority of the northern part of the green wedge is identified as a sensitive landscape area, with a smaller part of the southern area identified as a restoration landscape.</p> <p>The Landscape Character SPD explains that the land near the coast is of an open character due to maritime exposure. This presents a situation in which 'restoration' or the creation of new character will be inappropriate, and landscape treatment of any development may take the form of alternative measures such as mounding.</p>
Land uses	<p>Sandy foreshore, backed by open agricultural land. Area dominated by recreational open spaces including Rugby club, playing pitches. Allotments to east. Public open space including The Stray and play/teenage provision. Car park by coast and access paths.</p>
Adjacent land uses	<p>Predominantly residential with some educational facilities.</p>
Landscape features	<p>This is an open, highly visible landscape with, long distance, wide angle seaward views available. Open, exposed with a rural coastal character.</p> <p>Urban edges of Redcar and Marske have strong local influence on landscape character which can be visually intrusive and form hard edges which can erode the coastal character.</p>
Topography	<p>Gently sloping foreshore and low cliff banks backed by essentially flat fields. Open landscape, largely the product of maritime exposure.</p>
Boundary	
Has the principle of development been accepted (or is there an emerging allocation) which would necessitate a review of the boundary?	<p>Detailed permission was granted in 2015 for 138 dwellings at land south of Redcar Road, Redcar (Rowan Garth). In seeking to minimise the impact of development on the appearance, character and</p>

	<p>function of the green wedge, the application proposed residential development within the core of the site with the woodland boundaries being retained apart from the point of access on Redcar Road.</p> <p>The proposals reduce the green wedge at Redcar Road by half its depth to about 200m with the designation becoming restricted to the single agricultural field to the immediate east of the site and the railway line at Cleveland View.</p>
Has development been proposed in response to consultation/as part of a current planning proposal which could alter the boundary?	<p>The following sites have been put forward for consideration through the SHLAA or Local Plan process:</p> <ul style="list-style-type: none"> i. Grundales (67ha) ii. Redcar RUFC (9.4ha) iii. Bridge Farm, Marske (9.3ha) iv. Land South of Mickle Dales (8.8ha)
Does the current boundary provide a strong defensible boundary?	<p>To the north the boundary is defined by the mean low water mark. North eastern boundary is defined by fence along the Stray. North western boundary is edge of residential development at Redcar.</p> <p>To the west the boundary is defined by Oak Road, Green Lane and housing backing onto Redcar Rugby Club. South of the Darlington-Saltburn railway line the boundary is defined by trees and some planting marking the edge of allotments and public open space on the edge of Redcar.</p> <p>To the south the boundary is defined by the A174 and farm tracks/field boundaries to the southeast.</p> <p>To the east the boundary is defined by the western extent of Marske including backs of property at Cleveland View and Ryehills Farm School. Rear of properties at Dehivil Land Drive, Vickers Close, Beardmore Avenue, Woodford Close and Marlborough Avenue, Marske and Outwood Academy Bydales.</p>
Do alternative defensible boundaries exist which would better relate to the wider boundary?	<p>Yes, permission has been granted for development at Rowan Garth which would require alteration of the south western boundary to exclude the new development. Planting along the east of the site would provide an alternative boundary. There may also be opportunity to continue this new boundary southwards towards the A174, using this as the new southern boundary.</p>
Would this create a potential piecemeal development site out of character/proportion with the surrounding area?	<p>No, the revised boundary would create a potential area for development to the south of the permitted Mickle Dales extension (Rowan Garth), however development in this area would be well related to the permitted site and would not have a significantly greater impact on the function of the green wedge providing a sufficient</p>

	wedge and separation was maintained between Redcar and Marske.
Separation and Openness	
Extent of built development within the green wedge	Sewage works in centre of green wedge, close to railway line. Buildings related to rugby club and playing pitches. Toilets on the Stray. Agricultural and nursery buildings off Redcar Road at southern edge of green wedge.
Can the settlements be seen from the edge and within the site?	Marske and Redcar can be seen from the edge and within the site.
Perception of distance to neighbouring settlement? Consider physical separation.	Good physical separation and perception of separation at northern coastal edge of the green wedge. At southern edge there is much smaller physical separation, although the perception of separation of the settlements along Redcar Road is reinforced by screening from dense tree belt.
Would development undermine the openness of the green wedge?	In this open landscape, largely the product of maritime exposure, any development will be very open to view which could undermine the openness of the green wedge. However, given the extent of the wedge, particularly in the northern area, it may be possible to accommodate some limited development which is well screened and integrated into existing settlements without undermining the openness of the green wedge. Screening could also help soften harsh urban edges which impact on the character of the wedge. In the southern area the existing landscape is less open with the existence of a dense tree belt. However, given the narrowness of the wedge in this area development of the more open fields would impact on the sense of openness.
Would development harm the identity of the green wedge?	Due to the sensitivity of the landscape, inappropriate development could harm the identity of the green wedge, impacting on the open coastal landscape. Further development in the southern extent of the green wedge, beyond the screened permitted site, and potentially the area directly to its south, would harm the identity of the green wedge as physically separating Marske and Redcar.
Would development completely change the character of the green wedge?	Further development, particularly in the southern part of the wedge could lead to an erosion of the open character and separation. The green wedge is dominated by wide open views, therefore any development would be visually prominent within the landscape and could have potential to change the area's character.
Would development erode the green wedge to such an extent as to be tantamount to the undesirable	In the northern part of the wedge, limited development could be possible without coalescence of the built up area, however in the southern area even

coalescence of existing built up areas?	limited development, beyond the permitted site and the area directly to its south, could result in the coalescence of the existing built up area.
Amenity Value	
Is any of the land identified within the open space audit?	The following sites are located within the open space study audit: <ul style="list-style-type: none"> • Marske Stray (strategic) • The Ings East (strategic, teenage) • Oak Road (local, teenage) • Barnes Wallis Way/Beardmore Avenue
Is the land accessible to the public?	Yes.
Does the land have any other recreational/leisure uses (including footpaths, cyclepaths or bridleways both formal and informal)?	Number of playing pitches including Redcar Athletic Football Club and Redcar Rugby Club. A byway runs across the wedge.
Could the integrity/quality of recreational/leisure uses be maintained if the green wedge boundary was amended?	Integrity and quality of recreational uses could possibly be maintained if the boundary was amended, however this would be dependent on the location of any boundary amendments, or the relocation of open space uses within the wedge.
The value of the green wedge to the local community by usage or function	The green wedge has a high recreational value to the community and has a number of open space uses. The wedge also has an amenity value through visually separating Redcar and Marske and providing attractive long views of the coast.
Landscape Quality	
Details	The majority of the site is identified as a sensitive landscape. Long views predominate in this landscape, and skyline features take on particular importance. The abrupt urban edges of Redcar and Marske have a strong local influence on landscape character.
Natural Environment	
Does the site contain wildlife sites?	Redcar to Saltburn Coast LWS and Redcar to Saltburn Foreshore LWS.
Does the site link wildlife sites and habitats or could it be maintained to do so?	Yes, link from and along coast and inland to countryside.
Does the site fall within a strategic green infrastructure corridor	The Coast – Hartlepool to Cowbar.
Historic Environment	
Are there any heritage assets located within the site?	No.
Flood Risk and Flood Alleviation	
Is the land identified as being within flood risk zones	The northern part of the green wedge along the coast is within flood risk zone 3.
Does the land have a flood alleviation role?	Small area in flood zone 3.
Does the site experience surface	Small areas of the wedge, particularly along Coast Road

water flooding?	are at high risk of surface water flooding, a number of small areas are identified as being of medium risk, with other areas identified as low risk running north to south across the site.
Conclusion	<p>In the northern part of the wedge, limited development could be possible without coalescence of the built up area. However, given the open coastal landscape any development in this sensitive landscape could impact on the openness and character of the area. Development would also have an impact on the recreational value of the wedge unless these uses were relocated.</p> <p>In the southern part of the green wedge the gap between Redcar and Marske is much narrower. The permitted development to the east of Mickel Dales will further narrow this gap, however it is well screened by the existing tree belt and there may be opportunities for further development directly to the south without further significant impact on the role or function of the green wedge provided it is well designed. The green wedge boundary could therefore be moved to the east to accommodate these sites. However, further development in this area could result in the visual coalescence of the built-up area and undermine the value of the green wedge.</p>

Photos	
	
View towards green wedge from Marske Stray	View towards Outwood Bydale School
	
View from Barnes Wallis Way open space to Marske	Oak Road
	
Ings East	View of green wedge
	
View to southern green wedge	Tree belt Rowan Garth



i. Green Wedge Marske and Redcar



Date: 24/06/2016

Drawn by: FH

Scale = 1:10,500

DWG No: GW1

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ii. Wilton and Redcar North to Coast Green Wedge (1 northern coastal area)

Area	
Landscape Unit (Landscape Character Assessment)	<p>R4 Coastal Marsh (Coatham Marsh)</p> <p>Positive attributes include open water and vegetation, while negative attributes include views of steel works.</p> <p>R5 Sandy Coastline (Coatham Sands)</p> <p>Positive attributes include coastal location, standing water, open views to sea, fishing, wildlife interest. Negative attributes include views of steelworks.</p> <p>The coastal zone in this tract is classified as Sensitive Landscape. In this open landscape, largely the product of maritime exposure, any development will be very open to view. Location and design are of major importance, and opportunities should be taken to integrate the development into adjacent urban areas and to screen by planting, with shelter provided where exposure would otherwise hinder or prevent successful establishment.</p>
Landscape Character SPD	<p>Coatham Marsh - restoration landscape</p> <p>Coatham Sands - sensitive landscape</p>
Land uses	<p>Coatham Marsh - nature reserve (Local Wildlife Site), paths, allotment, small portion of caravan park, railway line.</p> <p>Coatham Sands - golf course, openly accessible sand dunes and beach.</p>
Adjacent land uses	<p>Residential to the east, with industry to the west. Warrenby Industrial Estate is located within the green wedge but is excluded from the designation. Caravan parks. Recreation ground to the south, Locke Park to the south east.</p>
Landscape features	<p>To the south Coatham Marsh features a series of pools and reed swamp; the last remaining wildlife habitats that have survived the industrial and urban reclamation of virtually the entire south Tees estuary. The wedge is bordered by the dramatic Redcar blast furnace and residential areas of Redcar. To the centre is Warrenby Industrial Estate (although this area is excluded from the green wedge), which has developed in a piecemeal fashion and is of relatively poor quality, forms a ribbon of development stretching along Tod Point Road. Beyond the industrial estate are sand dunes and beach with a largely open coastal landscape with views to the estuary, industry and Redcar.</p>
Topography	<p>Area of low relief with small hillocks (including mounds and lakes related to the steel works), moving to dunes and essentially flat land towards the foreshore.</p>

Boundary	
Has the principle of development been accepted (or is there an emerging allocation) which would necessitate a review of the boundary?	No.
Has development been proposed in response to consultation/as part of a current planning proposal which could alter the boundary?	No.
Does the current boundary provide a strong defensible boundary?	To the north the green wedge is defined by the mean low water mark. The eastern boundary down the beach roughly follows the line of built development at Redcar Beach Caravan Park, although includes some of the site and road. The boundary then follows the boundary of the golf course before cutting across The New Coatham Caravan Park. Here the boundary follows the line of permanent buildings, however it includes a small area of caravans within the wedge. The boundary then broadly follows the route of the former railway line, Kirkleatham Lane and the Trunk Road, before wrapping around the car parks at Steel House. To the west the boundary follows the route of the perimeter road of the steelworks.
Do alternative defensible boundaries exist which would better relate to the wider boundary?	The boundaries could be amended to wholly exclude the caravan parks, however given the extent of permanent built development the existing boundaries are considered appropriate.
Would this create a potential piecemeal development site out of character/proportion with the surrounding area?	N/A.
Separation and Openness	
Extent of built development within the green wedge	There are a very limited number of small individual buildings within the green wedge and a few caravans at the New Coatham Caravan Park. Lack of development and facilities contribute to the natural feel of the area.
Can the settlements be seen from the edge and within the site?	Redcar and the Redcar Steel Works can be viewed from the northern part of the green wedge. Views out to the south and east is over residential areas. Within areas of the wedge outside views are obscured by landform.
Perception of distance to neighbouring settlement? Consider physical separation.	The green wedge provides important physical and perception of separation between the residential areas of Redcar and heavy industry (Redcar Steel Works).
Would development undermine the openness of the green wedge?	Development in the green wedge would undermine its openness, particularly as the coastal area is very sensitive to development.

Would development harm the identity of the green wedge?	Development in the green wedge would undermine the identity of the wedge as a barrier between residential and industrial development and area of recreational value close to Redcar Town Centre.
Would development completely change the character of the green wedge?	Development would change the important open and relatively natural character of the wedge which provides clear separation between Redcar and industry to the west.
Would development erode the green wedge to such an extent as to be tantamount to the undesirable coalescence of existing built up areas?	Limited development could be possible without coalescence of the built-up area, however development would erode the sense of openness and naturalness, impacting on its important role in providing separation between industrial and residential development.
Amenity Value	
Is any of the land identified within the open space audit?	The following sites are located within the open space study audit: <ul style="list-style-type: none"> • Coatham Marshes (strategic, natural site)
Is the land accessible to the public?	Yes
Does the land have any other recreational/leisure uses (including footpaths, cyclepaths or bridleways both formal and informal)?	Coatham Marsh is a nature reserve managed by TVWT. Cleveland Golf Links. Numerous footpaths across the site.
Could the integrity/quality of recreational/leisure uses be maintained if the green wedge boundary was amended?	Amendment of the green wedge boundary (unless very limited) would have a detrimental impact on the integrity and quality of recreational/leisure uses in this area, which has a high recreational value.
The value of the green wedge to the local community by usage or function	The green wedge has a high recreational value. There are a number of open space and recreational uses, including golf course, nature reserve, multiple pathways and publically accessible beach.
Landscape Quality	
Details	The majority of the site is identified as a sensitive landscape. There are wide open long distance views of the coast.
Natural Environment	
Does the site contain wildlife sites?	Much of the area is an SSSI, part of which is also a Special Protection Area (SPA). The intertidal area of the SSSI is also a European Marine Site. The SSSI as a whole, known as 'South Gare and Coatham Sands' includes intertidal mud and sand, sand dunes, salt marsh and freshwater marsh, which have developed since construction of the South Gare breakwater in the 1860s. The SSSI also includes Coatham Rocks.
Does the site link wildlife sites and habitats or could it be maintained to do so?	Yes, link along coast and to inland.
Does the site fall within a strategic green	The Coast – Hartlepool to Cowbar.

infrastructure corridor	
Historic Environment	
Are there any heritage assets located within the site? (Conservation Area/Listed Building/Scheduled Ancient Monument)	No, however wedge is adjacent to Coatham Conservation Area.
Flood Risk and Flood Alleviation	
Is the land identified as being within flood risk zones	The northern part of the green wedge is within flood zone 3, with smaller areas in flood zone 2.
Does the land have a flood alleviation role?	Yes, due to the size of the dune system, they have been classed as a natural topographic feature in the SFRA which will generally prevent flood water entering the lower hinterland. However, in the case of a more extreme event (1 in 20 years) they are likely to be breached.
Does the site experience surface water flooding?	Much of the area around Coatham Ponds, including The Fleet and the drain to the north is at risk from surface water flooding, predominantly lower risk, with some areas of high risk.
Conclusion	The green wedge provides many recreational, environmental and landscape benefits which would be harmed by development in the green wedge.

Photos	
	
View from Coatham Marsh towards Redcar	View from Coatham Marsh towards industry to the west
	
View towards industry from western area of green wedge	Industry to the west
	
View towards Redcar	View towards industry and Warrenby Industrial Estate
	
View over wedge towards coast	

ii. Wilton and Redcar North to Coast Green Wedge (2 southern area - Wilton and Redcar)

Area	
Landscape Unit (Landscape Character Assessment)	<p>A small part of the green wedge to the south east is located within R3 – park and estate land (Kirkleatham). This area is also part of the Kirkleatham Conservation Area.</p> <p>Positive attributes in this area include publicly-accessible woodland and grassed open space and parkland character. Negative attributes include that the woodland is under-managed. The priority here is the retention of existing landscape constituents.</p>
Landscape Character SPD	The majority of the green wedge is identified as a restoration landscape. The south east of the wedge, surrounding Kirkleatham Estate, is a sensitive landscape.
Land uses	Agricultural fields. Parkland surrounding Kirkleatham Estate. Public open space uses including playing pitches, community woodland and equipped play area.
Adjacent land uses	Residential to the north and east. Industrial/chemical at Wilton to the west. Kirkleatham Business Park and the historic Kirkleatham Estate to the east.
Landscape features	<p>Number of medium/small fields. Fields are generally bordered by hedges. To the north are areas of scrub with a number of paths running through the site. A number of drains also cross the site.</p> <p>Surrounding the Kirkleatham estate are areas of woodland which screen the historic core of the estate from surrounding industrial development.</p>
Topography	Essentially flat landform with minor undulations.
Boundary	
Has the principle of development been accepted (or is there an emerging allocation) which would necessitate a review of the boundary?	No.
Has development been proposed in response to consultation/as part of a current planning proposal which could alter the boundary?	No.
Does the current boundary provide a strong defensible boundary?	To the north the boundary of the green wedge is currently defined by the residential development along Staintondale Avenue, the edge of the recreation ground and Dormanstown Primary School. To the west the

	boundary is roughly defined by the edge of an agricultural field and Meggitts Lane. To the south there is a strong defensible boundary, the A174. To the east the boundary largely follows the line of built development at the Kirkleatham Estate (although two buildings are located entirely within, and another partially within, the green wedge).
Do alternative defensible boundaries exist which would better relate to the wider boundary?	At Kirkleatham a minor amendment could be made to boundaries to exclude the small area of built development from the green wedge.
Would this create a potential piecemeal development site out of character/proportion with the surrounding area?	Altering the boundaries to exclude the area would not result in potential piecemeal development out of character/proportion with the surrounding area.
Separation and Openness	
Extent of built development within the green wedge	Facilities associated with Kirkleatham Museum including car park, toilet block and outbuilding. Foxrush Farm and associated buildings.
Can the settlements be seen from the edge and within the site?	Surrounding residential areas of Redcar, Kirkleatham Business Park and industry at Wilton and South Tees can be viewed from the edge of the green wedge. Within the site some views are screened by areas of woodland.
Perception of distance to neighbouring settlement? Consider physical separation.	The green wedge provides important physical separation between the residential areas of Dormanstown, the historic Kirkleatham Estate and the heavily industrialised landscape to the west. The wedge acts as a visual buffer delineating and separating these different land uses.
Would development undermine the openness of the green wedge?	Yes, development in the green wedge would undermine the openness of the green wedge and its important role in providing separation between different uses.
Would development harm the identity of the green wedge?	Development in the green wedge would undermine the identity of the wedge as a barrier between residential, historic and industrial development.
Would development completely change the character of the green wedge?	Development would change the important character of the wedge in providing separation.
Would development erode the green wedge to such an extent as to be tantamount to the undesirable coalescence of existing built up areas?	Very limited development in the northern part of the wedge where the wedge is wider could be possible without coalescence of the built up area, however this could erode the value of the green wedge in providing separation between industrial and residential development.

Amenity Value	
Is any of the land identified within the open space audit?	The following sites are located within the open space study audit: <ul style="list-style-type: none"> • Kirkleatham Old Hall (equipped strategic site) • Armitage Road Playing Field (teenage local site) • Foxrush Country Woodland (natural neighbourhood site)
Is the land accessible to the public?	Yes
Does the land have any other recreational/leisure uses (including footpaths, cyclepaths or bridleways both formal and informal)?	There are a number of footpaths across the site. Playing Pitch.
Could the integrity/quality of recreational/leisure uses be maintained if the green wedge boundary was amended?	Yes, limited development could take place, dependant on location, without damaging the integrity of recreation and leisure uses.
The value of the green wedge to the local community by usage or function	Green wedge had a recreational value including a playing field and number of paths.
Landscape Quality	
Details	The majority of the site is identified as a sensitive landscape. There are wide open long distance views of the coast.
Natural Environment	
Does the site contain wildlife sites?	Yes, Coatham Marsh.
Does the site link wildlife sites and habitats or could it be maintained to do so?	Yes, link along coast and to inland countryside.
Does the site fall within a strategic green infrastructure corridor	Yes, corridor 13 Greater Middlehaven/Middlesbrough Town Centre/South Bank/Greater Eston to Redcar
Historic Environment	
Are there any heritage assets located within the site?	Part of the green wedge, to the south east, is located within the boundaries of Kirkleatham Conservation Area.
Flood Risk and Flood Alleviation	
Is the land identified as being within flood risk zones	The green wedge is within flood zone 1.
Does the land have a flood alleviation role?	No.
Does the site experience surface water flooding?	Predominantly around the boundaries of the green wedge there are small areas at high risk and slightly larger areas at low risk from surface water flooding. Parts of the area can be susceptible to flooding
Conclusion	The green wedge in this area plays an important role in separating the residential area of Redcar for highly industrial development to the west. It also plays an important role in separating the Kirkleatham Estate from surrounding industry.

	<p>The wedge is of high recreational value. No sites have been put forward for consideration within the green wedge.</p> <p>Given the amenity and recreational value of the green wedge it is considered that the existing boundaries should remain unaltered, apart from a small amendment to exclude built development at Kirkleatham.</p>
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Photos	
	
Kirkleatham Old Hall play park and woodland to rear	Foxrush Community Woodland



ii. Green Wedge Wilton & Redcar North to Coast



Date: 24/06/2016 Drawn by: FH
 Scale = 1:20,000 DWG No: GW2
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iii. West of the A1053, Greystones Road, between Grangetown and Wilton

Area	
Landscape Unit (Landscape Character Assessment)	N/A
Landscape Character SPD	The area is identified as a restoration landscape.
Land uses	Sports ground, agricultural, small areas of residential.
Adjacent land uses	Residential to the west. Industrial/chemical at Wilton to the east. Electricity substation.
Landscape features	Number of smaller fields. There is landscaping surrounding the perimeter and the Tees Valley Wildlife Trust has identified that the site has a number of mature trees and hedgerows. Man-made influences including pylons and industrial development adjacent are visible from within the green wedge. The green wedge provides a visual buffer between industrial/chemical development and residential areas to the west.
Topography	Largely flat.
Boundary	
Has the principle of development been accepted (or is there an emerging allocation) which would necessitate a review of the boundary?	Outline planning permission was granted for mixed use development comprising of residential and industrial business uses on former playing fields at Mannion Park. This is a 11ha site at the northern extent of the green wedge.
Has development been proposed in response to consultation/as part of a current planning proposal which could alter the boundary?	No further sites proposed.
Does the current boundary provide a strong defensible boundary?	The boundary of the green wedge is currently defined by Broadway to the north. To the north east the boundary is initially defined by the A1053, however this boundary then becomes slightly weaker being defined by the extent of an existing tree belt, then skirts the electricity substation. The south eastern boundary is formed by road verges on the opposite side of the A1053 and A174 To the west the boundary is defined by the line of properties in Eston and Grangetown. To the north west the boundary follows a less clearly defensible line as it

	runs across the playing field.
Do alternative defensible boundaries exist which would better relate to the wider boundary?	To the south east the boundary of the green wedge could be better related to the wider boundary by extending only to the near side of the A1053 and A174, rather than incorporating the roads within the green wedge.
Would this create a potential piecemeal development site out of character/proportion with the surrounding area?	Altering the boundaries to exclude the roads would not create piecemeal development or be out of character with the surrounding area. Development at Mannion Park would change the character in the northern portion of the wedge due to the loss of the open space buffer between industry and residential development, however permission was granted for the development as it was decided that this loss was outweighed by the benefits of development.
Separation and Openness	
Extent of built development within the green wedge	Row of terraced dwellings along High Street, South Lackenby. Agricultural buildings in the south east of the green wedge. The northern portion of the green wedge is largely free of development, with former sports buildings now demolished.
Can the settlements be seen from the edge and within the site?	Settlements and chemical/industrial development can be seen from the edge and within some areas of the wedge. Groups of trees and landform within parts of the site screen views.
Perception of distance to neighbouring settlement? Consider physical separation.	The green wedge provides important physical and perception of separation between the residential areas of Grangetown and Eston and the heavily industrialised landscape to the east.
Would development undermine the openness of the green wedge?	Yes, development in the green wedge would undermine the openness of the green wedge.
Would development harm the identity of the green wedge?	Development in the green wedge would undermine the identity of the wedge as a barrier between residential and industrial development.
Would development completely change the character of the green wedge?	Development would change the important character of the wedge in providing separation.
Would development erode the green wedge to such an extent as to be tantamount to the undesirable coalescence of existing built up areas?	Limited development could be possible without coalescence of the built up area, particularly in the wider areas to the south and north, however this would erode the value of the green wedge in providing separation between industrial and residential development.

Amenity and Recreational Value	
Is any of the land identified within the open space audit?	The following sites are located within the open space study audit: <ul style="list-style-type: none"> • 27 South Lackenby Play Area • 29 Blakey Walk, Whale Hill (equipped play area) • 31 Greystones Community Woodland
Is the land accessible to the public?	Yes.
Does the land have any other recreational/leisure uses (including footpaths, cyclepaths or bridleways both formal and informal)?	There are a number of footpaths running through the site and former playing pitches in the north of the wedge.
Could the integrity/quality of recreational/leisure uses be maintained if the green wedge boundary was amended?	Development at Mannion Park would result in the loss of recreational playing fields, however they are no longer used and are surplus to requirements.
The value of the green wedge to the local community by usage or function	Green wedge has a high recreational value and has a number of open space uses, including play areas and a community woodland. The green wedge provides a physical separation between areas of heavy industry and residential.
Landscape Quality	
Details	The site is identified as a restoration landscape within the Landscape Character SPD.
Natural Environment	
Does the site contain wildlife sites?	No.
Does the site link wildlife sites and habitats or could it be maintained to do so?	The site links the green space within the urban area, including the community woodland, with the Eston Hills and wider countryside.
Does the site fall within a strategic green infrastructure corridor	Greater Middlehaven/Middlesbrough Town Centre/South Bank/Greater Eston to Redcar
Historic Environment	
Are there any heritage assets located within the site?	No.
Flood Risk and Flood Alleviation	
Is the land identified as being within flood risk zones	The green wedge is within flood zone 1.
Does the land have a flood alleviation role?	No.
Does the site experience surface water flooding?	Predominantly around the boundaries of the green wedge there are small areas at high risk and slightly larger areas at low risk from surface water flooding.
Conclusion	There is some uncertainty over the deliverability of the Mannion Park scheme. Therefore, unless the scheme is

	<p>allocated within the Local Plan it is considered that the borders of the green wedge should remain unaltered.</p> <p>To the south east the boundary of the green wedge could be better related to the wider boundary by extending only to the near side of the A1053 and A174, rather than incorporating the roads within the green wedge.</p>
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Photos	
	
Path through community woodland	Housing and electricity substation from within wedge
	
View of housing from within wedge	View to south from green wedge (South Lakenby Play Area)
	
View of wedge from south	Blakely Walk Play Area
	
View with industry in background	Mannion Park



**iii. Green Wedge west A1053,
Grangetown and Wilton**



Date: 24/06/2016

Drawn by: FH

Scale = 1:10,000

DWG No: GW3

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**iv. Spencer Beck Valley between East Middlesbrough and Eston, and Ormesby and Normanby
(Area 1 Teesville - Bramble Farm/Thorntree)**

Area	
Landscape Unit (Landscape Character Assessment)	N/A
Landscape Character SPD	Restoration landscape
Land uses	Paths. Playing fields. Residential development.
Adjacent land uses	Residential.
Landscape features	Open fields, residential development. Spencer Beck runs through west of green wedge.
Topography	Gently sloping, relatively flat.
Boundary	
Has the principle of development been accepted (or is there an emerging allocation) which would necessitate a review of the boundary?	Permission was granted in 2011 for development of has commenced at High Farm, Teesville and will result in the loss of eight hectares of green wedge. In granting permission for development in the green wedge, it was considered that exceptional circumstances existed, including supporting the Council's aspirations to regenerate Greater Eston, the social and economic benefits of the development and broadening the offer of homes in the north of Greater Eston. In 2015 permission was granted to increase housing numbers on the site. The development footprint remains unaltered.
Has development been proposed in response to consultation/as part of a current planning proposal which could alter the boundary?	The following sites have been put forward for consideration through the SHLAA or Local Plan process: <ul style="list-style-type: none"> • North of High Farm, Teesville • South of High Farm, Normanby <p>These sites are form part of the community woodland agreement attached to the High Farm planning consent.</p>
Does the current boundary provide a strong defensible boundary?	The western boundary of the green wedge is marked by the Spencer Beck which also forms the boundary between Redcar & Cleveland and Middlesborough Councils.
	To the south the boundary is formed by the rear of housing on Meadowcroft Road, Skippers Lane and the rear of houses next to Smith's Dock Park.
	To the east the boundary is largely formed by the rear of housing in Teesville and follows the line of a dismantled railway line.
	To the north the boundary is formed by the Trunk Road.
Do alternative defensible boundaries exist which would better relate to the	The green wedge boundary should be amended to exclude the permitted site at High Farm, as this

wider boundary?	boundary would better relate to the existing line of the built up area. An alternative southern boundary could be defined by the playing fields to the north of Smith's Dock Park.
Would this create a potential piecemeal development site out of character/proportion with the surrounding area?	No, provided any residential development was well related to the permitted scheme at High Farm, and community woodland was established as part of a wider planting scheme, there may be opportunity to accommodate an extension of residential development to the south of High Farm without having a significantly greater impact on the green wedge, or its depth in this area, than the existing permitted development.
Separation and Openness	
Extent of built development within the green wedge	Residential development at High Farm.
Can the settlements be seen from the edge and within the site?	Settlements within Redcar and Cleveland and Middlesbrough can be seen from the edge and within the site.
Perception of distance to neighbouring settlement? Consider physical separation.	<p>Development at High Farm has had a significant impact on the green wedge through reducing the gap between Teesville and the East of Middlesbrough, particularly when viewed from within the development.</p> <p>From the A1085 the impact of the development on the openness of the green wedge has been reduced through the set back of the High Farm development from the main road. Clear visual separation is therefore maintained between settlements in Redcar and Cleveland and Middlesbrough. The role of the green wedge in providing separation is reinforced by the protection of the Spencer Beck Valley through saved policies in the Middlesbrough Local Plan (1999).</p> <p>To the south the wedge provides visual separation between Normanby, Ormesby and East Middlesbrough. Again this is reinforced through protection in the Middlesbrough Local Plan. Along Ormesby Road, to the south beyond the boundary of the green wedge, there is limited visual separation between the two boroughs.</p>
Would development undermine the openness of the green wedge?	<p>Development at High Farm has reduced the openness of the green wedge, however, limited residential development to the south could be accommodated without having a significantly greater impact on the green wedge, or its depth in this area, than the existing development, provided community woodland and appropriate landscaping was provided.</p> <p>Development to the north of the permitted site would be considered to have a greater impact on the perceived openness of the green wedge.</p>

Would development harm the identity of the green wedge?	Limited further development in the green wedge that is well related to the existing development and provides community woodland could be accommodated without a significantly greater impact on the identity of the wedge in providing informal open space and separation between the two boroughs. However, more significant development would harm the identity of the green wedge and could result in the visual merging of these suburban areas.
Would development completely change the character of the green wedge?	Given the current development within the green wedge it is considered that limited further development to the south could be accommodated without significantly changing the character of the green wedge in providing informal open space and separation between the two boroughs. However, more significant development could change the character of the green wedge and result in the visual merging of these suburban areas. Development to the north of High Farm would also be considered to have a more significant impact on the character of the green wedge.
Would development erode the green wedge to such an extent as to be tantamount to the undesirable coalescence of existing built up areas?	Limited development could be accommodated, however more significant development could result in the erosion of the green wedge and virtual coalescence of Redcar and Cleveland and Middlesbrough.
Amenity Value	
Is any of the land identified within the open space audit?	The following sites were identified within the open space audit: <ul style="list-style-type: none"> • Smith's Dock Park
Is the land accessible to the public?	Yes.
Does the land have any other recreational/leisure uses (including footpaths, cyclepaths or bridleways both formal and informal)?	A Public Rights of Way runs through the wedge and there are a number of desire line informal paths, including beside the Spencer Beck.
Could the integrity/quality of recreational/leisure uses be maintained if the green wedge boundary was amended?	Yes, the quality and integrity of the green wedge could be maintained if the boundary was amended.
The value of the green wedge to the local community by usage or function	Smith's Dock Park is a well-used open space, and there are facilities including playing pitches. There are also paths through the green wedge and it performs the function of separating Teesville, including the new development at High Farm, and Normanby from East Middlesbrough.
Landscape Quality	
Details	The landscape is made up of relatively flat open fields which are of limited attractiveness. However, the wedge does perform an important role in visually separating the communities of Teesville and Normanby from those in Middlesbrough.

Natural Environment	
Does the site contain wildlife sites?	No
Does the site link wildlife sites and habitats or could it be maintained to do so?	The site provides a link from the countryside into the urban area and through the Spencer Beck links habitats.
Does the site fall within a strategic green infrastructure corridor	No.
Historic Environment	
Are there any heritage assets located within the site?	No.
Flood Risk and Flood Alleviation	
Is the land identified as being within flood risk zones	There are small areas within Flood Risk zone 2 and 3 adjacent to Spencer Beck.
Does the land have a flood alleviation role?	Areas adjacent to Spencer Beck.
Does the site experience surface water flooding?	There are areas at low-high risk of surface water adjacent to Spencer Beck and moderately large areas at low risk, with smaller areas of high, towards the centre of the wedge, close to Skippers Lane.
Conclusion	This green wedge is of particular importance as it demarcates settlements with Redcar and Cleveland from those in Middlesbrough, preventing urban sprawl and preserving separate identities within the Teeside conurbation. However, it is considered that given the existing development at High Farm, a limited southern extension, which is well related and includes community woodland, could be accommodated without a significantly greater impact on the green wedge. The boundary of the green wedge could therefore be amended to exclude the existing permitted site at High Farm and the proposed site to the south.

Photos	
	
View towards housing from Smith's Dock Park	View towards Middlesbrough from Smith's Dock Park
	
View towards High Farm development and Middlesbrough from A1085	View towards High Farm

iv. Spencer Beck Valley between East Middlesbrough and Eston, and Ormesby and Normanby (Area 2)

Area	
Landscape Unit	N/A
Landscape Character SPD	Restoration landscape.
Land uses	Public open space (including equipped play area).
Adjacent land uses	Residential.
Landscape features	The site is sloped and broadly comprises landscaped grassland land and selective tree planting in the west and a woodland area in the east. The site backs onto the Parkway; which is visually concealed by a tree buffer Woodland planting in the east of the along with more sporadic tree planting on the western periphery creates a high quality area of wooded parkland which enhances the setting of the adjacent housing. The Spencer Beck runs to the east of the site. With the exception of the wooded areas, the site is very open. To the north of the site there is an additional deep open space buffer between the northern edge of Spencerbeck Estate and Normanby Road (B1380) cross-town route and the main gateway to the estate. The site takes the form of a gently rising mound with some planting mostly confined to the site centre.
Topography	The site is sloped and undulating, and rises southward.
Boundary	
Has the principle of development been accepted (or is there an emerging allocation) which would necessitate a review of the boundary?	Yes, in 2016 outline permission was granted at appeal for residential development at Spencerbeck Farm. The southern part of the site is located within the green wedge and would result in its narrowest point between the south west corner of the site and the highway at Ainstable Road, being reduced to 42m.
Has development been proposed in response to consultation/as part of a current planning proposal which could alter the boundary?	No.
Does the current boundary provide a strong defensible boundary?	The western boundary of the site is predominantly marked by Ainstable Road, with a further area in the north west bounded by Normaby Road, Ainsworth Way and school playing fields. To the south the boundary is marked by the A174 and the eastern boundary of the site is defined by the Spencer Beck. To the north, the green wedge surrounds the existing residential development at Spencerbeck Farm and a small number of other properties on Normanby Road.

Do alternative defensible boundaries exist which would better relate to the wider boundary?	Yes, the boundary should be amended to reflect the permission granted for residential development. Given that removing the permitted site would result in a very narrow belt along the Spencer Beck to the east of the site, it is considered that this area should also be removed to better relate to the future form of the settlement.
Would this create a potential piecemeal development site out of character/proportion with the surrounding area?	No.
Separation and Openness	
Extent of built development within the green wedge	No built development is currently located within this area of green wedge.
Can the settlements be seen from the edge and within the site?	The settlement can be seen from the edge and within the site, although heavy tree planting rounding the Spencer Beck obscures views of housing to the east.
Perception of distance to neighbouring settlement? Consider physical separation.	Existing green wedge and lines of development create a small but visible separation between Ormesby and Normanby, and prevent the suburban characters of the area from merging.
Would development undermine the openness of the green wedge?	Yes.
Would development harm the identity of the green wedge?	Development in the green wedge could harm the visual separation between Ormesby and Normanby, resulting in the visual merging of these suburban areas.
Would development completely change the character of the green wedge?	<p>Whilst there is currently development along a section of Normanby Road, which is surrounded by the green wedge, further development in this area would lead to an erosion of the open character and separation between Ormesby and Normanby.</p> <p>At present the unusual character and layout of Spencerbeck Farm, comprising terraced cottages and agricultural buildings, is distinguished from the suburban housing nearby, although it is recognised that this may be lost through the development of the permitted site which will result in a significant extension and intensification of residential development at Spencerbeck Farm changing the character of the area.</p>
Would development erode the green wedge to such an extent as to be tantamount to the undesirable coalescence of existing built up areas?	Further development, particularly beyond the permitted site would result in virtual coalescence of the built up area given the narrowness of the wedge in this area.
Amenity Value	
Is any of the land identified within the open space audit?	<p>The following sites are included within the open space strategy audit:</p> <ul style="list-style-type: none"> • Endeavour Drive • Spencerbeck Field (including teenage/equipped play area)

	<ul style="list-style-type: none"> Normanby Road/Ainsworth Way Buffer <p>The entire green wedge is identified in the open space audit.</p>
Is the land accessible to the public?	Yes.
Does the land have any other recreational/leisure uses (including footpaths, cyclepaths or bridleways both formal and informal)?	Informal footpaths through the woodland connect to the path crossing Spencer Beck and under the Parkway, leading onto the country park. This is a useful link but paths are not well made. There are other informal paths in the site.
Could the integrity/quality of recreational/leisure uses be maintained if the green wedge boundary was amended?	Given the extent of the public open spaces on the site it is considered that the general integrity of recreation/leisure uses could still be maintained if the boundary was amended in the northern area of the wedge.
The value of the green wedge to the local community by usage or function	The green wedge has a recreational value to the local community and provides an attractive setting to the residential area. It is also of high value in maintaining the separate characters of Ormesby and Normanby.
Landscape Quality	
Details	<p>The site is sloped and broadly comprises landscaped grassland land and selective tree planting in the west and a woodland area in the east. The site backs onto the Parkway; which is visually concealed by a tree buffer. Woodland planting in the east, along with more sporadic tree planting on the western periphery, creates a high quality area of wooded parkland which enhances the setting of the adjacent housing. The Spencer Beck runs to the east of the site. With the exception of the wooded areas, the site is very open.</p> <p>To the north of the site there is an additional deep open space buffer between the northern edge of Spencerbeck Estate and Normanby Road (B1380) cross-town route and the main gateway to the estate. The site takes the former of a gently rising mound with some planting mostly confined to the site centre.</p> <p>There are some signs of vandalism on the site including the woodland area.</p>
Natural Environment	
Does the site contain wildlife sites?	No
Does the site link wildlife sites and habitats or could it be maintained to do so?	Yes, informal footpaths through the woodland connect to the path crossing Spencer Beck and under the Parkway, and connect with the country park.
Does the site fall within a strategic green infrastructure corridor	No.
Historic Environment	
Are there any heritage assets located within the site?	No

Flood Risk and Flood Alleviation	
Is the land identified as being within flood risk zones?	There are areas of flood zone 2 and 3 along the Spencer Beck, with wider areas towards the centre of the green wedge.
Does the land have a flood alleviation role?	Yes, area adjacent to Spencer Beck.
Does the site experience surface water flooding?	There are areas of high-low surface water flood risk surrounding the Spencerer Beck. To the western boundary of the site there are areas at low risk of surface water flooding.
Conclusion	<p>The green wedge is of high recreational value and performs the important role of separating the relatively high density residential areas of Normanby and Ormesby.</p> <p>To the north of the wedge, adjacent to Spencerbeck Farm, the green wedge is narrower. The permitted site will have the impact of intensifying the residential development in this area and reducing the remaining green wedge. The green wedge boundary should be amended to exclude the permitted site. It is also considered that the small remaining area of green wedge to the east of the permitted site should be removed to better relate to the future residential layout and built form.</p> <p>Any further development in this area would result in the virtual coalescence of the suburban area, therefore the remaining green wedge between Normanby and Ormesby should remain protected.</p>

Photos	
	
Endeavour Drive Open Space	View towards Ormesby
	
View towards Spencer Beck Farm	Woodland to east of site
	
Normanby Road open space buffer	Spencerbeck Field play area
	
View to south across wedge	Spencer Beck



**iv. Green Wedge Spencer
Beck Valley**



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 Scale = 1:12,000 DWG No: GW4
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v. Hambleton Hill

Area	
Landscape Unit	N/A
Landscape Character SPD	Restoration landscape.
Land uses	Park, agricultural, arable and pasture.
Adjacent land uses	Residential, railway line to the north west.
Landscape features	<p>The green wedge is divided into two sections divided by the A174 which is sunken into the landscape (upper and lower lawns).</p> <p>The green wedge rises from the north to the south, above much of the surrounding landscape. Along Gypsy Lane residential development has extended part way up and along south facing slopes at Hambleton Hill. Development has largely been contained on south and west facing slopes. The outer limits are generally well screened by trees and woodland.</p> <p>From the southern higher part of the wedge there are wide panoramic views across to Teesside. In the foreground and middle distance there is open farmland interspersed with clumps of trees and surrounded by thick mature woodland belts on all sides. Transport routes are largely cut in and hidden from view. There is an absence of built form and the appearance is of an undeveloped farmed parkland landscape, providing a well-defined space within the built up area. The fact that the green wedge is surrounded by built development increases the importance of its qualities.</p>
Topography	The green wedge rises from the north to the south and is undulating across the width of the wedge. From the higher slopes there are wide open views across Teesside.
Boundary	
Has the principle of development been accepted (or is there an emerging allocation) which would necessitate a review of the boundary?	Outline permission was granted in 2014 for 10 dwellings as part of a small infill scheme rounding-off the housing along the north side of Gypsy Lane. While this area is within the green wedge, given its small size and location adjacent to existing dwellings, it was not considered to compromise the integrity of the green wedge.
Has development been proposed in response to consultation/as part of a current planning proposal which could alter the boundary?	<p>The following SHLAA sites are located within the green wedge:</p> <ul style="list-style-type: none"> • Westfield Wood (2.9ha) • Hambleton Hill A & B (5.4ha)
Does the current boundary provide a strong defensible boundary?	The boundary of the green wedge is largely defined by a thick belt of trees around the perimeter of the site, particularly to the north and east, which form a relatively strong defensible boundary.

	<p>To the west the boundary is defined by the railway line.</p> <p>To the south the boundary is less strong and is defined by the rear of properties along Gypsy Lane and Rothesay Grove.</p>
Do alternative defensible boundaries exist which would better relate to the wider boundary?	The green wedge boundary along Gypsy Lane could be altered to exclude the permitted development site, rounding off the settlement.
Would this create a potential piecemeal development site out of character/proportion with the surrounding area?	No, development of this site would round off the existing edge of Nunthorpe.
Separation and Openness	
Extent of built development within the green wedge	Ormesby Hall and associated buildings, St Cusberts Parish Church and some buildings along Church Lane in east of green wedge. Small group of agricultural buildings close to A174.
Can the settlements be seen from the edge and within the site?	Collectively the screening fringes of trees around the perimeter are effective in shutting off most of the urban and suburban landscape lying beyond. From southern parts of the wedge there are views over Teesside.
Perception of distance to neighbouring settlement? Consider physical separation.	Wedge provides effective perception of separation and physical separation between neighbouring settlements and provides an important setting to Ormesby Hall.
Would development undermine the openness of the green wedge?	Yes, apart from the small infill site off Gypsy Lane, development in the green wedge would undermine the openness of this important landscape and setting of a heritage asset.
Would development harm the identity of the green wedge?	Yes, apart from the small infill site off Gypsy Lane, development in the green wedge would undermine the identity of the wedge as an open backdrop and setting to Ormesby Hall.
Would development completely change the character of the green wedge?	Yes, as outlined above development beyond the infill site would alter the character of the Conservation Area and role of the wedge in providing an important open setting to Ormesby Hall.
Would development erode the green wedge to such an extent as to be tantamount to the undesirable coalescence of existing built up areas?	Limited development could take place on the infill site without resulting in the coalescence of the built up area. Development of the Hambleton Hill A and B site in the south western extent of the wedge could result in the visual coalescence of Nunthorpe and Ormesby.
Amenity Value	
Is any of the land identified within the open space audit?	No.
Is the land accessible to the public?	Yes.
Does the land have any other recreational/leisure uses (including footpaths, cyclepaths or bridleways)	The northern section of the wedge includes the grounds to Ormesby Hall and includes a park and gardens. Footpaths in the wedge.

both formal and informal)?	
Could the integrity/quality of recreational/leisure uses be maintained if the green wedge boundary was amended?	If a minor amendment was made to exclude the permitted development on Gypsy Lane, this would maintain the purpose of the green wedge.
The value of the green wedge to the local community by usage or function	The northern section of the wedge largely forms the grounds to Ormesby Hall and includes a park and gardens. These are owned by the National Trust and form an attraction in the local area.
Landscape Quality	
Details	<p>Development has largely been contained on south and west facing slopes. The outer limits are generally well screened by trees and woodland.</p> <p>In the foreground and middle distance there is open farmland interspersed with clumps of trees and surrounded by thick mature woodland belts on all sides. Transport routes are largely cut in and hidden from view. There is an absence of built form and the appearance is of an undeveloped farmed parkland landscape, providing a well-defined space within the built up area. The fact that the green wedge is surrounded by built development increases the importance of its qualities.</p> <p>The area is of great landscape value.</p>
Natural Environment	
Does the site contain wildlife sites?	No.
Does the site link wildlife sites and habitats or could it be maintained to do so?	The green wedge provides a link connecting the countryside to the built up areas of Middlesbrough.
Does the site fall within a strategic green infrastructure corridor	Greater Middlehaven/ Middlesbrough Town Centre/Marton/Nunthorpe to Guisborough.
Historic Environment	
Is the site within a Conservation Area?	Within Ormesby Hall Conservation Area and is of particular importance in forming the setting of Ormesby Hall and the conservation area as noted in the Conservation Area Character Appraisal.
Are there any heritage assets located within the site?	Ormesby Hall and surrounding conservation area.
Flood Risk and Flood Alleviation	
Is the land identified as being within flood risk zones	A beck runs along the north eastern edge of the green wedge, with very small areas of flood zone 2/3 alongside. To the north west there is a gill with small areas of flood zone 2/3 adjacent.
Does the land have a flood alleviation role?	Limited areas adjacent to beck.
Does the site experience surface water flooding?	There are small areas across the wedge, predominantly adjacent to water features, which are at medium to high risk of surface water flooding.

Conclusion	This green wedge is of high landscape value and of particular importance in forming the setting of Ormesby Hall and the conservation area. The wedge also performs the role of separating Nunthorpe, Ormesby and east Middlesborough. Nevertheless, there is the opportunity to amend the green wedge boundary to exclude the permitted site off Gypsy Lane, rounding off the settlement in this location.
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Photos	
	
Views across green wedge from Gypsy Lane	View towards Gypsy Lane and permitted infill site



**v. Green Wedge
Hambleton Hill**



Date: 24/06/2016 Drawn by: FH
Scale = 1:11,000 DWG No: GW5

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Strategic Gaps

i. Marske and New Marke

Area	
Landscape Unit (Landscape Character Study)	<p>R2 Lowland farmland (South of Redcar and Marske)</p> <p>Positive attributes:</p> <ul style="list-style-type: none"> • Extensive views, some of which include the coast • Physical separation between urban areas • Linear tree and scrub vegetation associated with Roger Dike, Cat Flat Lane and Fishpond Road is of wildlife and visual value <p>Negative attributes:</p> <ul style="list-style-type: none"> • Large field size and sparse fragmented hedgerow pattern, with general absence of hedgerow trees • 'Hard' industrial and urban edges, with, in particular, New Marske intrusive in a largely open landscape <p>Inland is classified as Restoration Landscape. Existing features in this denuded landscape are relatively sparse, due to hedgerow decline and loss, and their retention is important to 'place' new development, to act as the basis for additional planting, or for the creation of 'new landscape.' Additional planting may comprise, for example, a hedgerow to continue the line of an existing one, or, in preference, form a hedgerow pattern or network and combine with tree planting to create an enhanced landscape structure.</p>
Landscape Character SPD	<p>Restoration Landscape.</p> <p>Long views predominate in this landscape, and skyline features take on particular importance. The industry at Wilton Works, and the abrupt urban edges of Redcar, Marske, New Marske, Saltburn and the A174 and railway corridors have a strong local influence on landscape character.</p>
Land uses	Agricultural land of high quality.
Adjacent land uses	Predominantly residential.
Landscape features	<p>Urban edges have strong local influence on landscape character which can be visually intrusive and form hard edges.</p> <p>Inland are large agricultural fields with sparse fragmented hedgerow pattern and general absence of hedgerow trees.</p>
Topography	Largely flat agricultural fields.

Has the principle of development been accepted (or is there an emerging allocation) within the strategic gap?	No.
Has development been proposed in response to consultation/as part of a current planning proposal within the strategic gap?	The following sites have been proposed for consideration through the SHLAA or Local Plan process: <ul style="list-style-type: none"> • West of Longbeck Road, Marske • Land to the South of Marske
Do defensible boundaries exist which could be defined on a map?	To the north the boundary could be defined by the Saltburn to Darlington railway line, to the east the A174 and A1085 and to the west New Marske and tracks/paths following northwards towards Marske. To the south the wooded area to the south of Marske could form a logical boundary.
Separation and Openness	
Extent of built development within the strategic gap	There are currently limited agricultural buildings within the strategic gap.
Can the settlements be seen from the edge and within the gap?	Settlements can be seen on the edge and within the gap, although they are relatively well screened by existing trees.
Perception of distance to neighbouring settlement? Consider physical separation.	The strategic gap provides a clear physical separation and land of agricultural character between Marske and New Marske.
Would development undermine the openness of the strategic gap?	Limited development could be possible without undermining the openness of the strategic gap.
Would development harm the identity of the strategic gap?	Limited development could be possible without harming the identity of the strategic gap in providing physical separation between Marke and New Marske, provided it is well integrated into the landscape and well related to existing settlements.
Would development completely change the character of the strategic gap?	It is considered that well screened development that is related to the existing settlements could be developed without impacting on the overall agricultural character of the area.
Would development erode the strategic gap to such an extent as to be tantamount to the undesirable coalescence of existing built up areas?	Limited development could take place without the undesirable coalescence of the built up area.
Conclusion	A boundary could be defined on the proposals map using the railway line, tracks and roads to the east and west and the wooded area to the south of Marske. This approach would be in accordance with the landscape character assessment and would aid interpretation of the policy, ensuring that a sufficient gap is maintained between the settlements.




Photos	
	
<p>View towards Marske from north east edge of New Marske</p>	
	
<p>View towards Marske from Gurney Street, New Marske</p>	
<p>View towards New Marske from Marske</p>	

ii. Saltburn and Marske;

Area	
Landscape Unit (Landscape Character Assessment)	<p>R2 Lowland farmland (south of Redcar and Marske)</p> <p>Positive attributes:</p> <ul style="list-style-type: none"> • Extensive views, some of which include the coast • Physical separation between urban areas • Linear tree and scrub vegetation associated with Roger Dike, Cat Flat Lane and Fishpond Road is of wildlife and visual value <p>Negative attributes:</p> <ul style="list-style-type: none"> • Large field size and sparse fragmented hedgerow pattern, with general absence of hedgerow trees • ‘Hard’ industrial and urban edges <p>R7 Coastal farmland (Marske to Saltburn)</p> <p>Positive attributes:</p> <ul style="list-style-type: none"> • The beach, sea views and open, coastal character <p>Negative attributes:</p> <ul style="list-style-type: none"> • Obtrusive urban edges to Marske • Large agricultural fields <p>R8 Incised Wooded Valley (Hazel Grove)</p> <p>Positive attributes:</p> <ul style="list-style-type: none"> • The vegetation in the gill forms a strong visual element in the local landscape and presents a linear feature which emphasises the topographic valley form <p>Negative attributes:</p> <ul style="list-style-type: none"> • Caravan site on adjacent land <p>Under the Character Assessment, the coastal zone in this tract is classified as Sensitive Landscape. In this open landscape, largely the product of maritime exposure, any development will be very open to view. Location and design are of major importance, and opportunities should be taken to integrate the development into adjacent urban areas and to screen by planting, with shelter provided where exposure would otherwise hinder or prevent successful establishment.</p> <p>The remainder of this tract, inland of the coast, is classified as Restoration Landscape. Existing features in this denuded landscape are relatively sparse, due to hedgerow decline and loss, and their retention is important to ‘place’ new development, to act as the basis for additional planting, or for the creation of ‘new</p>

	landscape.' Additional planting may comprise, for example, a hedgerow to continue the line of an existing one, or, in preference, form a hedgerow pattern or network and combine with tree planting to create an enhanced landscape structure.
Landscape Character SPD	<p>The area along the coast is identified as a sensitive landscape. Inland is restoration landscape.</p> <p>Long views predominate in this landscape, and skyline features take on particular importance. The industry at Wilton Works, and the abrupt urban edges of Marske, New Marske, Saltburn and the A174, and railway corridors have a strong local influence on landscape character.</p> <p>The land near the coast is of an open character due to maritime exposure. This presents a situation in which 'restoration' or the creation of new character will be inappropriate, and landscape treatment of any development may take the form of alternative measures such as mounding.</p>
Land uses	<p>Sandy foreshore, backed by open agricultural land.</p> <p>Woodland.</p>
Adjacent land uses	Predominantly residential. Caravan site to east.
Landscape features	<p>This is an open, highly visible landscape with, long distance, wide angle seaward views available. Open, exposed with a rural coastal character.</p> <p>Urban edges have strong local influence on landscape character which can be visually intrusive and form hard edges.</p> <p>Inland are large agricultural fields with sparse fragmented hedgerow pattern and general absence of hedgerow trees.</p> <p>To the east of the strategic gap lies Hazel Grove, a steep sided highly wooded valley.</p>
Topography	Gently sloping foreshore and low cliff banks backed by an essentially flat agricultural fields. Steep sided wooded valley at Hazel Grove.
Has the principle of development been accepted (or is there an emerging allocation) within the strategic gap?	Permission has been granted for housing development at Marske Road, Saltburn.
Has development been proposed in response to consultation/as part of a current planning proposal within the strategic gap?	<p>The following sites have been proposed for consideration through the SHLAA or Local Plan process:</p> <ul style="list-style-type: none"> • Windy Hill Farm, Marske • West of Saltburn (southern portion of this site,

	<p>Marske Road, Saltburn, has already been permitted)</p> <ul style="list-style-type: none"> • Tofts Farm
Do defensible boundaries exist which could be defined on a map?	A boundary could be defined using the Landscape Character Assessment tracts to the north. To the south the boundary could be defined by Hob Hill Lane and to the west the A174 and A1085.
Separation and Openness	
Extent of built development within the strategic gap	There are currently limited agricultural buildings within the strategic gap.
Can the settlements be seen from the edge and within the gap?	Yes, settlements can be seen from the edge and within the gap, particularly Marske which forms a harsh urban edge.
Perception of distance to neighbouring settlement? Consider physical separation.	The strategic gap provides a clear physical separation and land of agricultural character between Marske and Saltburn.
Would development undermine the openness of the strategic gap?	Limited development could be possible without undermining the openness of the strategic gap. However, permission has already been granted for housing at Marske Road, to the west of Saltburn, which will impact on openness in this area and reduce the physical gap. Therefore, further development in this location could have potential to undermine the openness. Along the coast the landscape is very open and sensitive to development, therefore development in this location could also undermine the openness of the strategic gap.
Would development harm the identity of the strategic gap?	Limited development could be possible without harming the identity of the strategic gap in providing physical separation between Marske and Saltburn, provided it is well integrated into the landscape and well related to existing settlements.
Would development completely change the character of the strategic gap?	Given the openness of the coastal area development has potential to impact on the open rural character of the area. However, given the harsh impact of the urban landscape, particularly Marske, on the character of the area it is possible that limited well screened development could soften edges of existing built development without impacting on the overall character.
Would development erode the strategic gap to such an extent as to be tantamount to the undesirable coalescence of existing built up areas?	Limited development could take place without the undesirable coalescence of the built up area. However, given the existing permitted development to the west of Saltburn, further development in this area could have potential to impact on openness and lead to visual coalescence.
Conclusion	A boundary could be defined on the proposals map using the landscape character assessment and roads to the south and west. This approach would aid interpretation of the policy and ensure that a sufficient gap is maintained between settlements.

Photos	
	
<p>View towards Saltburn from Howard Drive, Marske</p>	<p>View of green wedge from Marske</p>
	
<p>View towards Marske from edge of Saltburn</p>	